



ORDINARY MEETING OF COUNCIL

To be held on

Thursday, 28 April 2022
4pm

at

Armidale

ATTACHMENTS

INDEX

5 CONFIRMATION OF MINUTES

5.1 Minutes of Previous Meeting held 23 March 2022

Attachment 1:	Draft Minutes - 23 March 2022	4
----------------------	-------------------------------------	---

8 LEADERSHIP FOR THE REGION

8.1 Annual Report of the Audit, Risk and Improvement Committee

Attachment 1:	ARIC Annual Report March 2021 - March 2022	17
----------------------	--	----

8.2 Tabling of Updated Disclosure of Pecuniary Interest - Councillor Mepham

Attachment 1:	Councillor Mepham updated disclosure of pecuniary interest - redacted	31
----------------------	---	----

8.3 Review of Risk Management Policy

Attachment 1:	Revised Risk Management Policy	34
----------------------	--------------------------------------	----

Attachment 2:	Risk Appetite Statements for Armidale Regional Council	43
----------------------	--	----

8.4 ALGA National General Assembly 2022

Attachment 1:	National General Assembly of Local Government - Invitation to Mayors and Councillor	53
----------------------	---	----

8.5 Civic and Ceremonial Function and Representation Policy - For Adoption (Post Public Exhibition)

Attachment 1:	Draft Civic and Ceremonial Function and Representation Policy	71
----------------------	---	----

8.7 Council Actions Report January - March 2022

Attachment 1:	Action Items Report 20 April 2022 OCM	78
----------------------	---	----

9 GROWTH, PROSPERITY AND ECONOMIC DEVELOPMENT

9.2 Additional Special Variation 2022-2023

Attachment 1:	22-07 Updated Guidelines for Additional Special Variation (ASV) Process for 2022-23	92
----------------------	---	----

10 ENVIRONMENT AND INFRASTRUCTURE

10.1 Request for Variation to Waterfall Way Heavy Patching Contract A2021/35

Attachment 1:	Council Report - Heavy Patching 21-22 - Original council report	95
----------------------	---	----

10.2 Removal of Heritage Listed Street Trees

Attachment 1:	McArdle Tree Assessment Report Rusden St Street Trees 2022	98
----------------------	--	----

10.3 DA-16-2019 - Proposed 40 Large Lot Residential Subdivision of 5 & 15 Karina Close and 11 Springhill Lane, Armidale

Attachment 1:	DA-16-2019 - 15 Karina Close ARMIDALE NSW 2350 - Section 4.15 assessment	118
Attachment 2:	Sheet 2 - Proposed Lot Layout - Aerial	155
Attachment 3:	Sheet 2a - Proposed Lot Layout.....	156
Attachment 4:	DA-16-2019 - Amended site plans for basin and footpath	157
Attachment 5:	Submissions for DA-16-2019	159
11	OUR PEOPLE AND COMMUNITY	
11.1	Public Exhibition of the Community Recognition Policy	
Attachment 1:	Draft Community Recognition Policy - April 2022.....	323
Attachment 2:	Draft Community Recognition Procedure - April 2022	329
12	COMMITTEE REPORTS	
12.1	Audit Risk and Improvement Committee - Minutes of meeting held 17 March 2022	
Attachment 1:	Minutes - Audit, Risk and Improvement Committee - 17 March 2022	334
12.2	Traffic Advisory Committee - Minutes of the Meeting held 5 April 2022	
Attachment 1:	Minutes - Traffic Advisory Committee - 05 April 2022.....	342
Attachment 2:	Agenda - Traffic Advisory Committee 05 April 2022	345



ORDINARY MEETING OF COUNCIL

Held on

Wednesday, 23 March 2022
4pm

at

Armidale Council Chambers

PRESENT: Councillor Sam Coupland (Mayor), Councillor Todd Redwood (Deputy Mayor via Zoom), Councillor Paul Gaddes, Councillor Jon Galletly, Councillor Susan McMichael, Councillor Steven Mephram, Councillor Debra O'Brien, Councillor Margaret O'Connor, Councillor Paul Packham, Councillor Dorothy Robinson and Councillor Bradley Widders.

IN ATTENDANCE: Mr James Roncon (General Manager via Zoom), Mr Darren Schaefer (Acting Chief Officer Corporate and Strategy), Mr Daniel Boyce (Chief Officer Sustainable Development), Mr Alex Manners (Chief Officer Assets and Services), Ms Ms Jessica Bower (Executive Officer) and Ms Melissa Hoult (Executive Officer).

MINUTES

Armidale Regional Council
Ordinary Council Meeting
Wednesday, 23 March 2022

Page 2

Index

1.	CIVIC AFFIRMATION AND ACKNOWLEDGEMENT OF COUNTRY	
2.	STATEMENT IN RELATION TO LIVE STREAMING OF COUNCIL MEETINGS	
3.	APOLOGIES AND APPLICATIONS FOR LEAVE OF ABSENCE BY COUNCILLORS	
4.	DISCLOSURES OF INTEREST	
5.	CONFIRMATION OF MINUTES	
5.1	Confirmation of the Minutes of the Ordinary Council Meeting held on 23 February 2022	3
6.	MAYORAL MINUTE	
6.1	Mayoral Minute - 2022 Federal Election Campaign	4
6.2	Mayoral Minute - Deferment of the April 2022 and June 2022 Ordinary Council Meetings	4
7.	NOTICES OF MOTION	
8.	LEADERSHIP FOR THE REGION	
8.1	Tabling of Disclosure of Pecuniary Interest	5
8.2	Councillor and Staff Interaction Policy for Adoption (Post Public Exhibition)	5
8.3	Code of Meeting Practice for Adoption Post Public Exhibition	5
8.4	Councillor Expenses and Facilities Policy for Adoption Post Public Exhibition Period 6	6
8.5	Council Actions Report January and February 2022	7
9.	GROWTH, PROSPERITY AND ECONOMIC DEVELOPMENT	
9.1	Public Exhibition of Proposed Lease to UNE of Road Reserve for the Purpose of Paid Parking	7
9.2	Standard Instrument LEP Agritourism Amendment Order	8
9.3	Cash and Investment Report 28 February 2022	8
9.4	2021-2022 Loan Approval	8
9.5	Additional Special Variation 2022-2023	9
9.6	Employment Zones Reform	9
10.	ENVIRONMENT AND INFRASTRUCTURE	
10.1	IWCM Strategy - Water Security Assessment and Options Evaluation Report	9
11.	OUR PEOPLE AND COMMUNITY	
12.	COMMITTEE REPORTS	
12.1	Traffic Advisory Committee - Minutes of the meeting held 1 March 2022	11
13.	MATTERS OF AN URGENT NATURE	
14.	QUESTIONS ON NOTICE	

Armidale Regional Council
Ordinary Council Meeting
Wednesday, 23 March 2022

Page 3

1. CIVIC AFFIRMATION AND ACKNOWLEDGEMENT OF COUNTRY

Cr Galletly delivered the Civic Affirmation and the Cr Mephram delivered the Acknowledgement to Country.

2. STATEMENT IN RELATION TO LIVE STREAMING OF COUNCIL MEETINGS

The General Manager delivered the statement.

3. APOLOGIES AND APPLICATIONS FOR LEAVE OF ABSENCE BY COUNCILLORS - NIL

4. DISCLOSURES OF INTEREST

Name	Item	Nature of Interest	Reason/Intended Action
Clr Robinson	9.2	<input type="checkbox"/> Pecuniary <input type="checkbox"/> Non Pecuniary – Significant Conflict <input checked="" type="checkbox"/> Non Pecuniary – Non Significant Conflict	Reason: Part owner of land that could conceivably be effected by the change in the LEP proposal. Intended action: Remain in the Chamber
Clr Packham	9.2	<input type="checkbox"/> Pecuniary <input type="checkbox"/> Non Pecuniary – Significant Conflict <input checked="" type="checkbox"/> Non Pecuniary – Non Significant Conflict	Reason: Rural land owner in the region having the opportunity to engage in the initiatives being presented in item 9.2 should the motion be successful. Intended action: Remain in the Chamber
Clr O'Connor	9.2	<input type="checkbox"/> Pecuniary <input type="checkbox"/> Non Pecuniary – Significant Conflict <input checked="" type="checkbox"/> Non Pecuniary – Non Significant Conflict	Reason: Part owner of rural land. Intended action: Remain in the Chamber

5. CONFIRMATION OF MINUTES

5.1 Confirmation of the Minutes of the Ordinary Council Meeting held on 23

February 2022

Ref: AINT/2022/03653 (ARC16/0001-7)

60/22

RESOLVED

That the Minutes of the Ordinary Council meeting held on 23 February 2022 be taken as read and accepted as a true record of the Meeting.

Moved Cr McMichael

Seconded Cr Widders

The Motion on being put to the vote was CARRIED unanimously.

Armidale Regional Council
Ordinary Council Meeting
Wednesday, 23 March 2022

Page 4

6. MAYORAL MINUTE

6.1 Mayoral Minute - 2022 Federal Election Campaign *Ref: AINT/2022/09069 (ARC16/0025-6)*

61/22

RESOLVED

That Council:

- a. Supports the national funding priorities of the Australian Local Government (ALGA), which would contribute an estimated \$6.46 billion per year to Australia's GDP and create 43,444 jobs.
- b. Agrees to support and participate in the Australian Local Government Association's advocacy for their endorsed and the President of the Australian Local Government Association to:
 - i. express support for ALGA's funding priorities
 - ii. identify priority local projects and programs that could be progressed with the additional financial assistance from the Federal Government being sought by ALGA
 - iii. seek funding commitments from the members, candidates and their parties for these identified local projects and programs.

Moved Cr Coupland

The Motion on being put to the vote was CARRIED unanimously.

6.2 Mayoral Minute - Deferment of the April 2022 and June 2022 Ordinary Council Meetings

Ref: AINT/2022/09643 (ARC16/0025-6)

62/22

RESOLVED

That Council:

- a. defer the 27 April 2022 Ordinary Council Meeting to 28 April 2022 to allow adequate time for Councillors to review the April Business Paper.
- b. defer the 22 June 2022 Ordinary Council Meeting to 29 June 2022 due to the Australian Local Government Association Conference that is being held in Canberra from 19 – 22 June 2022.

Moved Cr Coupland

The Motion on being put to the vote was CARRIED unanimously.

7. NOTICES OF MOTION - NIL

Armidale Regional Council
Ordinary Council Meeting
Wednesday, 23 March 2022

Page 5

8. LEADERSHIP FOR THE REGION

8.1 Tabling of Disclosure of Pecuniary Interest *Ref: AINT/2022/04976 (ARC22/4999)*

63/22

RESOLVED

That Council note the tabling of Disclosures of Pecuniary Interest and Other Matters by each of the eleven Councillors lodged within 3 months of being elected as required by the *Model Code of Conduct*.

Moved Cr O'Connor

Seconded Cr Galletly

The Motion on being put to the vote was CARRIED unanimously.

8.2 Councillor and Staff Interaction Policy for Adoption (Post Public Exhibition)

Ref: AINT/2022/07053 (ARC17/1770)

64/22

RESOLVED

That Council:

- a. Adopt the Councillor and Staff Interaction Policy post public exhibition which commenced 17 January 2022 for a period of 28 days, noting submissions were not received.

Moved Cr Widders

Seconded Cr Gaddes

The Motion on being put to the vote was CARRIED unanimously.

8.3 Code of Meeting Practice for Adoption Post Public Exhibition

Ref: AINT/2022/07057 (ARC17/1770)

65/22

MOTION

That Council:

- a. Note three submissions were received during the public exhibition period – attached to this report.
- b. Adopt the Code of Meeting Practice

Moved Cr Widders

Seconded Cr McMichael

AMENDMENT

That the code of meeting practice be adopted subject to the GM Business Paper Briefing being open to the public.

Moved Cr Robinson

Seconded Cr O'Connor

DIVISION The result being:-

Armidale Regional Council
Ordinary Council Meeting
Wednesday, 23 March 2022

Page 6

FOR: *Crs M O'Connor and D Robinson*

AGAINST: *Crs S Coupland, P Gaddes, J Galletly, S McMichael, S Mephram, D O'Brien, P Packham, T Redwood and B Widders*

The Motion on being put to the vote LOST.

RESOLVED

That Council:

- a. Note three submissions were received during the public exhibition period – attached to this report.
- b. Adopt the Code of Meeting Practice

Moved Cr Widders

Seconded Cr McMichael

DIVISION *The result being:-*

FOR: *Crs S Coupland, P Gaddes, J Galletly, S McMichael, S Mephram, D O'Brien, P Packham, T Redwood, D Robinson and B Widders*

AGAINST: *Cr M O'Connor*

The motion on being put to the vote was CARRIED.

8.4 Councillor Expenses and Facilities Policy for Adoption Post Public Exhibition

Period

Ref: AINT/2022/09266 (ARC16/0060-2)

MOTION (Split in two parts)

- a) That Council adopt the draft Councillor Expenses and Facilities Policy as attached to this report, with the following changes:
 - 1) Subject to the stated home office expenses limit, a subscription to the local paper should be considered a valid home office expense
 - 2) ICT expenses allocated to the first year can be carried over to future years, if unspent.
 - 3) that the time limit for making claims totalling under \$100 is extended to 6 months.

Moved Cr Robinson

Seconded Cr O'Brien

DIVISION *The result being:-*

FOR: *Crs S Coupland, S McMichael, D O'Brien, M O'Connor, T Redwood, D Robinson and B Widders*

AGAINST: *Crs P Gaddes, J Galletly, S Mephram and P Packham*

The Motion on being put to the vote was CARRIED.

- b) that the proposed budget for 2022-23 is reviewed to see if any savings can be made without affecting the quality of representation, or training and professional development.

Armidale Regional Council
Ordinary Council Meeting
Wednesday, 23 March 2022

Page 7

DIVISION *The result being:-*

FOR: *Crs D Robinson, P Gaddes and D O'Brien*

AGAINST: *Crs S Coupland, J Galletly, S McMichael, S Mephram, M O'Connor, P Packham, T Redwood and B Widders*

66/22 The Motion on being put to the vote was LOST.

RESOLVED

- b) That Council adopt the draft Councillor Expenses and Facilities Policy as attached to this report, with the following changes:
- 4) Subject to the stated home office expenses limit, a subscription to the local paper should be considered a valid home office expense
 - 5) ICT expenses allocated to the first year can be carried over to future years, if unspent.
 - 6) that the time limit for making claims totalling under \$100 is extended to 6 months.

Moved Cr Robinson

Seconded Cr O'Brien

The Motion on being put to the vote was CARRIED.

8.5 Council Actions Report January and February 2022 *Ref: AINT/2022/09719 (ARC16/0001-7)*

67/22

RESOLVED

That Council notes the report summarising the actions taken on the resolutions of Council.

Moved Cr O'Connor

Seconded Cr Gaddes

The Motion on being put to the vote was CARRIED unanimously.

9. GROWTH, PROSPERITY AND ECONOMIC DEVELOPMENT

9.1 Public Exhibition of Proposed Lease to UNE of Road Reserve for the Purpose of Paid Parking

Ref: AINT/2021/19070 (ARC16/1118)

68/22

RESOLVED

That Council:

- a) Endorse the proposed lease of road reserve to the University of New England (for the purpose of paid parking) for public exhibition for a period of 28 days; and
- b) Receive a further report at the conclusion of the exhibition period.

Moved Cr Robinson

Seconded Cr McMichael

The Motion on being put to the vote was CARRIED unanimously.

Armidale Regional Council
Ordinary Council Meeting
Wednesday, 23 March 2022

Page 8

9.2 Standard Instrument LEP Agritourism Amendment Order

Ref: AINT/2022/09128 (ARC16/0030-3) Refer to Item 4 for Disclosures of Interest

69/22

RESOLVED

That Council:

- a. advise the Department of Planning and Environment to incorporate the proposed Farm Stay Accommodation and Farm Gate Premise Clauses (Clauses 5.23 and 5.24), into the *Armidale Dumaresq Local Environmental Plan 2012* and *Guyra Local Environmental Plan 2012*, and to permit 'Agritourism', 'Farm Experience' and 'Farm Gate Premises' in the zones that currently have some form of permissible 'Agriculture'.
- b. once the amendments to the LEP are made, deliver an industry promotion package to inform farmers of opportunities enabled by the new LEP including provision of planning concierge services to assist with any required development application processes within current resources.

Moved Cr Packham

Seconded Cr McMichael

The Motion on being put to the vote was CARRIED unanimously.

9.3 Cash and Investment Report 28 February 2022 Ref: AINT/2022/09179 (ARC16/0001-7)

70/22

RESOLVED

That Council note the Cash and Investment Report for February 2022.

Moved Cr McMichael

Seconded Cr Gaddes

The Motion on being put to the vote was CARRIED unanimously.

9.4 2021-2022 Loan Approval

Ref: AINT/2022/09214 (ARC20/4311)

71/22

RESOLVED

That Council:

- a. Authorise the General Manager on behalf of Armidale Regional Council to borrow from TCorp the sum of \$5,770,000 at a fixed interest rate for a period of twenty (20) years, these borrowings are to fund the contribution for the Puddledock Dam Raw Water Main & Pump Station.
- b. Authorise the Mayor and General Manager to sign loan documents and apply the Common Seal of Council to loan documents as necessary.

Moved Cr Gaddes

Seconded Cr Packham

DIVISION The result being:-

FOR: Crs S Coupland, P Gaddes, J Galletly, S McMichael, S Mephram, D O'Brien, P Packham, T Redwood and D Robinson

AGAINST: Crs M O'Connor and B Widders

Armidale Regional Council
Ordinary Council Meeting
Wednesday, 23 March 2022

Page 9

The Motion on being put to the vote was CARRIED.

72/22

9.5 Additional Special Variation 2022-2023

Ref: AINT/2022/10245 (ARC21/4910)

RESOLVED

That Council endorse the preparation of an application for an Additional Special Variation for the 2022-2023 financial year to the maximum permissible level and on a permanent basis, with a view to resolve final approval at the Ordinary Council meeting 27 April 2022 (noting that the figure for the 'Additional Proposed Funding from ASV*' in the Budget table should read 356,381 and not 356,831).

Moved Cr Robinson

Seconded Cr O'Brien

DIVISION The result being:-

FOR: Crs S Coupland, P Gaddes, J Galletly, S McMichael, S Mephram, D O'Brien, P Packham, T Redwood, D Robinson and B Widders

AGAINST: Cr M O'Connor

The Motion on being put to the vote was CARRIED.

73/22

9.6 Employment Zones Reform

Ref: AINT/2022/10547 (ARC16/0030-3)

RESOLVED

That Council:

- a. Endorse the proposed *Armidale Dumaresq Local Environmental Plan 2012* and *Guyra Local Environmental Plan 2012* land use tables in Attachment 1 for inclusion in the Employment Zones Translation Detail, prepared by the Department of Planning and Environment.
- b. Delegate to the General Manager the authority to make any minor amendments to the Employment Zones Translation Detail required by the Department of Planning and Environment.

Moved Cr McMichael

Seconded Cr Gaddes

The Motion on being put to the vote was CARRIED unanimously.

10. ENVIRONMENT AND INFRASTRUCTURE

10.1 IWCM Strategy - Water Security Assessment and Options Evaluation Report

Ref: AINT/2022/10417 (ARC18/2622)

MOTION

That Council:

Armidale Regional Council
Ordinary Council Meeting
Wednesday, 23 March 2022

Page 10

- a. Note the report from NSW Public Works Advisory; Armidale Regional Council Water Security Assessment and Options Evaluation Report Final R2 – incorporating 2022 growth projection.
- b. Note that Council staff have lodged enquiries with Essential Energy regarding the acquisition of the Oaky River Dam as a potential Water Supply Option.
- c. Adopt the recommendation from Public Works Advisory and Council staff to proceed with the development of options one and two being;
 - i. Oaky River Dam 25ML/Day + 6.5metre raising of Malpas
 - ii. Styx River Dam 25ML/Day + 6.5metre raising of Malpas
- d. Note that, following adoption of recommended options, Council staff along with PWA will commence the preparation of a business case for this project including clarity on funding source, impact on financial and environmental sustainability, impact on operating costs and affordability (including willingness to pay) for residents and businesses, in conjunction with estimates of benefits and costs of additional water savings measures and the predicted savings in water consumption from the roll out of smart water meters and the reduction in consumption patterns since the drought, in accordance with the IWCM Strategy process.

Moved Cr Robinson

Seconded Cr O'Connor

AMENDMENT

Moved Cr Packham

Seconded Cr McMichael

That Council:

- a. Note the report from NSW Public Works Advisory; Armidale Regional Council Water Security Assessment and Options Evaluation Report Final R2 – incorporating 2022 growth projection.
- b. Note that Council staff have lodged enquiries with Essential Energy regarding the acquisition of the Oaky River Dam as a potential Water Supply Option.
- c. Adopt the recommendation from Public Works Advisory and Council staff to proceed with the development of options one and two being;
 - i. Oaky River Dam 25ML/Day + 6.5metre raising of Malpas
 - ii. Styx River Dam 25ML/Day + 6.5metre raising of Malpas
- d. Note that, following adoption of recommended options, Council staff along with PWA will commence the preparation of a business case.

DIVISION The result being:-

FOR: Crs S Coupland, P Gaddes, J Galletly, S McMichael, S Mephram, D O'Brien, M O'Connor, P Packham, T Redwood and B Widders

AGAINST: Cr D Robinson

The Amendment on being put to the vote was CARRIED.

The Amendment became the Substantive Motion.

74/22

Armidale Regional Council
Ordinary Council Meeting
Wednesday, 23 March 2022

Page 11

RESOLVED

That Council:

- a. Note the report from NSW Public Works Advisory; Armidale Regional Council Water Security Assessment and Options Evaluation Report Final R2 – incorporating 2022 growth projection.
- b. Note that Council staff have lodged enquiries with Essential Energy regarding the acquisition of the Oaky River Dam as a potential Water Supply Option.
- c. Adopt the recommendation from Public Works Advisory and Council staff to proceed with the development of options one and two being;
 - i. Oaky River Dam 25ML/Day + 6.5metre raising of Malpas
 - ii. Styx River Dam 25ML/Day + 6.5metre raising of Malpas
- d. Note that, following adoption of recommended options, Council staff along with PWA will commence the preparation of a business case.

The Motion on being put to the vote was CARRIED unanimously.

11. OUR PEOPLE AND COMMUNITY - NIL

12. COMMITTEE REPORTS

12.1 Traffic Advisory Committee - Minutes of the meeting held 1 March 2022

Ref: AINT/2022/09403 (ARC16/0168-7)

75/22

RESOLVED

That:

- a) Council endorse the Traffic Advisory Committee's recommendation that the road closure requested for the annual ANZAC Day Dawn Service to occur on 25 April 2022 between 5.30 am and 7.00 am, in accordance with the provided traffic control plan.
- b) Council endorse the Traffic Advisory Committee's recommendation that the rolling road closures requested for the annual Anzac Day March to be held on 25 April 2022 between 10.00am and 12.30pm, in accordance with the provided traffic control plan.
- c) Council endorse the Traffic Advisory Committee's recommendation that the temporary road closures for the Armidale 2022 ANZAC Day March and Commemoration Service to occur on Sunday 25 April 2022, for Faulkner Street from Dumaresq Street to Beardy Street and the connecting intersections with East Mall and Rusden Street roundabout, be approved in accordance with the provided traffic control plan.
- d) Council endorse the Traffic Advisory Committee's resolution, that the approval for the Special Event Transport Management Plan for the 'Tour de Rocks' Thursday 7 April, for the occupation and usage of Armidale Regional Council Local Government Area (LGA) local roads only, pending approval for the use of local roads within the LGA of Kempsey Council, and of any regional classified roads from Transport NSW, and any further recommendations from NSW Police.
- e) Council endorse the Traffic Advisory Committee's resolution, that the approval for the

Armidale Regional Council
Ordinary Council Meeting
Wednesday, 23 March 2022

Page 12

temporary closure of Dangar Street between Dumaresq and Kirkwood Streets, from 6am to 9am on Thursday the 7 April 2022.

- f) That Council note the Traffic Advisory Committee's recommendation that Council staff and Tour de Rocks organisers work together on the use of the Kempsey Road given the current road conditions and unpredictable weather.

AND

Note that subsequent to the meeting, the road is no longer suitable for the event and alternate routes have been investigated by staff, event organisers have ridden the suggested routes for suitability with the final advice being:

The 'Tour de Rocks' charity mountain bike ride will be commencing from the public park (Civic Park) in Dangar Street, Armidale Thursday, 7 April 2022. Day 1 starts at 6am at Civic Park and ends at Wollomombi, 36 km East of Armidale at 5pm. Day 2 of the ride commences at Wollomombi at 8am and ends at Guyra Showground, 85 km North West of Wollomombi at approximately 5pm. The final day of the ride commences at Guyra Showground at 6am and ends at Sport UNE, Armidale, 20 km South of Guyra at approximately 2pm.

- g) That Council endorse the Big Chill Festival which will occur the 14 and 15 May 2022.
- h) That Council endorse the Traffic Advisory Committee's resolution, that the road closures required for the 3 weekends of events for Faulkner Street, between Kirkwood and Dumaresq Street, in conjunction with the Big Chill Festival and, to allow the set up and removal of attractions, including Sunday 8 only, Thursday 12 to Sunday 15 and Thursday 19 – Monday 23 May 2022.
- i) Council endorse the Traffic Advisory Committee's resolution, that a temporary no parking zone to be used for 2 x designated Disability parking spots and a Drop off/ Collection Zone for Taxis and patrons in Dumaresq Street between Faulkner and Dangar Street on Saturday 14 and Sunday 15 May in conjunction with the Big Chill Festival, be approved in accordance with the provided traffic control plan.
- j) Council endorse the Traffic Advisory Committee's resolution, to decline the request to install a pedestrian crossing at Butler Street between Rusden Street and Barney Street at this time, until after further investigation can occur and align with the Active Transport Plan.
- k) That the Council Note :
- i. The temporary partial closure of Uralla Road from 21 until 23 February 2022 from 7am to 6pm to enable the removal of high risk street trees. TfNSW approval has been provided with a Road Occupancy Licence (ROL).
 - ii. The tree removal work at Black Mountain which is scheduled to commence on 19 April 2022. TfNSW approval has been provided with a Road Occupancy Licence (ROL).

Moved Cr McMichael

Seconded Cr Gaddes

The Motion on being put to the vote was CARRIED unanimously.

13. MATTERS OF AN URGENT NATURE - NIL

Armidale Regional Council
Ordinary Council Meeting
Wednesday, 23 March 2022

Page 13

14. QUESTIONS ON NOTICE - NIL

There being no further business the Mayor declared the meeting closed at 5:30pm.



Contents

Introduction	2
Purpose of this report.....	2
Profile of the committee	2
ARIC member profiles.....	3
ARIC role and scope of oversight	5
Audit, Risk and Improvement Committee Charter.....	5
Internal Audit Function	6
External Audit	7
ARIC summary of outcomes	8
Details of meetings held during the year	8
Areas dealt by the Committee during the year.....	8
Strategic Audit Plan	11
Future requirements affecting Internal Audit and ARICs.....	Error! Bookmark not defined.
Conclusion	13

Introduction

The Audit, Risk and Improvement Committee's Annual Report provides the Elected Representatives and the community with a summary of its responsibilities, work, operations and deliberations during the period.

The report is also designed to inform Council of any significant relevant issues and/or matters that were addressed or are currently being addressed by the Committee. The Committee is a governance function composing of an independent membership, which assists Council to fulfil its corporate governance and oversight responsibilities. Its main role is to provide advice and assurance regarding a range of activities as outlined in this report.

This report covers the first year of the current ARIC membership's operation, that is for the period March 2021 to March 2022.

Purpose of this report

The Audit, Risk and Improvement Committee (ARIC) Charter requires the Chairperson to provide a report on the committee's performance to Council. The report outlines key achievements, issues identified and other relevant matters

Profile of the committee

The ARIC of Armidale Regional Council commenced with its current independent committee membership in January 2021 with its first meeting in March 2021. The Committee consists of three voting members. In addition, the General Manager and the Internal Auditor will attend all ARIC meetings (except where excluded by the Committee) however, they are not members of the Committee and do not have voting rights.

The following Council staff may attend when invited to do so, or to provide information to the Committee:

- Senior Financial Officer
- Senior Governance and Strategy Officer
- Other staff
- Councillors; and
- External experts

ARIC member profiles

The Committee consists of three independent members who were appointed in December 2020 effective 1 January 2021 upon the approval of Council, for a term of three years expiring the 31 December 2023. Below are the profiles of the members.

Phil Thomas (Chair)

Phil has deep expertise and extensive experience in providing strategic advice on governance processes, audit and risk management and control frameworks, financial management, organisational performance and accountability obligations. He currently works as consultant advising on governance, performance improvement, risk, assurance, corruption prevention, and procurement and probity. His prior experience includes:

- Chief Audit Executive and Chief Risk Officer Transport for NSW
- Assistant Auditor-General, Performance Audit, NSW Audit Office
- Assistant Auditor-General, Financial Audit, NSW Audit Office and
- Senior Manager, PricewaterhouseCoopers.

He is a chartered accountant with a Bachelor of Commerce degree and was a graduate of the Australian Institute of Company Directors.

Jason Masters

Jason is an experienced audit committee members serving on audit committee for a range of local governments and other agencies. Jason has international experience in IT governance, business and technology projects and corporate governance and management consulting. Jason's qualifications and experience include:

- B.Ec, Flinders University of South Australia
- Fellow and Graduate Member, Australian Institute of Company Directors – FAICD
- Professional Fellow Institute of Internal Auditors (Australia) – PFIIA
- Certified in the Governance of Enterprise Information Technology – CGEIT, Information Systems Audit & Control Association
- Certified in Risk Management Assurance (IIA) – CRMA
- Certified Professional and Senior Member, Australian Computer Society
- Certified Fraud Examiner – CFE
- Foundation Associate Member Chartered Institute of Purchasing and Supply.

Michael O'Connor

Michael has over 27 years' experience in the Local Government environment in the Electricity Supply industry. He has a thorough knowledge of the functions of Local Government, both in the utility environment and the Council service area, plus the not for profit, the military, community transport and private business sectors. He is Chair of the Uralla Shire Council ARIC, Chair of Liverpool Shire ARIC, Chair of Walcha Shire ARIC and a member of Armidale Regional Council and Tamworth Regional Council ARIC. Michael holds qualifications from the Australian Institute of Company Directors (GAICD), Ass Dip LGA, a Fellow of the Institute of Managers and Leaders, Member of the Internal Auditors Association. He has been associated with various ARIC's for over six years and has accumulated extensive experience in the ARIC environment.

ARIC role and scope of oversight

The *Local Government Act 1993* was amended in 2016 to require the independent assurance of Council's activities through the establishment of an Audit, Risk and Improvement Committee. Section 428A of the *Local Government Act 1993* requires each council to establish an Audit, Risk and Improvement Committee to continuously review and provide independent advice to the general manager and the governing body of Council about:

- compliance
- risk management
- fraud control
- financial management
- governance
- implementation of the strategic plan, delivery program and strategies
- service reviews
- collection of performance measurement data by the council
- any other matters prescribed by the regulations
- improving the Council's performance of its functions.

Audit, Risk and Improvement Committee Charter

The Committee operates under the auspices of the Audit, Risk and Improvement Committee Charter (the Charter) which was adopted by Council in July 2020 and revised on 9 December 2020.

The primary role of the Committee is to provide independent assurance and advice to the Council on risk management, internal control, governance, internal audits, organisational performance and external accountability responsibilities.

Under the Charter, the Committee will specifically provide advice to the Council regarding:

- Promoting a culture of corporate governance and compliance with Council's statutory, regulatory and policy framework;
- Examining the effectiveness of Council's internal control framework to include business processes and systems;
- Reviewing the effectiveness of the Council's enterprise risk management processes;
- Examining the effectiveness of audit processes;
- Reviewing external financial statements reporting processes; and
- Providing information to the Council for the purpose of improving the performance of Council's functions.

Internal Audit Function

Internal auditing is a systematic, disciplined approach that provides independent, objective assurance designed to add value to Council's operations. Internal auditing helps Council achieve objectives by evaluating the risk management, control and governance systems.

Audits are completed in accordance with the International Standards for the Professional Practice of Internal Auditing (Standards) issued by the Institute of Internal Auditors. Internal Audit function's independence is assured through a dual reporting relationship to the Committee and Chief Executive Officer.

An Internal Audit Charter governs the Internal Audit function at Armidale Regional Council. The Internal Audit Charter, which was lastly endorsed by ARIC in May 2020, outlines the purpose, authority and responsibility for the internal auditing function. To monitor the effectiveness of the control environment, ARIC reviews the reports.

Armidale Regional Council established with Uralla Shire Council and Glen Innes Severn Council a jointly operated internal audit function to service and operate for the benefit of all the Councils by providing to the Councils internal audit services. The efficiency and economy of this arrangement is currently under consideration.

The table below shows the status update of Council's Annual Internal Audit Plan 2021 – 2022 (as at March 2022)

Internal Audit Review	Delivered by	Completed (Date)	Presented to ARIC (date)
COMPLIANCE AUDIT: DRIVES24	Council Internal Audit resources	Complete June 2021	-
PROCUREMENT	Council Internal Audit resources	Complete September 2021	September 2021
CYBERSECURITY	Council Internal Audit resources supplemented by BDO (external resources)	Complete September 2021	November 2021
PAYROLL	Council Internal Audit resources supplemented by BDO (external resources)	Complete March 2022	March 2022

Internal Audit Review	Delivered by	Completed (Date)	Presented to ARIC (date)
STRATEGIC INFRASTRUCTURE PLANNING: PROJECT MANAGEMENT	Council Internal Audit resources supplemented by BDO (external resources)	In progress Expecting completion April 2022	-
ENTERPRISE RISK MANAGEMENT: RISK REGISTER	Council Internal Audit resources	In progress	Update status report presented in March 2022
FRAUD CONTROL HEALTH CHECK	-	Not initiated	-
WORKPLACE HEALTH & SAFETY (WHS)	-	Not initiated	-
SELF-ASSESSMENT ON NSW AUDIT OFFICE AND ICAC REPORTS	-	Not initiated	-

External Audit

The Committee receives the annual report from the external auditor (Audit Office of New South Wales) on the status of the financial statements. Representatives from the Audit Office may attend Committee meetings as advisors.

ARIC summary of outcomes

Details of meetings held during the year

The Committee has held five meetings since March 2021. The last meeting for the financial year 2021/2022 is scheduled for 21 June, 2022. Attendance of voting members is as follows:

Attendees	23 March 2021	22 June 2021	14 September 2021	16 November 2021	17 March 2022
Phil Thomas (Chairperson)	✓	✓	✓	✓	✓
Jason Masters	✓	✓	✓	✓	✓
Michael O'Connor	✓	✓	✓	✓	✓

Matters considered by the Committee

The areas listed below have been considered by ARIC, in the context of its Charter.

OBJECTIVE	AREA
Promote a culture of corporate governance and compliance with Council's statutory, regulatory and policy framework	<ul style="list-style-type: none"> Review of the Policy Review Project, by which Council is currently reviewing all policies as a result of the 2020 Governance Review and the subsequent inclusion of the review in the requirements of the Performance Improvement Order (PIO); PIO and Compliance Reports four reports and a supplementary additional report provided by Council to the Minister of Local Government. The PIO identified a number of areas where Council needed to take action to rectify areas of non-compliance with legislation and address deficiencies; Consider matters arising from regulatory authorities (such as the ICAC and the Audit Office of NSW) and the implications of their findings and recommendations for the Council;

OBJECTIVE	AREA
Examine the effectiveness of Council's internal control framework to include business processes and systems	<ul style="list-style-type: none"> • Oversight of Council improvements in the areas of governance, compliance, risk management, audit planning, and financial management; • Discussion of Committee's role and responsibilities in relation to Council's fraud and corruption prevention framework and relevant reporting. Council adopted the Fraud and Corruption Prevention Policy at the 27 January 2021 Ordinary Council Meeting;
Review the effectiveness of the Council's enterprise risk management processes;	<ul style="list-style-type: none"> • Noted status of the Risk Management Road Map which covers key elements such the Enterprise Risk Management Framework (ERM) structure, Risk Management policy and procedures, Corporate Risk Register, Council Risk Appetite Statements, etc. • Monitored key and arising risks • Considered Council's approach to climate change risks;
Examine the effectiveness of audit processes;	<ul style="list-style-type: none"> • Reviewed and endorsement of the risk-based annual audit plans 2020/2021 (updated in March 2021) and 2021/2022; • Reviewed and endorsed the of scope of internal audit reviews: Cybersecurity, Payroll and Strategic Infrastructure Planning Project Management; • Reviewed internal audit reports (procurement, cybersecurity, Payroll) • Monitored the implementation of Internal and External Audit recommendations based on their criticality: High, Medium and Low Risk findings; • Noted the status update on the Council Annual Internal Audit Plan 2021 / 2022 (March 2022)

OBJECTIVE	AREA
Review external financial statements reporting processes;	<ul style="list-style-type: none"> • Reviewed and discussed the NSW Audit Office's Interim Management Letter relating to their audit for the year ended 30 June 2021; • Reviewed of issues raised in External Audit Management Letters; • Reviewed and provided feedback on Council's Project Plan for preparation of the financial statements and external audit for the year ended 30 June 2021. The purpose of the Project Plan is to provide the Committee with transparency of Council's FY2021 financial statement and audit plan; • Reviewed and provided advice on the Draft Financial Statements Year Ended 30 June 2021; • Review of the 2020/21 Fourth Quarter Budget Review Statement.
Provide information to the Council for the purpose of improving the performance of Council's functions.	<ul style="list-style-type: none"> • Review and discussion of the Financial Improvement Plan which covers a range of activities to identify opportunities within Council's operations to improve productivity and efficiency and assist with improving Council's key financial indicators; • Provide advice on the implementation of Pulse software for delegations and legislative compliance requirements;

Strategic Audit Plan

In March 2022 ARIC noted and provided feedback on a list of auditable items subject to future audit review. The items listed below will be considered for future annual and strategic planning of internal audit engagements.

AUDITABLE ITEM	RISKS / INDICATIVE SCOPES
Grants Funding Management	<ul style="list-style-type: none"> Review Council's process for securing grant funding; Assess the adequacy of Council's controls designed to ensure appropriate expenditure of grant funding; Review the accounting treatment of unspent grant funds; Sample test grants to determine adherence to project specifications and milestones; Assess the process for determining the financial accounting treatment of grant funding; and Review grant management in conjunction with budgets and operational plans.
Business Continuity Management	<ul style="list-style-type: none"> Assessment of Council's practices and procedures relating to establishment, implementation and review of business continuity arrangements.
Cash Handling and Petty Cash	<ul style="list-style-type: none"> Financial Controls multiple locations.
Customer Service	<ul style="list-style-type: none"> Customer Experience, Feedback and Complaints framework, policy and procedure.
IT Strategic Plan	<ul style="list-style-type: none"> Outdated IT systems leading to on-going inefficiencies; extra costs due to customization and the need for integration of systems; financial losses due to the purchase of underused or non-suitable systems / technologies; sub-utilisation of acquired systems and licences due to lack of training. Provide assurance on the effectiveness of the Council IT Strategic Management framework; Digital Services Strategy

AUDITABLE ITEM	RISKS / INDICATIVE SCOPES
Environmental Audit	<ul style="list-style-type: none"> Legal and compliance breaches. Regulatory environmental breaches - lack of understanding of compliance requirements or lack of adherence to policies
Assets Management (Land)	<ul style="list-style-type: none"> Land management process; register, Crown land classification; Public Land Local Approvals Policy; Community Leasing; Standard Licence Agreements; Crown land Plans of Management.
Inventory, Stores and Stocktakes	<ul style="list-style-type: none"> Unethical behaviour; theft of materials from Store (shrinkage) and other risks associated with the receiving function Assessment of appropriate inventory level to have on hand and which is then adhered to; items are currently held in stock; Stock securely stored with only a small number of authorised personnel having direct access to it and inventory activity tracking system; regular stocktakes and random spot checks by managers
Corporate Credit Cards (Including Fuel Cards)	<ul style="list-style-type: none"> Review Council's Policy and procedures for purchasing cards; Ensure that the designed controls are operating effectively; Evaluate whether there are any gaps in the current design of the key policies, procedures and controls surrounding the process to mitigate the related risks.

Conclusion

The PIO and associated independent *Financial Improvement Plan* and *External Review of Governance Arrangements* conducted in September 2020 outlined the scope of the deficits that existed in governance arrangements. The challenges of addressing those issues and implementing the associated recommendations in a resource constrained environment should not be underestimated. Nor should the risk of reversion should the change momentum be lost. Under the leadership of General Manager, James Roncon, who commenced with Council in January 2021, Council has embarked upon a journey of transformation. The Restore and Thrive turnaround strategy has set out a plan of long term renewal with a focus on 'back to basics' to reset the organisation and rebuild community confidence and support.


ARIC's commends Council on its to the implementation of the PIO recommendations to date and commitment to continuing with the implementation of the recommendations beyond the cessation of the PIO instrument. ARIC will continue to provide advice and assurance in relation to the rigorous implementation of the PIO and *Financial Improvement Plan* recommendations

DISCLOSURES BY COUNCILLORS AND DESIGNATED PERSONS RETURN [TRIM ARC19/3250]

Disclosure of pecuniary interests and other matters

By: Steven Mephram

In respect of the period from 1/7/2020 to 30/6/2021


 [Councillor's or designated person's signature]

 12.1.2022
 [As at Date]

A. Real Property

Street address of each parcel of real property in which I had an interest at the return date/at any time since 30 June


Nature of interest

 Road Llangothlin NSW 2365

Joint Owner Family Home

B. Sources of income

1. Sources of income I reasonably expect to receive from an **occupation** in the period commencing on the first day after the return date and ending on the following 30 JuneSources of income I received from an **occupation** at any time since 30 June

Description of occupation	Name and address of employer or description of office held (if applicable)	Name under which partnership conducted (if applicable)
Casual Bus Driver	Velbus Pty Ltd Glen Innes	
Business Owner	 Road Llangothlin NSW 2365	Sole Trader Steve Mephram TA High Country Productions TA Steve Mephram Management Services TA New England Ninjas TA Great Aussie Toasties

DISCLOSURES BY COUNCILLORS AND DESIGNATED PERSONS RETURN [TRIM ARC19/3250]

F. Were you a property developer or a close associate of a property developer on the return date

No

G. Positions in trade unions and professional or business associations

Name of each trade union and each professional or business association in which I held any position (whether remunerated or not) at the return date/at any time 30 June

Guyra District Business Chamber	President
Business New England	Member

H. Debts

Name and address of each person to whom I was liable to pay any debt at the return date/at any time since 30 June

Nil

I. Dispositions of property

1. Particulars of each disposition of real property by me (including the street address of the affected property) at any time since 30 June as a result of which I retained, either wholly or in part, the use and benefit of the property or the right to re-acquire the property at a later time

Nil

2. Particulars of each disposition of property to a person by any other person under arrangements made by me (including the street address of the affected property), being dispositions made at any time since 30 June, as a result of which I obtained, either wholly or in part, the use and benefit of the property

Nil

DISCLOSURES BY COUNCILLORS AND DESIGNATED PERSONS RETURN [TRIM ARC19/3250]

- 1 The pecuniary interests and other matters to be disclosed in this return are prescribed by Schedule 1 of the Model Code of Conduct for Local Councils in NSW.
- 2 If this is the first return you have been required to lodge with the general manager after becoming a councillor or designated person, do not complete Parts C, D and I of the return. All other parts of the return should be completed with appropriate information based on your circumstances at the return date, that is, the date on which you became a councillor or designated person.
- 3 If you have previously lodged a return with the general manager and you are completing this return for the purposes of disclosing a new interest that was not disclosed in the last return you lodged with the general manager, you must complete all parts of the return with appropriate information for the period from 30 June of the previous financial year or the date on which you became a councillor or designated person, (whichever is the later date), to the return date which is the date you became aware of the new interest to be disclosed in your updated return.
- 4 If you have previously lodged a return with the general manager and are submitting a new return for the new financial year, you must complete all parts of the return with appropriate information for the 12-month period commencing on 30 June of the previous year to 30 June this year.
- 5 This form must be completed using block letters or typed.
- 6 If there is insufficient space for all the information you are to disclose, you must attach an appendix which is to be properly identified and signed by you.
- 7 If there are no pecuniary interests or other matters of the kind required to be disclosed under a heading in this form, the word "NIL" is to be placed in an appropriate space under that heading.

Important information

This information is being collected for the purpose of compliance with clause 4.21 of the Model Code of Conduct.

You must not lodge a return that you know or ought reasonably to know is false or misleading in a material particular (see clause 4.23 of the Model Code of Conduct). Complaints about breaches of these requirements are to be referred to the Office of Local Government and may result in disciplinary action by the council, the Chief Executive of the Office of Local Government or the NSW Civil and Administrative Tribunal.

The information collected on the form will be kept by the general manager in a register of returns. The general manager is required to table all returns at a council meeting.

Information contained in returns made and lodged under clause 4.21 is to be made publicly available in accordance with the requirements of the Government Information (Public Access) Act 2009, the Government Information (Public Access) Regulation 2009 and any guidelines issued by the Information Commissioner.

You have an obligation to keep the information contained in this return up to date. If you become aware of a new interest that must be disclosed in this return, or an interest that you have previously failed to disclose, you must submit an updated return within three months of becoming aware of the previously undisclosed interest.

Version: Model Code of Conduct 2018 Schedule 2

TRIM:

Risk Management Policy

ADOPTED BY COUNCIL: [DATE TO BE COMPLETED BY GOVERNANCE]

1. PURPOSE

The purpose of this policy is to express Armidale Regional Council's (Council) commitment to implementing organisation-wide risk management principles, systems and processes that ensure the consistent, efficient and effective assessment of risk in all Council's planning, decision making and operational processes.

This policy establishes a risk management framework to ensure decisions are made with an understanding of Council's risk environment and to facilitate the taking of risks and capitalising on opportunities, within Council's risk appetite, to assist Council meet its strategic objectives.

2. APPLICATION

Risk management is a fundamental component of decision making in all Council activities. As such all Councillors and Officers will be guided by this Policy and associated procedures when making any decisions, and such decisions should consider the risks involved in taking those decisions and the impact of those decisions on the achievement of Council's objectives.

3. RISK MANAGEMENT FRAMEWORK

Council provides critical services and infrastructure to the residents, ratepayers and visitors to the Armidale Region. Council also has service agreements and contractual obligations with government and non-government agencies and organisations and has its own strategic goals and objectives that it seeks to achieve on behalf of the community. It is therefore incumbent on Council to understand the internal and external risks that may impact the delivery of these services, contracts and strategic objectives and have processes in place to identify, mitigate, manage and monitor those risks to ensure the best outcome for Council, staff and the community. It is also our responsibility to ensure the efficient, effective and ethical use of resources and services by ratepayers, residents, staff and visitors. Council has developed a risk management framework consistent with AS/NZS ISO 31000:2018 Risk Management -Guidelines to assist it to identify, treat, monitor and review all risks to its operations and strategic objectives and apply appropriate internal controls. Council is committed to the principles, framework and process of managing risk as outlined in AS/NZS ISO 31000:2018 Risk Management -Guidelines and commits to fully integrating risk management within the Council and applying it to all decision-making, functions, services and activities of the Council in accordance with our statutory requirements.

Council maintains a strong commitment to embedding effective risk management into all activities and as such is a core responsibility of management. Management has the responsibility to evaluate the risk environment, to put in place appropriate controls and to monitor the effectiveness of these controls, as well as communicate the risk management framework, plan and procedures throughout Council.

The objectives of this policy are to facilitate Council striking a balance between risk management and opportunity taking, whilst achieving the objectives set out in Council's community strategic plan by:

1. Ensuring Enterprise-Wide Risk Management is integrated into Council's strategic and operational planning processes in order to avoid, eliminate or minimise harm and/or loss.
2. Supporting and enabling effective delivery of equitable and appropriate services and facilities for the community whilst creating an environment of innovation and business improvement.
3. Implementing risk management practices that lead to a risk aware culture.
3. Having regard to long-term and cumulative commitments by Council to environment, economic, social and governance objectives aligned with its Integrated Planning and Reporting framework.

4. COMMUNITY STRATEGIC PLAN OBJECTIVES

Successful implementation of a risk management framework will enhance the delivery of all Community Outcomes listed in the Armidale Regional Council Community Strategic Plan.

5. POLICY

5.1 Council's Risk Management Framework

Council identifies, assesses and manages risk at both an enterprise ('top-down') and a business ('bottom-up') level. This process covers the full spectrum of risks including policy, strategic, financial and operational risks, including compliance. This approach to risk management is known as Enterprise Risk Management (ERM).

This policy aims to achieve the proper identification and oversight of all the risks Council faces. Council's risk management approach will encompass the following key elements:

- Risk Management Policy
- Risk Appetite Statements
- Risk Management Plan
- Risk Management Procedures.

This framework is consistent with the *Risk Management and Internal Audit for Local Councils in NSW Guidelines* and *AS/NZS ISO Risk Management Standard 31000:2018 Risk Management Guidelines*, and comprises several important steps:

- *Identifying and analysing* the main risks facing the Council;
- *Evaluating* those risks and making judgements about whether they are acceptable or not;
- *Implementing* appropriately designed control systems to manage these risks in a way which is consistent with Council's risk appetite;
- *Treating* risks by formulating responses following the identification of unacceptable risks, including actions to reduce the probability or consequences of events and formulation of contingency plans;

- *Documenting* these processes, with summary tables (risk registers) the main forms of documentation, supplemented by risk manuals or related documents as appropriate; and
- *Ongoing monitoring, communication and review.*

The approach aligns with and incorporates the principles of the 'three lines of defence' model, which is based on a set of layered defences that align responsibility for risk taking with accountability for risk control.

Business units of Council (the first line) own and manage risks and are responsible for implementing controls to keep risks within the appetite of the organisation; the second line provides specialised risk and compliance management services; and the third line, primarily via the internal audit function, provides assurance to senior management on the effectiveness of governance, risk management and internal controls.

5.2 Risk Management Culture

Risk Management Culture refers to the set of shared values and behaviours that characterise how Council considers risk in its day-to-day activities. Risk Management Culture should be embedded into and not separate from the organisational culture. Risk culture is the glue that binds all the elements of risk management together, because it reflects the shared values, goals, practices and mechanisms that embed risk into an organisation's decision-making processes and risk management into its operating processes.

Council fosters a positive risk management culture where risk management is seen as a positive attribute of decision-making rather than a corrective measure. Staff are encouraged to have a willingness to engage effectively with risk.

5.3 Risk Profile and Appetite

Council seeks to manage its risk profile carefully. This reflects the view that satisfactory fulfilment of its important public responsibilities could be seriously jeopardised if poorly managed risks were to lead to significant impairment of operations, financial losses, harm to the environment and/or damage to Council's reputation.

In support of this, Council has developed risk appetite statements for Council's risk categories. This will define the level of risk Council is willing to accept in pursuit of its strategic goals and will form the basis of Council's approach to managing risk and taking opportunities in day to day operational activities as well as strategic decision making.

5.4 Risk Management Plan

A risk management plan will be developed to provide structure for how Council will implement the Risk Management Policy and conduct its risk management activities. The primary purpose of the plan is to ensure that the Council's arrangements for managing risks are clearly understood and practiced, and identifies where, when and how different types of decisions relating to risk are made across the Council and by whom.

The Risk Management Plan will include:

- Roles, accountabilities and responsibilities in relation to risk management;

- The timeframes for risk management activities;
- The activities that Council will undertake to implement its Risk Management Policy;
- How risk management processes will be implemented and maintained ;
- Resourcing requirements (people, IT and physical assets);
- Training and development requirements;
- Performance measures used to evaluate the success of the risk management framework, and
- How and when the Council's Risk Management Framework will be reviewed.

5.5 Risk Management Procedures

Risk management procedures will be developed to provide a systematic way of identifying, assessing and prioritising risks, deciding how they will be managed, and documenting and communicating this across the Council. All risk management procedures are to be performed in accordance with *AS/NZS ISO 31000:2018 Risk Management - Guidelines*, using qualitative, semi-quantitative or quantitative methods and techniques that best suit the Council's operations, risk management maturity and decision-making needs.

5.6 Decision Making

To ensure its success, the Risk Management Framework will be integrated within all Council's decision-making processes, governance structures, operational procedures and integrated planning and reporting processes.

5.7 Risk Management Framework – Continuous Review

The Council executive is responsible for ensuring the effectiveness of the risk management framework can be assessed. This will be achieved by ensuring that:

- any approved risk treatment plans have performance targets and timelines that can be measured against goals and objectives, and
- a methodology is implemented to obtain the data needed to measure the impact of the Council's risk management framework.

An ongoing assessment that identifies, analyses and evaluates organisational risks should be undertaken to ensure that Council's risk register and risk profile are current and appropriate.

6. LEGISLATIVE REQUIREMENTS

The *Local Government Act 1993* and the *Local Government (General) Regulation 2021* require each council in NSW to have a robust risk management framework that accurately identifies and mitigates the risks facing the council and its operations.

The Office of Local Government (OLG) has drafted the *Risk Management and Internal Audit for Local Councils in NSW Guidelines* to assist councils, county councils and joint organisations to comply with such statutory requirements. Implementation of the *Risk Management and Internal Audit for Local Councils in NSW Guidelines* by Council is mandatory.

REVIEW

This Policy will be reviewed every two years from the date of each adoption of the policy, or more frequently as required. This policy will be reviewed within one year of any significant restructure or change to Council's operating environment.

7. REPORTING

The General Manager will publish an attestation statement in the Council's Annual Report indicating, for the prior financial year, whether Council has complied with its risk management requirements.

8. RESPONSIBLE OFFICER

The Manager of Governance and Strategy is the responsible officer for this policy and will be the principal point of contact for interpretation or queries on the policy. The Manager of Governance and Strategy will have responsibility for maintaining appropriate records relating to the Risk Management Framework and its application. The Manager of Governance and Strategy has additional responsibilities for implementation of actions under this Policy which are defined in the next section.

9. ROLES AND RESPONSIBILITIES

10.1 Council

The elected Council is responsible for adopting Council's Risk Appetite statements. The elected Council is also responsible, as part of the approval of the annual budget, for the provision of the resources needed to:

- Implement an appropriate risk management framework, and
- Deliver risk treatments and internal controls needed to ensure risks are appropriately managed.

10.2 General Manager

Consistent with the General Manager's role under section 335 of the *Local Government Act 1993* to conduct the day-to-day management of the Council, the General Manager has ultimate responsibility and accountability for risk management in the Council. This includes:

- Approving the Council's risk management plan, risk treatment plans, risk register and risk profile;
- Overseeing the Council's risk management framework and ensuring it is effectively communicated, implemented and reviewed regularly;
- Ensuring Council operates within its level of risk appetite;
- Promoting and championing a positive risk culture;
- Ensuring that all Council managers and staff (permanent, temporary or contract) understand their risk management responsibilities and that these are included in all job descriptions, staff induction programs, performance agreements and performance appraisals;

- Annually attesting that Council's risk management framework complies with statutory requirements and remains contemporary and in line with best practice; and
- Approving the Council's implementation of corrective actions recommended by the Council's internal audit function, external audit and the Audit Risk and Improvement Committee (ARIC).

10.3 Chief Officers and Managers

Chief Officers and Managers have the responsibility for managing specific policy, project and program risks across the Council. This includes being responsible, within the sphere of their authority, for:

- Promoting awareness of risks and risk treatments that must be implemented;
- Ensuring Council staff are implementing the Council's risk management framework as developed and intended and performing their risk management responsibilities;
- Identifying risks that will affect the achievement of the Council objectives;
- Establishing and/or implementing specific policies, operating and performance standards, budgets, plans, systems and/or procedures to manage risks, and
- Monitoring the effectiveness of risk treatment and internal controls.

10.4 Manager of Governance and Strategy

The Manager of Governance and Strategy is the Responsible Officer for this policy and will coordinate the following functions in relation to the policy:

- Implementing effective risk management communication mechanisms within Council
- Developing and maintaining a risk reporting framework to enable regular advising/reporting of key risks, and the management of those risks, to the senior management group and ARIC;
- Supporting Chief Officers and Managers by co-ordinating and providing clear and concise risk information, advice and/or reports that can be used in planning and decision-making;
- Undertaking regular reviews of both the policy and associated procedures;
- Helping to build a risk management culture within the Council, including facilitating and driving risk management at the strategic and operational level and ensuring consistency in practice;
- Training and educating relevant employees with respect to policy and procedures and ensuring documents, tools, templates and user guides are current and readily available;
- Coordinating the various activities relating to risk management within the Council;
- Ensuring there are easily accessible systems and processes in place to enable all staff to conveniently undertake risk management in their day-to-day work;
- Supporting Council staff with their risk management obligations and providing staff with advice and tools to ensure risk management compliance;
- Establishing and maintaining an ongoing monitoring system to track the risk management activities undertaken within Council and assessing the need for further action; and

- Assessing risk management information for completeness, accuracy and consistency (for example, risk registers, risk treatment plans).

10.5 Staff

All Council staff are responsible for:

- helping to identify risks in their business unit;
- implementing risk treatment plans within their area of responsibility;
- following standard operating procedures (where applicable); and
- communicating or escalating new risks that emerge to their manager.

10.6 Council Executive Leadership Team

The Council Executive Leadership Team have responsibility for reviewing and monitoring existing and emerging corporate risks, possible improvements and business continuity arrangements. An annual review of Council's corporate risk register will be undertaken which will be reported to the ARIC.

10.7 Internal Audit

The Internal Audit function develops and implements a risk-based audit program to provide assurance that risks are identified and key controls to mitigate these risks are well-designed and working effectively and that overall good governance is evident. Internal Audit reports are reported to the ARIC to ensure independent oversight of the effectiveness of controls and any recommendations that are made for improvement.

10.8 Audit, Risk and Improvement Committee (ARIC)

The ARIC will be responsible for providing independent assurance to the General Manager and Council that the risk management framework is appropriate and working effectively and provide advice on an annual basis that Council has complied with its risk management requirements. This includes advising whether:

- Council's risk management framework operates effectively and supports the achievement of the council's strategic goals and objectives;
- Council's risk appetite is appropriately reflected in the Council's internal control framework;
- Council is operating within the risk appetite determined by Council;
- Risk management covers all relevant risk categories including strategic, operational, compliance, reputational and reporting risks;
- Council takes an enterprise risk management approach that is fully integrated into all aspects of the Council, including decision-making processes and operations;
- Risks are formally considered when developing and implementing all Council policies, programs, projects and other activities, including procurement;
- Major risks have been identified and assessed by Council and appropriate risk treatments have been implemented that reflect the Council's risk criteria;

- Internal controls are effective and appropriate;
- Council's risk management framework complies with *AS/NZS ISO 31000:2018 Risk Management - Guidelines*;
- Resources provided for risk management are sufficient for managing risks facing Council; and
- Risk management policies, procedures and plans are being complied with.

10. RELATED PROCEDURES

A Risk Management Plan and associated procedures will be developed, consistent with any guidance from the Office of Local Government, to support the implementation of this policy.

DRAFT

APPROVAL AND REVIEW		
Responsible Business Unit	Governance and Strategy	
Responsible Officer	Manager Governance and Strategy	
Date/s adopted	<i>Council Executive</i> [updated by policy owner]	<i>Council</i> [DD Mmmm YYYY]
Date/s of previous adoptions	09 December 2020	
Date of next review	[Two years from last adoption]	
TRIM Reference	(Policy being reviewed AINT/2020/44401)	

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**statewide
mutual.**



ARMIDALE

Regional Council



RISK APPETITE STATEMENTS

Armidale Regional Council

Version: 1.0 | 06 December 2021



TABLE OF CONTENTS

EXECUTIVE SUMMARY 2

RISK APPETITE SUMMARY 3

RISK APPETITE STATEMENTS 4

CONCLUSION 8

CONTACTS 8

EXECUTIVE SUMMARY

Risk Appetite is an articulation of an organisation's willingness to take, retain or accept risk and, because it operates at strategic and operational levels, it is an integral part of any risk management capability. In order to influence strategies and objectives it should be considered and reviewed during Strategic Planning. Additionally, risk appetites are a key influence, along with the cost/benefit of mitigation considerations, when determining the Target Risk Ratings of specific risks. Understanding and applying effective risk appetite considerations is highly beneficial in managing risk.

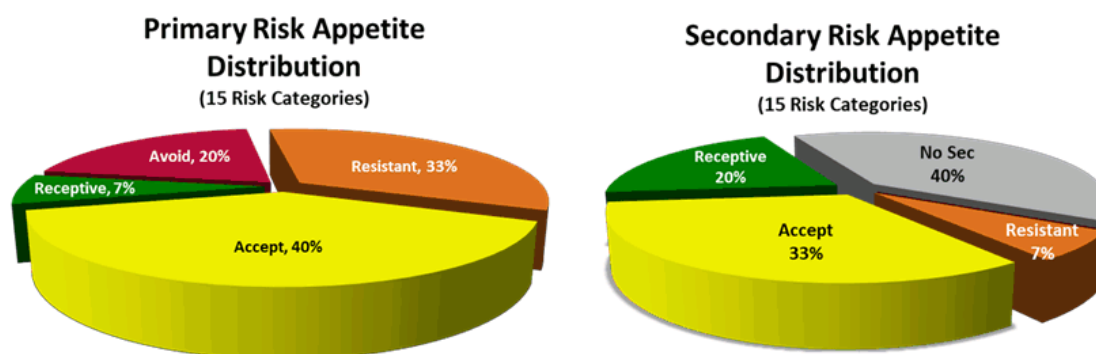
Armidale Regional Council has articulated its appetite for taking, retaining or accepting risk through qualitative Risk Appetite Statements that are based on nominated risk categories. Council has chosen to identify its risks within fifteen risk categories, and has a primary and secondary risk appetite for nine of the categories.

Through a workshop exercise involving Council's Executive Leadership Team, risk appetite levels have been determined for each of Council's risk categories. The risk appetite levels produced are based on an ordinal scale of four levels: **Avoid**, **Resistant**, **Accept**, and **Receptive**. In this order, the levels provide an indication of an increasing willingness to take on, retain or accept risk, where Avoid and Resistant are considered more conservative, and Accept and Receptive are considered less conservative.

Armidale Regional Council has a primary risk appetite position that is marginally conservative. Eight of its fifteen Risk Categories have a primary risk appetite of **Avoid** (3 or 20%) or **Resistant** (8 or 33%), which represents 53% of all categories. The seven remaining risk categories are split between **Accept** (6 or 40%) and **Receptive** (1 or 7%). The nine risk categories with a secondary risk appetite level are distributed across three levels, and are marginally less conservative with **Resistant** (1 or 7%), **Accept** (5 or 33%), and **Receptive** (3 or 20%). There are six categories without a Secondary appetite (40%).

The distribution of primary and secondary risk appetites for Armidale Regional Council is indicative of a slightly conservative overall appetite towards taking, retaining or accepting risk, based on the overall distribution of both primary and secondary appetite positions. The distributions of primary and secondary levels of risk appetite for Council are illustrated in Diagram 1.

Diagram 1 – Armidale Regional Council Primary and Secondary Risk Appetite Distributions



An important caveat to well-articulated qualitative Risk Appetite Statements is that they are, by their nature, not readily measurable (quantitative). In order to fully operationalise the concept of risk appetite, the development of several representative risk tolerance metrics for each risk category is required. These tolerances will provide an adjustable and ongoing ability to measure whether Council continues to operate within its stated risk appetites.

RISK APPETITE SUMMARY

The Risk Appetite Statements for Armidale Regional Council are based on the amount of risk that the Council is willing to take, retain or accept in pursuit of its objectives over the life of the current Operational Plan. The Council has a strategic focus on multiple areas, and many different and varied operations are carried out to support the Local Government Area. As such, appetites for taking risk can vary across these different operations and strategic focus areas. Therefore, Council's Risk Appetite Statements have been developed against each of Council's risk categories. These Statements use a four-level ordinal scale to indicate the amount of risk Council is willing to take, retain or accept for each category. Diagram 2 illustrates the four-level ordinal scale, with a definition for each.

Diagram 2: Risk Appetite Levels and Definitions

AVOID	RESISTANT	ACCEPT	RECEPTIVE
(little-to-no appetite)	(small appetite)	(medium appetite)	(larger appetite)
Avoidance of adverse exposure to risks even when outcome benefits are higher	A general preference for safer options with only small amounts of adverse exposure	Options selected based on outcome delivery with a reasonable degree of protection	Engagement with risks based more on outcome benefits than potential exposure

Table 1, provides a summary of Armidale Regional Council's risk appetite positions across its identified risk categories. Each category has one coloured cell, which represents the Primary Appetite position and one 'greyed' cell, which represents the Secondary Appetite position for those categories with an identified secondary appetite. These positions are defined as follows:

Primary Appetite: indicates a general appetite for taking, retaining or accepting risk for the given risk category.

Secondary Appetite: indicates an appetite-by-exception position for taking, retaining or accepting risk in specific circumstances. It is not necessary for all risk categories to have a Secondary Appetite position.

Table 1: Summary of Council's Risk Appetite positions

Category of Risk	Avoid	Resistant	Accept	Receptive
Environmental	Primary		Secondary	
Climate adaptation			Primary	
Financial		Primary	Secondary	
Economic development				Primary
Information technology			Primary	
Cyber Security		Primary		
Legal compliance / governance / contractual	Primary	Secondary		
Personnel / industrial relations			Primary	Secondary
WH&S	Primary		Secondary	
Property and infrastructure		Primary	Secondary	
Public liability / professional indemnity		Primary		
Reputation			Primary	Secondary
Service delivery - commercial and business			Primary	Secondary
Service delivery - community and social		Primary	Secondary	
Political Advocacy			Primary	

Document Title: Risk Appetite Statements - Armidale Regional Council

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Document currency not guaranteed when printed or saved




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RISK APPETITE STATEMENTS

The tables below contain the 'long-form' primary and secondary Risk Appetite Statements for each risk category of Armidale Regional Council. These statements are qualitative in nature and designed to provide an indication of Council's general position when deciding to take, retain or accept risk, in pursuit of its strategic objectives.


Note: The effectiveness of Risk Appetite Statements will be improved through the development of quantifiable Risk Tolerances from representative metrics for each risk category.

▲ ▲ ▲ ▲ ▲ - Indicates the Secondary Risk Appetite


Environmental		
	Level	Risk Appetite Statement
 Environmental	Avoid	<p>In an effort to achieve its strategic outcomes Council seeks to Avoid as much risk as practicable and adverse exposures when dealing with Environmental factors and stewardship.</p> <p>▲ In specific circumstances Council is willing to Accept options based on outcome delivery, so long as there remains a reasonable degree of protection.</p>
Climate Adaptation		
	Level	Risk Appetite Statement
 Climate Adaptation	Accept	<p>Council is willing to Accept a medium amount of risk regarding Climate Adaptation in order to achieve its strategic outcomes, so long as there remains a reasonable degree of protection.</p> <p>▲ Council does not consider that a secondary risk appetite level is necessary for this Risk Category</p>
Financial		
	Level	Risk Appetite Statement
 Financial	Resistant	<p>Regarding its Financial activities, in the pursuit of its strategic outcomes, Council prefers safer options and is Resistant to taking, retaining or accepting risk. Council maintains a desire to only take on small amounts of adverse exposure, when necessary.</p> <p>▲ Council is, however, cognisant of the fact that in certain circumstances it will be prudent to Accept risk exposures so long as there remains a reasonable degree of protection.</p>

Economic Development		
	Level	Risk Appetite Statement
 Economic Development	Receptive	<p>To achieve its strategic outcomes, Council has a larger appetite and is Receptive to risk relating to Economic Development. Council will seek to prudently engage with risk with increased consideration for the outcome benefits.</p> <p>▲ Council does not consider that a secondary risk appetite level is necessary for this Risk Category.</p>
Information Technology		
	Level	Risk Appetite Statement
 Information Technology	Accept	<p>In the pursuit of its strategic outcomes, as a general position, Council is willing to Accept a medium amount of risk relating to Information Technology. Council will endeavour to maintain a view to outcome delivery whilst ensuring, as much as is practicable, a reasonable degree of protection in its activities.</p> <p>▲ Council does not consider that a secondary risk appetite level is necessary for this Risk Category.</p>
Cyber Security		
	Level	Risk Appetite Statement
 Cyber Security	Resistant	<p>In the pursuit of its strategic outcomes Council is Resistant to taking or retaining risk regarding Cyber Security. Council has only a small appetite for risk and prefers safer options with only small amounts of adverse exposure.</p> <p>▲ Council does not consider that a secondary risk appetite level is necessary for this Risk Category.</p>
Legal Compliance / Governance / Contractual		
	Level	Risk Appetite Statement
 Legal Compliance Governance Contractual	Avoid	<p>Council is cognisant of the fact that Legal Compliance / Governance / Contractual is a broad and challenging risk category, and consequently will Avoid taking or retaining risk in these activities, in the pursuit of its strategic outcomes. Council has little to no appetite for risk and prefers to avoid adverse exposures wherever practicable.</p> <p>▲ In some circumstances Council recognises that it may need to remain Resistant to risk but also take on a small appetite for risk with a preference towards safer options.</p>


Personnel and Industrial Relations

	Level	Risk Appetite Statement
 Personnel & Industrial Relations	Accept	<p>In order to achieve strategic outcomes, Council recognises that it needs to Accept a medium amount of risk with regard to its Personnel and Industrial Relations, so long as there is a reasonable degree of protection.</p> <p>▲ Council does consider that in certain circumstances it can be more Receptive to risk and focus on outcome benefits more than exposure.</p>


Work Health and Safety


	Level	Risk Appetite Statement
 WH&S	Avoid	<p>Council recognises that Work Health and Safety is a discipline that transcends all of its operations and activities in some form, and as such, prefers to Avoid activities that would increase adverse risk exposures.</p> <p>▲ Council is, however, cognisant of the fact that in certain circumstances it will be prudent to Accept risk exposures so long as there remains a reasonable degree of protection.</p>


Property and Infrastructure


	Level	Risk Appetite Statement
 Property & Infrastructure	Resistant	<p>Regarding Property and Infrastructure, in the pursuit of its strategic outcomes, Council prefers safer options and is Resistant to risks with a desire to only take on small amounts of adverse exposure, when necessary.</p> <p>▲ Council is, however, cognisant of the fact that in certain circumstances it will be prudent to Accept risk exposures so long as there remains a reasonable degree of protection.</p>


Public Liability / Professional Indemnity

	Level	Risk Appetite Statement
 Public Liability/ Professional Indemnity	Resistant	<p>In the pursuit of its strategic outcomes Council is Resistant to taking or retaining risk regarding Public Liability and Professional Indemnity. Council has only a small appetite for risk in this areas and prefers safer options with only small amounts of adverse exposure.</p> <p>▲ Council does not consider that a secondary risk appetite level is necessary for this Risk Category.</p>

Reputation		
	Level	Risk Appetite Statement
 Reputation	Accept	<p>In order to achieve strategic outcomes, Council recognises that it needs to Accept a medium amount of risk with regard to its Reputation, so long as there is a reasonable degree of protection.</p> <p>▲ Council does consider that in certain circumstances it can be more Receptive to risk and focus on outcome benefits more than exposure.</p>

Service Delivery – Commercial and Business		
	Level	Risk Appetite Statement
 Service Delivery – Commercial & Business	Accept	<p>With regard to Service Delivery in its Commercial and Business operations, in order to achieve strategic outcomes, Council recognises that it needs to Accept a medium amount of risk, so long as there is a reasonable degree of protection.</p> <p>▲ Council does consider that in certain circumstances it can be more Receptive to risk and focus on outcome benefits more than exposure.</p>

Service Delivery – Community and Social		
	Level	Risk Appetite Statement
 Service Delivery – Community & Social	Resistant	<p>With regard to Service Delivery in its Community and Social operations and obligations, in order to achieve strategic outcomes, Council has only a small appetite and is Resistant to risks with a desire to only take on small amounts of adverse exposure, when necessary.</p> <p>▲ Council is, however, cognisant of the fact that in certain circumstances it will be prudent to Accept risk exposures so long as there remains a reasonable degree of protection.</p>

Political Advocacy		
	Level	Risk Appetite Statement
 Political Advocacy	Accept	<p>In consideration of Council's commitment to the Armidale Regional Community, it is willing to Accept some risk regarding Political Advocacy, to achieve its strategic outcomes, as long as there remains a reasonable degree of protection.</p> <p>▲ Council does not consider that a secondary risk appetite level is necessary for this Risk Category</p>



CONCLUSION

The Risk Appetites expressed in this document will provide guidance to decision-makers as to where Council's general position is with regard to the level of risk it is willing to take, retain or accept in pursuit of its strategic outcomes. The statements should be considered and reviewed during strategic planning and can be used when determining whether to increase or decrease control activity on specific risks, or whether to pursue opportunities. Additionally, it is better practice to review the Risk Appetite Statements thoroughly at least on a semi-annual basis and also every time there is a substantial shift in Council's operating environment.

If more robust guidance is required then Council should implement quantifiable risk tolerances for each of its risk categories. These tolerances will provide guidance on whether the risk appetite levels are set appropriately as well as provide indicative measures of whether Council is operating within its expressed appetite level for taking risks.

The development of Risk Appetite Statements is a very good start to Armidale Regional Council's risk management journey. This work will help the Council to continue an upward trajectory towards risk management maturity, and ultimately facilitate a capability for robust, repeatable and consistent quality decision-making.

CONTACTS

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Title: Principal, Strategic Risk, Marsh Advisory, Pacific
Mobile: 0447 034 327
Email: craig.hutley@marsh.com





6 April 2022

Armidale Regional Council
PO Box 75A
ARMIDALE
NSW 2350



To the Mayor, Councillors and CEO (please distribute accordingly)

I am pleased to invite you to register for this year's National General Assembly of Local Government (NGA), to be held in Canberra from 19 – 22 June.

Our theme is *Partners in Progress*, recognising that we achieve more for our communities when we work collaboratively as partners in government.

This will be particularly important as we look to work with a new or re-elected Federal Government to support recovery right across our nation, and ensure no community is left behind.

The motions your councils provide will be discussed and debated, and in some cases will inform our policy and advocacy agenda for the coming year and beyond.

Please take the time to look through the attached registration brochure to see the speakers and sessions already confirmed. We are continuing to add more speakers, and I look forward to sharing these with you in the coming weeks.

You can register online at www.nga22.com.au.

Will you join me and your fellow mayors, councillors and CEOs at this year's NGA in Canberra from 19-22 June?

Yours sincerely

A handwritten signature in black ink that reads "Linda Scott".

Cr Linda Scott
President, ALGA



AUSTRALIAN
LOCAL GOVERNMENT
ASSOCIATION

PARTNERS IN PROGRESS

2022

NATIONAL GENERAL ASSEMBLY

19 - 22 JUNE 2022

REGISTRATION BROCHURE

President Welcome

National General Assembly
19 - 22 June 2022



Friends and colleagues,

I am pleased to invite you to the 2022 National General Assembly of Local Government (NGA) at the National Convention Centre in Canberra from 19 to 22 June.

As I write, international borders are opening up, health restrictions are being eased, and the impacts of the COVID-19 pandemic are receding.

However, many of our communities in both NSW and Queensland have been devastated by flooding and are facing a long, expensive clean up and recovery.

As the closest government to communities, we have shown time and time again how resilient we are, and what we can achieve when we work together.

The theme of this year's NGA – Partners in Progress – reflects the important role we all play in building a stronger, more inclusive, and more sustainable Australia – and our willingness to work with other governments to get the job done.

This theme is particularly timely given that we are fast approaching a federal election, and this year's NGA will be an ideal opportunity to engage with either a new or re-elected Federal Government about building stronger relationships and partnerships.

We have invited the Prime Minister, the Leader of the Opposition, and key ministers to share their vision for Australia's future and how we can work together for the benefit of our communities.

By attending this year's event you can help us send a powerful message to the Australian Government that local government is ready and willing to work collaboratively to support our nation's recovery.

Throughout this event, we will look at how councils are responding to new challenges and opportunities to create jobs and drive economic growth, and how they are shaping a better future for all Australians.

This will include a series of panels where mayors and councillors will share their learnings and lived experience leading their communities through the turbulence of the past few years.

Our Regional Cooperation and Development Forum will be an opportunity to closely examine emerging trends and issues across our nation, and hear from a range of expert speakers.

And of course, the NGA is your chance to bring your council's motions to a national audience, and potentially inform our national policy positions and priorities.

I invite you to register for this year's National General Assembly in Canberra so that you can:

- Explore new ideas through keynote addresses, panels, concurrent sessions, and networking;
- Engage with our federal leaders and senior officials as they discuss Australia's recovery;
- Connect with partners and service providers in our Exhibition Space; and
- Learn more about how ALGA's policy and advocacy programs are supporting your recovery efforts in our communities.

I look forward to welcoming you to Canberra this June.

Cr Linda Scott
ALGA President



NGA22 Sponsors

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Platinum Sponsors



Register now NGA22.COM.AU

Great Benefits of NGA



Largest national conference for Local Government held in Australia with over 870 delegates



Over 10 hours of professional development



Meet experts and influencers face to face



Over 15 hours available to network with other Local Government leaders



Over 140 motions debated and used to engage with 24 Ministers and Federal portfolios



Encounter over 60 exhibitors with innovative and new solutions



Provisional Program

SUNDAY 19 JUNE

9.00am	Registrations Open
9.30am - 5.00pm	Regional Forum (Additional registration required)
5.00pm - 7.00pm	Welcome Reception & Exhibition Opening

MONDAY 20 JUNE

8.00am	Registrations Open
9.00am	Opening Ceremony Welcome to Country
9.20am	ALGA President Opens the Assembly
9.30am	Prime Minister Address <i>(invited)</i>
10.00am	ALGA President's Address Cr Linda Scott, ALGA President
10.30am	MORNING TEA
11.00am	Keynote Address: Thinking Differently for a New Future of Local Government in Australia Alicia McKay, Strategic Leadership Expert, NZ
11.45am	Panel: What is Progress? Panelists TBC
12.30pm	LUNCH
1.30pm	Debate on Motions
3.30pm	AFTERNOON TEA
4.00pm	Keynote Address: Economic Recovery Jennifer Westacott AO, Business Council of Australia
4.30pm	Minister for Local Government Address <i>(invited)</i>
5.00pm	Closing Remarks
7.00pm - 11.00pm	Networking Dinner National Museum

TUESDAY 21 JUNE

9.00am	Panel: Building Stronger Communities Panelists TBC
9.45am	Panel: Federation Reborn Paul Tilley, Author Graham Jarvis, AEC Group Additional Panelists TBC
10.45am	MORNING TEA
11.15am	Keynote Address: Global Democracy Presenter TBC
12.00pm	LUNCH
1.00pm	Debate on Motions
2.00pm	Panel: Workforce Skills and Housing Panelists TBC
3.00pm	AFTERNOON TEA
3.30pm	Concurrent Sessions <ul style="list-style-type: none"> Strategic Community Leadership with Alicia McKay Disaster Management and Recovery Climate Change Update from Department of Infrastructure, Transport, Regional Development and Communications
5.00pm	Closing Remarks
7.00pm - 11.00pm	General Assembly Dinner Exhibition Park in Canberra (EPIC)

WEDNESDAY 22 JUNE

9.00am	Opposition Leader Address (<i>invited</i>)
9.30am	Keynote Address: The New Political Landscape Presenter TBC
10.00am	Keynote Address: Local Government - A Global View Jonathan Carr-West, CEO, Local Government Information Unit
10.30am	MORNING TEA
11.00am	Panel: Future of Local Government Mayors and Councillors TBC
12.00pm	Keynote Address Val Dempsey, 2022 Senior Australian of the Year
12.30pm	Closing Session ALGA President Closing Address
1.00pm	LUNCH

Alicia McKay Leadership Masterclass

Join Alicia McKay, our keynote and MC, for an exclusive introductory masterclass to strategic community leadership.

Get a live taste of her newly launched program designed exclusively for local government leaders and enjoy a special offer for delegate enrolments.

Spaces are limited to just 50 places so be sure to pre register online <https://engage.aliciamckay.co.nz/scl-nga>

Key Dates





REGIONAL FORUM

National Convention Centre Canberra

2022

Sunday 19 June

regionalforum.com.au

PROVISIONAL PROGRAM

9.00AM	Registrations Open
9.30AM	Welcome to Country
9.40AM	ALGA President Opening Cr Linda Scott, ALGA President
9.50AM	Minister for Local Government Address (Invited)
10.15AM	Facilitated Q&A
10.30AM	Panel: Regional Tourism Post-Pandemic Coralie Bell, Australian Regional Tourism James Goodwin, Australian Airports Association Additional Panelists TBC
11.00AM	MORNING TEA
11.30AM	Keynote Address: Leadership During an Uncertain Climate Presenter TBC
12.00PM	Keynote Address and Panel: Regional Leadership Matt Linnegar, Australian Rural Leadership Foundation
1.00PM	LUNCH
2.00PM	Keynote Address: Increasing Our Resilience to Fires and Floods Adrian Turner, Minderoo Foundation Fire and Flood Resilience Initiative
2.30PM	Panel: Regional Housing and Population Challenges Liz Ritchie, Regional Australia Institute Professor Andrew Beer, University of South Australia
3.30PM	AFTERNOON TEA
4.00PM	Department of Infrastructure, Transport, Regional Development and Communications Presenter TBC
4.30PM	Shadow Minister for Local Government Address (invited)
5.00PM	Closing Remarks

GENERAL INFORMATION

REGISTRATION FEES

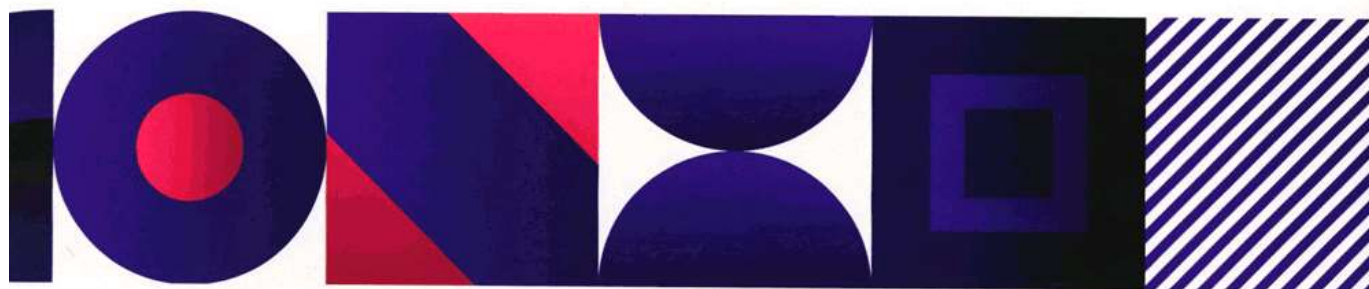
Forum Only Registration
\$425

NGA Delegate Discount
Registration
\$225

Register Online Now:
regionalforum.com.au

Dress Code: Smart Casual





NGA22 Speakers



ALICIA MCKAY (NZ)

Strategic Leadership Expert, NZ

Alicia McKay is a leading authority on organisational strategy and change, empowering senior leaders in government, business and the community to think smarter and make better decisions.

A celebrated author, speaker, facilitator, coach, and leader, she has a voice that cuts through the sea of corporate jargon to get real about what it takes to change our life, work and leadership.

Drawing on specialist accreditations in problem definition, strategy development and investment, Alicia launched Meetings that Matter in 2020, which is quickly becoming the gold standard for strategic facilitation in New Zealand and Australia.

Combining best-practice research, dynamic delivery and a cheeky grin, Alicia gets serious results in even the most challenging environments.

Alicia's latest book is titled "You Don't Need An MBA: Leadership Lessons that Cut through the Crap".



DR JONATHAN CARR-WEST (UK)

CEO, Local Government Information Unit

Dr Jonathan Carr-West has been Chief Executive of LGIU (Local Government Information Unit) since February 2013, where he leads on all aspects of the think tank's policy, membership and influencing work.

Some of his particular interests are in participative democracy, the evolving nature of public services and devolution. With extensive media profile and sector credibility, he has published on topics as diverse as localism and public service transformation, cognitive and behavioural science, and the politics of cultural memory.

Prior to being appointed as Chief Executive, Jonathan was Director of Policy at the LGIU where he led on research and consultancy, policy development and piloting, best practice dissemination, learning and development.

**JENNIFER WESTACOTT AO**

CEO, Business Council of Australia
Jennifer Westacott AO has served as Chief Executive of the Business Council of Australia since 2011, bringing a unique combination of extensive policy experience in both the public and private sectors.

She has served as the Director General of the NSW Department of Infrastructure, Planning and Natural Resources; the Secretary of the Victorian Department of Education and Training; and the Director of Housing in Victoria. She was also the Deputy Director General of the NSW Department of Community Services, and the Deputy Director General of the NSW Department of Housing.

As a senior partner at KPMG, Jennifer advised major corporations on climate change and sustainability and advised governments across Australia on significant reform priorities.

**ADRIAN TURNER**

CEO, Minderoo Foundation Fire and Flood Resilience Initiative

Adrian is an influential Australian technology entrepreneur who spent 18 years in Silicon Valley building businesses before returning to Australia in 2015.

Most recently, Adrian has been appointed Deputy Chair of Prezzy, a conditional payments company dubbed the newest \$1 billion tech 'unicorn' and is leading the Minderoo Foundation's Fire and Flood Resilience Initiative, a program changing the way we deal with systemic fire and flood risk, helping to shift our national focus from response and recovery to disaster preparedness and resilience.

Prior to this Adrian was founding CEO at CSIRO's Data 61, the team that led the development of the national AI roadmap, AI ethics framework, standards advisory work for consumer data rights and open banking and the ICT stream for the national genomics mission.

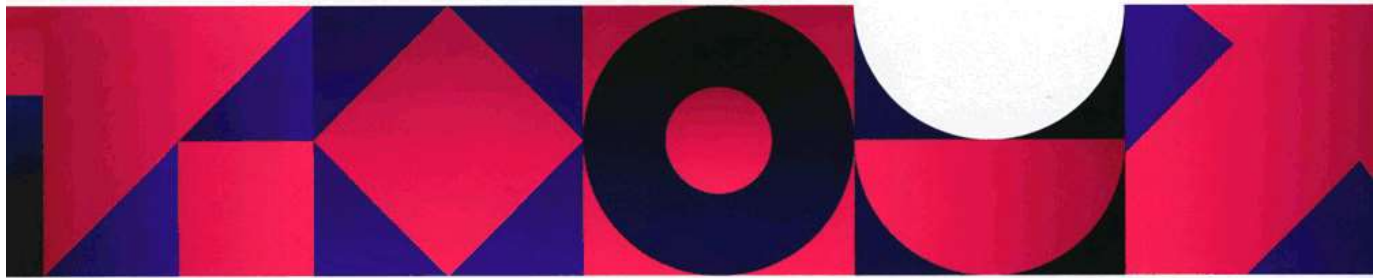
**LIZ RITCHIE**

CEO, Regional Australia Institute

Liz Ritchie is the CEO of the Regional Australia Institute, after joining in 2018 as the General Manager - Strategy and Partnerships.

For more than 20 years Liz has worked across the corporate, government and the not-for-profit sector, and she specialises in leading organisational transformation to build a sustainable future.

Liz is a change agent, a marketer, a researcher and an extremely passionate advocate for regional Australia, heralding from Deniliquin in NSW.



NGA22 Speakers



JAMES GOODWIN

Chief Executive, Australian Airports Association

James Goodwin was appointed Chief Executive of the Australian Airports Association (AAA) in May 2020. The AAA represents the interests of airports across Australia including close to 200 local-government owned aerodrome assets.

James has a background in media, corporate affairs and government relations.

He has worked as a reporter and news presenter for major network news outlets in Sydney and Canberra, including several years in the Parliamentary Press Gallery, and is currently the Chair of St John Ambulance in the ACT.



MATT LINNEGAR

Chief Executive, Australian Rural Leadership Foundation

Matt Linnegar is the Chief Executive of the Australian Rural Leadership Foundation, and has more than 25 years of experience in for-purpose, representative and commercial roles focused on leadership, agriculture, water, natural resource management, trade, marketing, and rural Australia more broadly.

Matt joined the Foundation in mid-2014 after a successful three and a half-year period as CEO of the National Farmers' Federation.

Matt is President of the Carwoola Community Association and serves on the Charles Sturt University Strategic Advisory Committee, Bush Summit Advisory Panel, and Investing in Rural Communities Reference Panel.



VAL DEMPSEY

2022 Senior Australian of the Year

For more than 50 years Valmai (Val) Dempsey has dedicated her life to St John Ambulance.

In 2020, Val faced her biggest challenge yet – first with the 'Black Summer' bush fires, followed by the COVID-19 pandemic.

In response, she led 40 fellow volunteers as they supported fire-affected communities during the emergency that stretched over many weeks, and when the pandemic hit, she personally contacted every volunteer to check they were 'doing OK' in terms of welfare, mental health and morale.

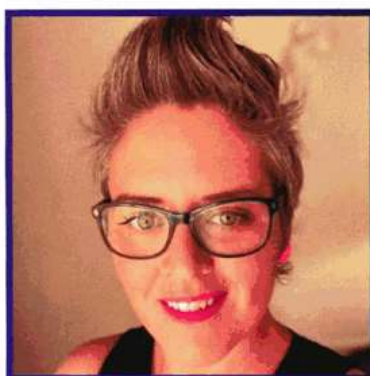
It is these tireless commitments to St John that has led many in the community to know her lovingly as 'Aunt Val'.

**PROF ANDREW BEER**

Executive Dean, UniSA Business
Professor Andrew Beer is Executive Dean, UniSA Business. He is a former Chair of the London-based Regional Studies Association, a Fellow of the Regional Australia Institute and a member of the UK's Academy of Social Sciences.

Professor Beer has a long history of research on housing and regional issues, including work in both metropolitan and non-metropolitan Australia.

His recent work has included major publications on place based policy, a textbook on planning for economic development in a globalised economy, and work with the Regional Australia Institute on the rural housing crisis.

**CORALIE BELL**

Chair, Australian Regional Tourism
Having started life as a child in a front-line tourism business on the beautiful South Coast, today Coralie is the Tourism Manager for Shoalhaven City Council

Passionate about motivating teams and fostering relationships with everyone from Mum and Dad business owners to State Government organisations, Coralie is experienced in stakeholder communication and management.

Appointed to ART Chair in October 2018, Coralie is passionate about regional Australia, both as a place to live and destination to visit. She is committed to working regionally and making a real difference to the Shoalhaven and greater regional tourism sector.

**PAUL TILLEY**

Author

Paul Tilley was an economic policy adviser to governments for 30 years, working mainly in Treasury but also Prime Minister & Cabinet, the Treasurer's office and the Organisation for Economic Cooperation and Development.

He has since published a book on the history of the Treasury, *Changing Fortunes: A History of the Australian Treasury*, is a Visiting Fellow at the ANU's Tax and Transfer Policy Institute and a Senior Fellow at the Melbourne Law School.

Paul is currently writing a book on the history of tax reform in Australia.

Registration Information

Registration form available at nga22.com.au

GENERAL ASSEMBLY REGISTRATION FEES		INCLUSIONS
Registration Fees — Early Bird Payment received by Friday 20 May 2022	\$989.00	— Attendance at all General Assembly sessions — Morning tea, lunch and afternoon tea as per the General Assembly program
Registration Fees — Late Payment received after Friday 20 May 2022	\$1,099.00	— One ticket to the Welcome Drinks, Sunday — General Assembly satchel and materials

VIRTUAL REGISTRATION FEES		INCLUSIONS
Full Virtual Registration	\$689.00	— Virtual access to all General Assembly sessions for day(s) selected
Virtual Day Registration (Monday or Tuesday)	\$489.00	— Meeting hub to connect with other virtual attendees

DAY REGISTRATION FEES		INCLUSIONS
Monday 20 June 2022	\$529.00	— Attendance at all General Assembly sessions on the day of registration
Tuesday 21 June 2022	\$529.00	— Morning tea, lunch and afternoon tea as per the General Assembly program on that day
Wednesday 22 June 2022	\$280.00	— General Assembly satchel and materials

SUNDAY REGIONAL FORUM REGISTRATION FEES	
Forum Only Sunday 19 June 2022	\$425.00
NGA Delegate Delegates attending the Regional Forum and the NGA are entitled to this discount	\$225.00

ACCOMPANYING PARTNERS REGISTRATION FEES		INCLUSIONS
Accompanying Partners Registration Fee	\$280.00	— 1 ticket to the Welcome Reception, Sunday 19 June — Day tour Monday 20 June — Day tour Tuesday 21 June — Lunch with General Assembly Delegates on Wednesday 22 June

All amounts include GST

Cancellation Policy

All alterations or cancellations to your registration **must be made in writing** and will be acknowledged by email. Notification should be sent to:
E-mail: nga@confco.com.au

STANDARD TERMS

An administration charge of \$110.00 will be made to any participant cancelling before Friday 7 May 2022. Cancellations received after Friday 7 May 2022 will be required to pay full registration fees. However, if you are unable to attend, substitutes are welcome at no additional cost.

Substitutions

As with all ALGA events, substitutions are allowed for delegates. Please notify the conference organisers in writing if substitutions are required.

COVID TERMS

Conditions that apply to cancellations, substitutions and rescheduling of the Assembly due to COVID-19 are listed below.

All other cancellations will be subject to the standard cancellation policy.

Cancellation of face-to-face event

If the face-to-face event has to be cancelled as a result of an outbreak of COVID-19 restricting travel to, or circulation in Canberra, your registration will be transferred to virtual attendance. The difference in price between in-person attendance and virtual attendance will be refunded.

All ancillary costs (cancelled flights etc) will not be the responsibility of ALGA.

Registration changes

Delegates who are unable to attend the Assembly due to their location in a declared COVID-19 hot spot will be automatically transferred to become virtual delegates. The difference in price between in-person attendance and virtual attendance will be refunded. It is the responsibility of the individual to contact the conference organisers (in writing) if they are affected by a local lock-down.

Delegates must still advise in writing if they are unable to attend due to COVID restrictions.

No refund will be available to no shows.



Social Functions

Welcome Reception and Exhibition Opening

Sunday 19 June 2022

Venue: National Convention Centre Canberra

The Welcome Reception will be held in the exhibition hall and foyer.

05:00pm - 07:00pm

\$50.00 per person for day delegates and guests. No charge for full registered delegates. No charge for registered accompanying partners.

Dress Code: Smart casual

Networking Dinner

Monday 20 June 2022

Venue: National Museum of Australia

The dinner is being held in the Gandel Atrium.

07:00pm - 11:00pm

\$150.00 per person

Dress Code: Smart casual

The Networking Dinner will be held at the National Museum of Australia in the Gandel Atrium. Enjoy an opportunity to network with delegates from other councils whilst taking in the stunning architecture and city lights across the lake.

General Assembly Dinner

Tuesday 21 June 2022

Venue: Exhibition Park in Canberra (EPIC)

The dinner is being held in The Budawang Pavillion.

07:00pm - 11:00pm

\$175.00 per person

Dress Code: Formal/Cocktail

We are excited to bring the 2022 General Assembly dinner back to Exhibition Park. The space offers us ample opportunity to provide guests with great entertainment, food and networking opportunities.

General Assembly Business Sessions

Monday 20 June 2022 -
Wednesday 22 June 2022

Venue: National Convention Centre Canberra

All plenary sessions will be held in the Royal Theatre at the National Convention Centre.

Dress Code: Smart casual

Exhibition

Monday 20 June 2022 -
Wednesday 22 June 2022

Venue: National Convention Centre

The exhibition is being held in the Exhibition Hall at the National Convention Centre.

Partner Tours

The partners meet at the Crowne Plaza Canberra at 9.45am each morning to join the tour guide for their specialised trip around Canberra.

Monday 20 June: Paint & Sip

Today the partners will start at the Portrait Gallery to explore the Shakespeare to Winehouse exhibition which displays icons from the National Portrait Gallery, London.

Guests will then go for lunch and have the opportunity to create their own masterpiece with a painting workshop with a professional painter.

Tuesday 21 June: The Regions Trends

Today will start with a drive out to the Bungendore Township with a tour of the Suki Gallery, followed by some free time to explore. Guests will then meet back up for lunch at Kings Junction which hosts a great range of home decor, gift ware and a gallery.

On the drive back into Canberra we will stop for afternoon tea at Dirty Janes, an antique market store full of vintage and unique collectables with the opportunity to buy something completely unique and special gift included.



Accommodation

A by Adina

New Property

1 Constitution Avenue, Canberra

A by Adina Canberra is the newest hotel to Canberra which is located on Constitution Avenue only a 5-minute walk from the National Convention Centre.

The hotel combines spacious apartment living with 24-hour reception, room service, service provided by knowledgeable concierges and a well-equipped gym.

A new dining district is also newly constructed in the immediate area.

All rooms have a king bed and the studios offer a twin option of two singles beds.

Studio Rooms: \$209 per night
— Single/twin/double

1 Bedroom Apartments: \$239 per night
— Single/double

Avenue Hotel

80 Northbourne Avenue, Canberra

The Avenue Hotel is one of the only 5 star options in the Canberra city and offers guests both studio and apartment style rooms. The hotel is a 15-20 minute walk from the Convention Centre.

The apartments have a fully functioning kitchen. Twin option at the hotel consists of two king singles.

Superior King Rooms \$285 per night
— Single/twin/double

1 Bedroom Apartments \$335 per night
— Single/double

Crowne Plaza

1 Binara Street, Canberra

The Crowne Plaza is adjacent to the Convention Centre and only a short walk from restaurants, bars and the main shopping district.

Twin option at the hotel consists of two double beds.

Superior Room \$345 per night
— Single/twin/double

Deluxe Room \$390 per night
— Single/twin/double

Nesuto Apartments (previously the Waldorf)

2 Akuna Street, Canberra

Located in the heart of Canberra's CBD, the Nesuto Apartments is only a five-minute walk from the National Convention Centre. The one-bedroom apartments also offer a separate lounge/dining area.

Twin option at the hotel consists of two single beds. Additional costs will apply if more than 2 guests are within the one room.

Studio Apartment \$219 per night
— Single/twin/double

1 Bedroom Apartments \$239 per night
— Single/twin/double

Qt Hotel

1 London Circuit, Canberra

The Qt Hotel is a modern hotel with boutique style furnishings, central to the city and a 10-minute walk to the National Convention Centre.

Twin option at the hotel consists of two single beds.

Standard Room \$229 per night
— Single/twin/double

The Sebel Canberra Civic

197 London Circuit, Canberra

The Sebel Canberra Civic is one of Canberra's newest hotels which opened in June 2019 and is just a 7-minute walk from the National Convention Centre.

This property offers free WiFi throughout the hotel, a fully equipped gym, and an onsite restaurant and bar lounge.

All rooms come with a fully equipped kitchenette with Nespresso machine and dining table. Every bathroom is accessibility friendly with walk in showers.

Superior rooms come with a queen bed, Executives are fitted with king beds.

Superior Room \$190 per night
— Single/double

Executive Room \$240 per night
— Single/double

General Information

Privacy Disclosure

ALGA collects your personal contact information in its role as a peak body for local government. ALGA may disclose your personal contact information to the sponsors of the event for the purposes of commercial business opportunities.

If you do not consent to ALGA using and disclosing your personal contact information in this way, please tick the appropriate box on the registration form.

Importantly, your name can also be included in the General Assembly List of Participants. You must tick the appropriate box on the registration form if you wish your name to appear in this list.

Photographs

During the General Assembly there will be a contracted photographer taking photographs during the sessions and social functions. If you have your picture taken it is assumed that you are giving consent for ALGA to use the image. Images may be used for print and electronic publications.

Car Parking

Parking for delegates is available underneath the National Convention Centre for a cost of approximately \$18.50 per day. Alternatively, voucher public parking is available 300m from the Centre at a cost of approximately \$15.70 per day. The voucher machines accept either cash or cards (Visa or MasterCard).

Coach Transfers

Welcome Reception and Exhibition Opening - Sunday 19 June 2022
Coaches will collect delegates from all General Assembly hotels (except Crowne Plaza Canberra) at approximately 4:45pm. The return coaches will depart at 7:00pm.

Daily Shuttles to and from the National Convention Centre
A shuttle service between all General Assembly hotels (except Crowne Plaza Canberra) and the National Convention Centre will operate between 8:00am and 8:30am. Return shuttles will depart the National Convention Centre at 5:30pm.

Networking Dinner - National Museum - Monday 20 June 2022
Coaches will collect delegates from all General Assembly hotels at approximately 6:45pm. A return shuttle service will commence at 10:15pm.

General Assembly Dinner - Exhibition Park in Canberra - Tuesday 21 June 2022
Coaches will collect delegates from all General Assembly hotels at approximately 6:30pm. A return shuttle service will operate between 10:30pm and 11:45pm.

Payment Procedures

Payment can be made by:

Credit card
MasterCard and Visa.

Cheque
Made payable to ALGA.

Electronic Funds Transfer
Bank: Commonwealth Bank
Branch: Woden
BSB No: 062905
Account No: 10097760

ALGA ABN
31 008 633 876

Contact Details

Conference Co-ordinators
PO Box 905
Woden ACT 2606
Phone: 02 6292 9000
Email: nga@confoo.com.au

All amounts include GST. Invoices are sent once a registration has been completed.

Canberra Weather in June

Winter days in Canberra are characterised by clear sunny skies but the days are cool at around 12-15C and temperatures do drop to 1C on average in the evenings, so be sure to bring a warm jacket.

Mornings can be foggy so keep this in mind when booking flights. It is best to avoid early arrivals or departures in case of delays due to fog.

CM: AINT/2022/06245



Civic and Ceremonial Functions and Representation Policy

ADOPTED BY COUNCIL: [DATE TO BE COMPLETED BY GOVERNANCE]

1. PURPOSE

This policy outlines the civic and ceremonial functions and events hosted by Armidale Regional Council and the protocols and procedures that surround them.

This policy aims to provide clear direction and guidance for Council's communication and engagement processes.

2. APPLICATION

Civic and ceremonial functions and events foster positive relationships between the community and Council, connect the community in celebration, recognise and celebrate individual and community achievements, and promote community pride and spirit.

This policy identifies considerations in the management of Council functions and receptions or when requesting the presence of the Mayor or a Councillor representative at an external function or event.

3. POLICY INTENT

The policy details the role of the Mayor and elected representatives at these functions and events as well as at external events held within the Armidale Regional Council Local Government Area where representation from Council is required.

4. COMMUNITY STRATEGIC PLAN OBJECTIVES

This Policy contributes to the delivery of the Community Strategic Plan objective: Leadership for the Region Community Outcome 1— being that Council will develop and deliver an engagement strategy to ensure effective engagement with the community and provide opportunities for participation in decision making where appropriate.

5. INVITATIONS

Council functions and events are organised by Council Officers, including but not limited to the Events Team and it is standard protocol for them to arrange for invitations to be issued, via the Executive Office, to Federal and State Members of Parliament, the Mayor, General Manager, Councillors and Executive Leadership Team. The nature, purpose and size of the occasion will indicate the categories of persons who should be included on the guest list. The Mayor and General Manager will have final approval.

Invitations should, ideally, be sent at least three weeks before the event. Invitations generally include partners when the function/event is outside normal business hours, or involves guests accompanied by partners.

Each event should be accompanied by a Council Event Plan.

6. CEREMONIAL REQUEST TO THE MAYORAL OFFICE

From time to time, requests are received for the Mayor to preside, or represent the Council, at public ceremonial functions and events. The Mayor will review all requests in consultation with the General Manager.

To request the Mayor's attendance, the Armidale Regional Council Mayoral Request Form is to be completed and submitted to the Executive Office. The Mayoral Request Form is available from the Executive Office or Council's website. The form should be received at least one month before the event to allow for sufficient preparation.

7. MAYORAL REPRESENTATION

It is the role of the Mayor to carry out the civic and ceremonial functions of the Mayoral Office. The Mayor may choose to wear the Mayoral chain when representing the Office of the Mayor. Acceptance of invitations is at the Mayor's discretion.

The Mayor can request that another Councillor undertake the civic and ceremonial functions of the Mayoral Office as his/her representative.

The Mayoral chain is not to be worn by other elected Councillors, Council staff or citizens, with the exception of the Deputy Mayor, if standing in for the Mayor.

The Mayoral chain will be stored in a secure location at the direction of, and as determined by the General Manager.

The General Manager will be responsible for ensuring the maintenance of the Mayoral chain and for arranging the necessary delivery to, and collection from the Mayor promptly after use.

The Mayoral chain must not be left unattended when not stored in a secure Council location.

8. SPEECHES

The Mayor should be given the opportunity to be the first speaker. An indication of the time available and the subject matter should be noted on the Mayoral Request Form, which includes a section dedicated to speech requirements. If the Mayor is not expected to speak, the speaker(s) should acknowledge his/her presence.

All requests must be submitted via the Armidale Regional Council Mayoral Request Form at least one month prior to the event to Council's Executive Office. The event/function running order, a list of attending dignitaries and speech notes (dot points minimum) are required one week before the event. All liaison should be coordinated with the Mayor via the Executive Office.

9. PRECEDENCE OF THE MAYOR

The Office of the Mayor is that of the First Citizen of Armidale and representative of the people of the area. In recognition of that role, where applicable, the Mayor should be included in the official party and official seating.

The Mayor of the area in which the function is being held takes precedence over both Federal and State members of Parliament. At such an event, the Mayor presents both Members to visitors to the area. However, the Mayor may take lower precedence where the function is not a formal event.

10. ABORIGINAL CEREMONIES AND ACKNOWLEDGEMENTS

Local Government acknowledges Aboriginal and Torres Strait Islander people as the traditional owners of their lands by including Aboriginal people in official Council ceremonies using local customary protocols such as 'Welcome to Country' and by encouraging the flying of the Aboriginal and Torres Strait Islander flags.

Where possible, **Welcome to Country** should be included at official events attended by members of the public, representatives of governments and/or the media, including (but not limited to); commemorations and major festivals, major launches of Government policies and programs, conferences held or sponsored by government agencies, international events held in Australia of which a government agency is an organiser or sponsor, citizenship ceremonies and major and international sporting events.

A Welcome to Country occurs at the beginning of a formal event and can take many forms including singing, dancing, smoking ceremonies or a speech in traditional language or English. A Welcome to Country is delivered by Traditional Owners, or Aboriginal and Torres Strait Islander people who have been given permission from Traditional Owners, to welcome visitors to their Country.

Acknowledgement of Country is where other people acknowledge, and show respect for, the Traditional Custodians of the land on which the event is taking place. This acknowledgement is a sign of respect and should be conducted at the beginning of a meeting, event or ceremony. Acknowledgement of Country may also take place when traditional Elders are not available to provide an official Welcome to Country. For appropriate wording to use, seek advice from the General Manager's Office.

"We acknowledge the traditional owners of the land upon which we meet today and pay our respects to their elders past and present."

The Smoking Ceremony is to be conducted by Aboriginal people with specialised cultural knowledge. The ceremony aims to cleanse the space in which the ceremony takes place. Given the significant nature of the ceremony, smoking ceremonies are usually only performed at major events.

11. LEGISLATIVE REQUIREMENTS

- Australian Citizenship Act 2007 (Cth)
- Australian Citizenship Regulations 2007 (Cth)
- Section 226, Local Government Act 1993
- Section 231, Local Government Act 1993.

12. REVIEW

This Policy will be reviewed every two years from the date of each adoption of the policy, or more frequently as required.

13. REPORTING

Nil reporting requirements.

14. RESPONSIBLE OFFICER

Responsible Officer is Manager Governance and Strategy. Functions that they will perform in relation to the policy are:

- Keeping the policy current
- Investigating breaches and enforcing compliance
- Implementing communications, education and monitoring strategies.

15. ROLES AND RESPONSIBILITIES

The following Council officers and Councillors are responsible for the implementation and the adherence to this policy:

- Council Officers
- Mayor and all Councillors
- Managers
- Chief Officers

This Policy will be communicated to the community and staff in accordance with Council's Policy, Procedure and Process Framework and Council's Business Paper process.

16. RELATED PROCEDURES

- Community Engagement Policy
- Community Recognition Policy (draft)
- Councillor and Staff Interaction Policy
- Mayoral Robe and Chain Policy
- Media Policy
- Model Code of Conduct Policy.

APPROVAL AND REVIEW		
Responsible Business Unit	Corporate and Strategy	
Responsible Officer	Manager Governance & Strategy	
Date/s adopted	<i>Council Executive</i>	<i>Council</i> 23 February 2022
Date/s of previous adoptions	[Dates of previous adoptions]	
Date of next review	February 2024	
Content Manager Reference		

SPECIAL REQUEST FOR THE MAYOR'S ATTENDANCE

EVENT DATE:

EVENT NAME:

ORGANISATION:

Many groups invite the Mayor to attend and/or speak at their event. Using this form will aid in your own planning and coordination because we can process and manage your request in a consistent way.

Please note: all requests are subject to the Mayor's availability.

Every request submitted here is typically processed by Executive Office staff based on the order in which it arrives. Please do not submit duplicate requests.

Please provide the following information:

CONTACT INFORMATION

Name:

Address:

Email:

Telephone:

Organisation's Website:

EVENT INFORMATION

Event Name:

Event Date:

Start Time:

Finish Time:

Location and Address of Event:

Event Description:

Background Information:

Names and titles of any invited dignitaries:

Timeframe Mayor is required to be in attendance:

If the Mayor is unavailable, would you like the Deputy Mayor to attend on the Mayor's behalf? Yes/No

What is expected of the Mayor:

Please advise seating arrangements:

If the Mayor is required to give a speech, speech notes (dot points minimum) should be supplied at least one week before the event.

Are there any associated costs e.g: Dinner etc Yes/No

Is payment required in advance? Yes/No

Please ensure receipt/tax invoice is provided

Special Request?

Comments:

ACTIONS TRACKING SUMMARY SHEET

Ordinary and Extraordinary Council Meetings 2022



Meeting Date	Res #	Detail	Officer	Notes
27/01/2022	34/22	<p>RESOLVED</p> <p>That:</p> <p>a) The General Manager seek an extension of one year to consider the offer.</p> <p>b) A Working Group of Councillors and relevant staff (at the discretion of the General Manager) be established to oversee, develop or review business cases for prospective use(s) of the Armidale Court House.</p> <p>Moved Cr Coupland Seconded Cr O'Connor</p> <p>The Motion on being put to the vote was CARRIED unanimously.</p>	Bower, Jessica	<p>10 Feb 2022 10:12am Bower, Jessica</p> <p>a. Completed. b. To be reviewed following finalisation of key pillar working group representation with the project to be progressed through that forum.</p> <p>15 Mar 2022 1:06pm Bower, Jessica</p> <p>a. The latest advice from NSW Property as at 10 March 2022 is that they are prepared to provide ARC two months to undertake the necessary activities to ensure that funding is likely to be secured. Return advice to NSW Property has confirmed ARCs adopted position and further advise that ARC are not able to meet the stated position.</p> <p>19 Apr 2022 3:12pm Bower, Jessica</p> <p>a. Negotiations with NSW Property continue. Report planned to be prepared for the May OCM.</p>
23/02/2022	51/22	<p>RESOLVED</p> <p>That Council:</p> <p>a. Endorse the Community Grants and Sponsorship Policy for public exhibition for a period of 28 days.</p> <p>b. Receive a further report at the conclusion of the exhibition period.</p> <p>Moved Cr Widders Seconded Cr Robinson</p> <p>The Motion on being put to the vote was CARRIED unanimously.</p>	Schaefer, Darren	<p>15 Mar 2022 6:22am Schaefer, Darren</p> <p>Policy was on public exhibition for 28 days from Thursday 25 February to Thursday 24 March 2022 and will be reported back to the May OCM.</p>

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Current as at 20 April 2022 - Page 1

ACTIONS TRACKING SUMMARY SHEET


Ordinary and Extraordinary Council Meetings 2022



Meeting Date	Res #	Detail	Officer	Notes
23/03/2022		<p>RESOLVED</p> <p>That Council:</p> <ul style="list-style-type: none"> a. Supports the national funding priorities of the Australian Local Government (ALGA), which would contribute an estimated \$6.46 billion per year to Australia's GDP and create 43,444 jobs. b. Agrees to support and participate in the Australian Local Government Association's advocacy for their endorsed and the President of the Australian Local Government Association to: <ul style="list-style-type: none"> i. express support for ALGA's funding priorities ii. identify priority local projects and programs that could be progressed with the additional financial assistance from the Federal Government being sought by ALGA iii. seek funding commitments from the members, candidates and their parties for these identified local projects and programs. <p>Moved Cr Coupland</p> <p>The Motion on being put to the vote was CARRIED unanimously.</p>	Hoult, Melissa	<p>19 Apr 2022 10:16am Bower, Jessica</p> <p>Letters prepared and finalised ahead of formal signing.</p>
23/03/2022	62/22	<p>RESOLVED</p> <p>That Council:</p> <ul style="list-style-type: none"> a. defer the 27 April 2022 Ordinary Council Meeting to 28 April 2022 to allow adequate time for Councillors to review the April Business Paper. b. defer the 22 June 2022 Ordinary Council Meeting to 29 June 2022 due to the Australian Local Government Association Conference that is being held in Canberra from 19 – 22 June 2022. 	Hoult, Melissa	<p>11 Apr 2022 3:48pm Hoult, Melissa - Completion</p> <p>Action completed by Hoult, Melissa</p> <p>- Dates on the ARC website have been amended to reflect the deferred dates. InfoCouncil has also been updated.</p>

*Note: THIS INFORMATION IS GENERATED FROM INFOCOUNCIL. DO NOT UPDATE THIS SPREADSHEET AS YOUR CHANGES WILL BE LOST. January - March 2022

Current as at 20 April 2022 - Page 2

<div style="display: flex; justify-content: space-between; align-items: center;"> <div style="text-align: center;"> <h2 style="margin: 0;">ACTIONS TRACKING SUMMARY SHEET</h2> <p style="margin: 0;">Ordinary and Extraordinary Council Meetings 2022</p> </div> <div style="text-align: right;">  </div> </div>				
Meeting Date	Res #	Detail	Officer	Notes
		Moved Cr Coupland The Motion on being put to the vote was CARRIED unanimously.		
23/03/2022	63/22	RESOLVED That Council note the tabling of Disclosures of Pecuniary Interest and Other Matters by each of the eleven Councillors lodged within 3 months of being elected as required by the <i>Model Code of Conduct</i> . Moved Cr O'Connor Seconded Cr Galletly The Motion on being put to the vote was CARRIED unanimously.	Schaefer, Darren	28 Mar 2022 4:40pm Schaefer, Darren - Completion Action completed by Schaefer, Darren - Complete and noted by Council.
23/03/2022	64/22	RESOLVED That Council: a. Adopt the Councillor and Staff Interaction Policy post public exhibition which commenced 17 January 2022 for a period of 28 days, noting submissions were not received. Moved Cr Widders Seconded Cr Gaddes The Motion on being put to the vote was CARRIED unanimously.	Schaefer, Darren	28 Mar 2022 4:42pm Schaefer, Darren - Completion Action completed by Schaefer, Darren - Policy was adopted post public exhibition and action completed.
23/03/2022	65/22	MOTION That Council: a. Note three submissions were received during the public exhibition period – attached to this report. b. Adopt the Code of Meeting Practice Moved Cr Widders Seconded Cr McMichael	Schaefer, Darren	19 Apr 2022 10:22am Bower, Jessica Code of Meeting Practice adopted and included in Policy register on website. 19 Apr 2022 10:25am Schaefer, Darren - Completion

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Current as at 20 April 2022 - Page 3

ACTIONS TRACKING SUMMARY SHEET

Ordinary and Extraordinary Council Meetings 2022



Meeting Date	Res #	Detail	Officer	Notes
		<p>AMENDMENT</p> <p>That the code of meeting practice be adopted subject to the GM Business Paper Briefing being open to the public.</p> <p>Moved Cr Robinson Seconded Cr O'Connor</p> <p><i>DIVISION The result being:-</i></p> <p><i>FOR: Crs M O'Connor and D Robinson</i></p> <p><i>AGAINST: Crs S Coupland, P Gaddes, J Galletly, S McMichael, S Mephram, D O'Brien, P Packham, T Redwood and B Widders</i></p> <p>The Motion on being put to the vote LOST.</p> <p>RESOLVED</p> <p>That Council:</p> <ol style="list-style-type: none"> Note three submissions were received during the public exhibition period – attached to this report. Adopt the Code of Meeting Practice <p>Moved Cr Widders Seconded Cr McMichael</p> <p><i>DIVISION The result being:-</i></p> <p><i>FOR: Crs S Coupland, P Gaddes, J Galletly, S McMichael, S Mephram, D O'Brien, P Packham, T Redwood, D Robinson and B Widders</i></p>		Action completed by Bower, Jessica - Refer notes. No further action required.

*Note: THIS INFORMATION IS GENERATED FROM INFOCOUNCIL. DO NOT UPDATE THIS SPREADSHEET AS YOUR CHANGES WILL BE LOST. January - March 2022

Current as at 20 April 2022 - Page 4

ACTIONS TRACKING SUMMARY SHEET


Ordinary and Extraordinary Council Meetings 2022



Meeting Date	Res #	Detail	Officer	Notes
		<p>AGAINST: Cr M O'Connor</p> <p>The motion on being put to the vote was CARRIED.</p>		
23/03/2022	66/22	<p>MOTION (Split in two parts)</p> <p>a) That Council adopt the draft Councillor Expenses and Facilities Policy as attached to this report, with the following changes:</p> <ol style="list-style-type: none"> 1) Subject to the stated home office expenses limit, a subscription to the local paper should be considered a valid home office expense 2) ICT expenses allocated to the first year can be carried over to future years, if unspent. 3) that the time limit for making claims totalling under \$100 is extended to 6 months. <p>Moved Cr Robinson Seconded Cr O'Brien</p> <p>DIVISION The result being:-</p> <p>FOR: Crs S Coupland, S McMichael, D O'Brien, M O'Connor, T Redwood, D Robinson and B Widders</p> <p>AGAINST: Crs P Gaddes, J Galletly, S Mephram and P Packham</p> <p>The Motion on being put to the vote was CARRIED.</p> <p>b) that the proposed budget for 2022-23 is reviewed to see if any savings can be made without affecting the quality of representation, or training and professional development.</p> <p>DIVISION The result being:-</p> <p>FOR: Crs D Robinson, P Gaddes and D O'Brien</p>	Schaefer, Darren	<p>19 Apr 2022 10:25am Bower, Jessica Policy adopted and included in Policy register on website.</p> <p>19 Apr 2022 10:26am Schaefer, Darren - Completion Action completed by Bower, Jessica - No further action required.</p>


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Current as at 20 April 2022 - Page 5

<div style="display: flex; justify-content: space-between; align-items: center;"> <div style="text-align: center;"> <h2 style="margin: 0;">ACTIONS TRACKING SUMMARY SHEET</h2> <p style="margin: 0;">Ordinary and Extraordinary Council Meetings 2022</p> </div> <div style="text-align: right;">  </div> </div>				
Meeting Date	Res #	Detail	Officer	Notes
		<p>AGAINST: <i>Crs S Coupland, J Galletly, S McMichael, S Mephram, M O'Connor, P Packham, T Redwood and B Widders</i></p> <p>The Motion on being put to the vote was LOST.</p> <p>RESOLVED</p> <p>b) That Council adopt the draft Councillor Expenses and Facilities Policy as attached to this report, with the following changes:</p> <p>4) Subject to the stated home office expenses limit, a subscription to the local paper should be considered a valid home office expense</p> <p>5) ICT expenses allocated to the first year can be carried over to future years, if unspent.</p> <p>6) that the time limit for making claims totalling under \$100 is extended to 6 months.</p> <p>Moved Cr Robinson Seconded Cr O'Brien</p> <p>The Motion on being put to the vote was CARRIED.</p>		
23/03/2022	67/22	<p>RESOLVED</p> <p>That Council notes the report summarising the actions taken on the resolutions of Council.</p> <p>Moved Cr O'Connor Seconded Cr Gaddes</p> <p>The Motion on being put to the vote was CARRIED unanimously.</p>	Bower, Jessica	<p>28 Mar 2022 3:53pm Bower, Jessica - Completion</p> <p>Action completed by Bower, Jessica</p> <p>- Noted. No further action required.</p>
23/03/2022	68/22	<p>RESOLVED</p> <p>That Council:</p> <p>a) Endorse the proposed lease of road reserve to the University of New England (for the purpose of paid parking) for public exhibition for a period of 28 days; and</p>	Schaefer, Darren	<p>19 Apr 2022 10:27am Bower, Jessica</p> <p>Placed on public exhibition 24 March to 21 April. Report to be prepared for May OCM.</p>


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Current as at 20 April 2022 - Page 6

<div style="display: flex; justify-content: space-between; align-items: center;"> <div style="text-align: center;"> <h2 style="margin: 0;">ACTIONS TRACKING SUMMARY SHEET</h2> <p style="margin: 0;">Ordinary and Extraordinary Council Meetings 2022</p> </div> <div style="text-align: right;">  </div> </div>				
Meeting Date	Res #	Detail	Officer	Notes
		b) Receive a further report at the conclusion of the exhibition period. Moved Cr Robinson Seconded Cr McMichael The Motion on being put to the vote was CARRIED unanimously.		
23/03/2022	69/22	RESOLVED That Council: a. advise the Department of Planning and Environment to incorporate the proposed Farm Stay Accommodation and Farm Gate Premise Clauses (Clauses 5.23 and 5.24), into the <i>Armidale Dumaresq Local Environmental Plan 2012</i> and <i>Guyra Local Environmental Plan 2012</i> , and to permit 'Agritourism', 'Farm Experience' and 'Farm Gate Premises' in the zones that currently have some form of permissible 'Agriculture'. b. once the amendments to the LEP are made, deliver an industry promotion package to inform farmers of opportunities enabled by the new LEP including provision of planning concierge services to assist with any required development application processes within current resources. Moved Cr Packham Seconded Cr McMichael The Motion on being put to the vote was CARRIED unanimously.	Boyce, Daniel	13 Apr 2022 8:44am Boyce, Daniel Final package for Agritourism reforms has been prepared and forwarded to NSW Government. 19 Apr 2022 4:01pm Boyce, Daniel - Completion Action completed by Bower, Jessica - Actions Completed.
23/03/2022	70/22	RESOLVED That Council note the Cash and Investment Report for February 2022. Moved Cr McMichael Seconded Cr Gaddes The Motion on being put to the vote was CARRIED unanimously.	Schaefer, Darren	19 Apr 2022 10:10am Schaefer, Darren - Completion Action acknowledged by Bower, Jessica - NFA.
23/03/2022	71/22	RESOLVED	Schaefer, Darren	19 Apr 2022 4:58pm Bower, Jessica


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Current as at 20 April 2022 - Page 7

<div style="display: flex; justify-content: space-between; align-items: center;"> <div style="text-align: center;"> <h2 style="margin: 0;">ACTIONS TRACKING SUMMARY SHEET</h2> <p style="margin: 0;">Ordinary and Extraordinary Council Meetings 2022</p> </div> <div style="text-align: right;">  </div> </div>				
Meeting Date	Res #	Detail	Officer	Notes
		<p>That Council:</p> <ol style="list-style-type: none"> a. Authorise the General Manager on behalf of Armidale Regional Council to borrow from TCorp the sum of \$5,770,000 at a fixed interest rate for a period of twenty (20) years, these borrowings are to fund the contribution for the Puddledock Dam Raw Water Main & Pump Station. b. Authorise the Mayor and General Manager to sign loan documents and apply the Common Seal of Council to loan documents as necessary. <p>Moved Cr Gaddes Seconded Cr Packham</p> <p><i>DIVISION The result being:-</i></p> <p><i>FOR: Crs S Coupland, P Gaddes, J Galletly, S McMichael, S Mephram, D O'Brien, P Packham, T Redwood and D Robinson</i></p> <p><i>AGAINST: Crs M O'Connor and B Widders</i></p> <p>The Motion on being put to the vote was CARRIED.</p>		<p>24/03/2022 - NSW TCorp advised that Council had approved borrowings as per minute ARC20/4311 with a copy of the Council resolution provided. The loan application was then referred for analysis and approval through the credit check approval process.</p> <p>13/04/2022 - Council advised by NSW TCorp that loan approval process should be completed by 22/04/2022. Currently awaiting further advice from NSW TCorp, which is expected this week.</p>
23/03/2022	72/22	<p>RESOLVED</p> <p>That Council endorse the preparation of an application for an Additional Special Variation for the 2022-2023 financial year to the maximum permissible level and on a permanent basis, with a view to resolve final approval at the Ordinary Council meeting 27 April 2022 (noting that the figure for the 'Additional Proposed Funding from ASV*' in the Budget table should read 356,381 and not 356,831).</p> <p>Moved Cr Robinson Seconded Cr O'Brien</p> <p><i>DIVISION The result being:-</i></p>	Schaefer, Darren	<p>19 Apr 2022 10:28am Bower, Jessica Report prepared for April OCM.</p> <p>19 Apr 2022 4:03pm Schaefer, Darren - Completion Action completed by Bower, Jessica - Action Completed.</p>

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Current as at 20 April 2022 - Page 8

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Meeting Date	Res #	Detail	Officer	Notes
		<p><i>FOR: Crs S Coupland, P Gaddes, J Galletly, S McMichael, S Mephram, D O'Brien, P Packham, T Redwood, D Robinson and B Widders</i></p> <p><i>AGAINST: Cr M O'Connor</i></p> <p>The Motion on being put to the vote was CARRIED.</p>		
23/03/2022	73/22	<p>RESOLVED</p> <p>That Council:</p> <ol style="list-style-type: none"> Endorse the proposed <i>Armidale Dumaresq Local Environmental Plan 2012</i> and <i>Guyra Local Environmental Plan 2012</i> land use tables in Attachment 1 for inclusion in the Employment Zones Translation Detail, prepared by the Department of Planning and Environment. Delegate to the General Manager the authority to make any minor amendments to the Employment Zones Translation Detail required by the Department of Planning and Environment. <p>Moved Cr McMichael Seconded Cr Gaddes</p> <p>The Motion on being put to the vote was CARRIED unanimously.</p>	Boyce, Daniel	<p>13 Apr 2022 8:43am Boyce, Daniel Final package for Employment Zones reforms has been prepared and forwarded to NSW Government.</p> <p>19 Apr 2022 4:03pm Boyce, Daniel - Completion Action completed by Bower, Jessica - Action Completed.</p>
23/03/2022		<p>MOTION</p> <p>That Council:</p> <ol style="list-style-type: none"> Note the report from NSW Public Works Advisory; Armidale Regional Council Water Security Assessment and Options Evaluation Report Final R2 – incorporating 2022 growth projection. Note that Council staff have lodged enquiries with Essential Energy regarding the acquisition of the Oaky River Dam as a potential Water Supply Option. 	Manners, Alex	<p>14 Apr 2022 12:57pm Houtt, Melissa Preferred options have been advised to PWA and a meeting was held 13 April 2022 regarding sewerage treatment plant options to progress IWCM process. IWCM process expected to be completed December 2022.</p>

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Current as at 20 April 2022 - Page 9

ACTIONS TRACKING SUMMARY SHEET

Ordinary and Extraordinary Council Meetings 2022



Meeting Date	Res #	Detail	Officer	Notes
		<p>c. Adopt the recommendation from Public Works Advisory and Council staff to proceed with the development of options one and two being;</p> <p>i. Oaky River Dam 25ML/Day + 6.5metre raising of Malpas</p> <p>ii. Styx River Dam 25ML/Day + 6.5metre raising of Malpas</p> <p>d. Note that, following adoption of recommended options, Council staff along with PWA will commence the preparation of a business case for this project including clarity on funding source, impact on financial and environmental sustainability, impact on operating costs and affordability (including willingness to pay) for residents and businesses, in conjunction with estimates of benefits and costs of additional water savings measures and the predicted savings in water consumption from the roll out of smart water meters and the reduction in consumption patterns since the drought, in accordance with the IWCM Strategy process.</p> <p>Moved Cr Robinson Seconded Cr O'Connor</p> <p>AMENDMENT</p> <p>Moved Cr Packham Seconded Cr McMichael</p> <p>That Council:</p> <p>a. Note the report from NSW Public Works Advisory; Armidale Regional Council Water Security Assessment and Options Evaluation Report Final R2 – incorporating 2022 growth projection.</p> <p>b. Note that Council staff have lodged enquiries with Essential Energy regarding the acquisition of the Oaky River Dam as a potential Water Supply Option.</p> <p>c. Adopt the recommendation from Public Works Advisory and Council staff to proceed with the development of options one and two being;</p>		

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Current as at 20 April 2022 - Page 10

ACTIONS TRACKING SUMMARY SHEET


Ordinary and Extraordinary Council Meetings 2022



Meeting Date	Res #	Detail	Officer	Notes
		<p>i. Oaky River Dam 25ML/Day + 6.5metre raising of Malpas</p> <p>ii. Styx River Dam 25ML/Day + 6.5metre raising of Malpas</p> <p>d. Note that, following adoption of recommended options, Council staff along with PWA will commence the preparation of a business case.</p> <p><i>DIVISION The result being:-</i></p> <p><i>FOR: Crs S Coupland, P Gaddes, J Galletly, S McMichael, S Mephram, D O'Brien, M O'Connor, P Packham, T Redwood and B Widders</i></p> <p><i>AGAINST: Cr D Robinson</i></p> <p>The Amendment on being put to the vote was CARRIED.</p> <p>The Amendment became the Substantive Motion.</p> <p>RESOLVED</p> <p>That Council:</p> <p>a. Note the report from NSW Public Works Advisory; Armidale Regional Council Water Security Assessment and Options Evaluation Report Final R2 – incorporating 2022 growth projection.</p> <p>b. Note that Council staff have lodged enquiries with Essential Energy regarding the acquisition of the Oaky River Dam as a potential Water Supply Option.</p> <p>c. Adopt the recommendation from Public Works Advisory and Council staff to proceed with the development of options one and two being;</p> <p>i. Oaky River Dam 25ML/Day + 6.5metre raising of Malpas</p>		

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Current as at 20 April 2022 - Page 11

ACTIONS TRACKING SUMMARY SHEET				
Ordinary and Extraordinary Council Meetings 2022				
Meeting Date	Res #	Detail	Officer	Notes
		ii. Styx River Dam 25ML/Day + 6.5metre raising of Malpas d. Note that, following adoption of recommended options, Council staff along with PWA will commence the preparation of a business case. The Motion on being put to the vote was CARRIED unanimously.		
23/03/2022	75/22	RESOLVED That: a) Council endorse the Traffic Advisory Committee’s recommendation that the road closure requested for the annual ANZAC Day Dawn Service to occur on 25 April 2022 between 5.30 am and 7.00 am, in accordance with the provided traffic control plan. b) Council endorse the Traffic Advisory Committee’s recommendation that the rolling road closures requested for the annual Anzac Day March to be held on 25 April 2022 between 10.00am and 12.30pm, in accordance with the provided traffic control plan. c) Council endorse the Traffic Advisory Committee’s recommendation that the temporary road closures for the Armidale 2022 ANZAC Day March and Commemoration Service to occur on Sunday 25 April 2022, for Faulkner Street from Dumaresq Street to Beardy Street and the connecting intersections with East Mall and Rusden Street roundabout, be approved in accordance with the provided traffic control plan. d) Council endorse the Traffic Advisory Committee’s resolution, that the approval for the Special Event Transport Management Plan for the ‘Tour de Rocks’ Thursday 7 April, for the occupation and usage of Armidale Regional Council Local Government Area (LGA) local roads only, pending approval for the use of local roads within the LGA of Kempsey Council, and of any regional classified roads from Transport NSW, and any further recommendations from NSW Police.	Manners, Alex	20 Apr 2022 9:55am Ackling, Belinda a) ANZAC Day road closures organised to take place - no further action required., b) ANZAC Day road closures organised to take place - no further action required., c) ANZAC Day road closures organised to take place - no further action required., d) e) f) Tour de Rocks went ahead with the new route resulting in a successful event - no further action required, g) h) i) Big Chill, associated closures and parking organised - no further action required, j) advice of requested pedestrian crossing provided - no further action required., k) tree removal noted no action required. 20 Apr 2022 10:08am Manners, Alex - Completion Action completed by Ackling, Belinda - all actions completed

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Current as at 20 April 2022 - Page 12

ACTIONS TRACKING SUMMARY SHEET

Ordinary and Extraordinary Council Meetings 2022



Meeting Date	Res #	Detail	Officer	Notes
		<p>e) Council endorse the Traffic Advisory Committee's resolution, that the approval for the temporary closure of Dangar Street between Dumaresq and Kirkwood Streets, from 6am to 9am on Thursday the 7 April 2022.</p> <p>f) That Council note the Traffic Advisory Committee's recommendation that Council staff and Tour de Rocks organisers work together on the use of the Kempsey Road given the current road conditions and unpredictable weather.</p> <p>AND</p> <p>Note that subsequent to the meeting, the road is no longer suitable for the event and alternate routes have been investigated by staff, event organisers have ridden the suggested routes for suitability with the final advice being:</p> <p>The 'Tour de Rocks' charity mountain bike ride will be commencing from the public park (Civic Park) in Dangar Street, Armidale Thursday, 7 April 2022. Day 1 starts at 6am at Civic Park and ends at Wollomombi, 36 km East of Armidale at 5pm. Day 2 of the ride commences at Wollomombi at 8am and ends at Guyra Showground, 85 km North West of Wollomombi at approximately 5pm. The final day of the ride commences at Guyra Showground at 6am and ends at Sport UNE, Armidale, 20 km South of Guyra at approximately 2pm.</p> <p>g) That Council endorse the Big Chill Festival which will occur the 14 and 15 May 2022.</p> <p>h) That Council endorse the Traffic Advisory Committee's resolution, that the road closures required for the 3 weekends of events for Faulkner Street, between Kirkwood and Dumaresq Street, in conjunction with the Big Chill Festival and, to allow the set up and removal of attractions, including Sunday 8 only, Thursday 12 to Sunday 15 and Thursday 19 – Monday 23 May 2022.</p> <p>i) Council endorse the Traffic Advisory Committee's resolution, that a temporary no parking zone to be used for 2 x designated Disability parking spots and a Drop off/ Collection Zone for Taxis and patrons in Dumaresq Street between Faulkner and</p>		

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Current as at 20 April 2022 - Page 13

ACTIONS TRACKING SUMMARY SHEET

Ordinary and Extraordinary Council Meetings 2022



Meeting Date	Res #	Detail	Officer	Notes
		<p>Danger Street on Saturday 14 and Sunday 15 May in conjunction with the Big Chill Festival, be approved in accordance with the provided traffic control plan.</p> <p>j) Council endorse the Traffic Advisory Committee's resolution, to decline the request to install a pedestrian crossing at Butler Street between Rusden Street and Barney Street at this time, until after further investigation can occur and align with the Active Transport Plan.</p> <p>k) That the Council Note :</p> <p>i. The temporary partial closure of Uralla Road from 21 until 23 February 2022 from 7am to 6pm to enable the removal of high risk street trees. TfNSW approval has been provided with a Road Occupancy Licence (ROL).</p> <p>ii. The tree removal work at Black Mountain which is scheduled to commence on 19 April 2022. TfNSW approval has been provided with a Road Occupancy Licence (ROL).</p> <p>Moved Cr McMichael Seconded Cr Gaddes</p> <p>The Motion on being put to the vote was CARRIED unanimously.</p>		



Office of
Local Government

Circular to Councils

Circular Details	22-07/6 April 2022/A815377
Previous Circular	22-03 Guidelines for Additional Special Variation (ASV) Process for 2022-23
Who should read this	Councillors / General Managers / Rating and Finance Staff
Contact	Policy Team / 02 4428 4100 / olg@olg.nsw.gov.au
Action required	Information

Subject

Guidelines for Additional Special Variation (ASV) Process for 2022-23

***** The ASV Guidelines set out in this circular apply in place of, and supersede, the ASV Guidelines issued in Circular 22-03 *****

What's new or changing

- The Independent Pricing and Regulatory Tribunal (IPART) will accept and process an additional round of 2022-23 Special Variation (ASV) applications from councils.
- For applications made under the ASV process, the ASV Guidelines set out in this circular apply in place of the [Guidelines for the preparation of an application for a special variation to general income](#) issued by the Office of Local Government in 2020.
- The ASV Guidelines set out in this circular apply in place of, and supersede, the ASV Guidelines issued in Circular 22-03.
- For more information on when these ASV Guidelines apply, please see 'What this will mean for your council' below.
- This one-off ASV round is available for the 2022-23 financial year only.
- This one-off ASV round is for councils that can show that the special variation will enable them to meet the obligations they set for 2022-23 in their 2021-22 Integrated Planning and Reporting (IP&R) documentation.
- Councils seeking a permanent special variation will also need to demonstrate the need for the special variation to be included in their rate base on an ongoing basis.
- Separately, IPART has also agreed to undertake a broader review of its rate peg methodology, including the Local Government Cost Index, with outcomes from the review expected to shape rate peg determinations in future years.

What this will mean for your council

- The ASV Guidelines set out in this Circular apply where council is applying for:
 - a temporary or permanent single year special variation for 2022-23 under section 508(2) of the *Local Government Act 1993* (the Act), AND
 - the percentage sought in the application is the lower of:
 - 2.5% (including population factor) or

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- the council's assumed 2022-23 rate peg as set out in its 2021-22 IP&R documentation (including population factor)
- For ASV applications made under the Guidelines set out in this Circular, councils will need to provide IPART with the following information:
 - Council's 2021-22 IP&R documentation identifying that council budgeted for an income increase above the percentage specified for the council for 2022-23 under section 506 of the Act; and
 - Where councils are applying for a permanent special variation, in addition to the above information, the council's 2021-22 IP&R documentation identifying that the council forecast an average Operating Performance Ratio (OPR) of 2% or lower over the next 5 years or, alternatively, evidence of need, for example, but not limited to, that the council needs to maintain a higher OPR so it can meet its capital funding requirements; and
 - Council has resolved to apply for the special variation under section 508(2) of the Act and that the resolution clearly states:
 - whether the resolution is for a temporary or permanent special variation under section 508(2) of the Act; and
 - the additional income that council will receive if the special variation is approved; and
 - why the special variation is required; and
 - that the council has considered the impact on ratepayers and the community in 2022-23 and, if permanent, in future years if the special variation is approved and considers that it is reasonable.
- The ASV application process is a simpler more targeted application process.
- IPART will not require councils to demonstrate community consultation or criteria outside of the processes outlined above. To demonstrate community consultation, IPART will consider the consultation undertaken through the IP&R process and consider the resolution to apply for a ASV meets the requirements outlined above.
- Revised application forms and further information will be released by IPART shortly.
- Under this ASV round of applications:
 - IPART will accept applications until 29 April 2022;
 - IPART will publish applications to enable community consultation for a period of at least three weeks; and
 - IPART will notify councils of its decision no later than 21 June 2022.

Key points

- In late 2021, IPART announced the rate peg for the 2022-23 financial year was set at an increase of between 0.7% and 5.0%.
- Special variations provide an opportunity for councils to vary general income by an amount greater than the annual rate peg. However IPART's normal period for special variation applications in relation to the 2022-23 rate peg has now passed.
- The Office of Local Government and IPART recognise that, due to the delayed council elections and the determination of the 2022-23 rate peg at a lower rate than councils had forecast, councils may not have had sufficient time to prepare special variation application within the normal timeframe.

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This may result in some councils not having sufficient funds to pay for required infrastructure and services.

- As such the NSW Government and IPART have agreed to a one-off ASV round for the 2022-23 financial year only.
- This process is not intended to address applications from councils that require a special variation (above 2.5%) to achieve long term financial sustainability for reasons other than those set out in the criteria above, which should be addressed through the standard special variation process.
- [IPART's website](#) will be updated with revised application forms and information papers shortly.

Where to go for further information

- For further information please contact IPART on 02 9290 8400 or by email to ipart@ipart.nsw.gov.au.

Melanie Hawyes

Group Deputy Secretary, Crown Lands and Local Government

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Closed Council

23 February 2022

Item:	15.1	Ref: AINT/2022/01077
Title:	Request for Quote (RFQ) A2021/35 Waterfall Way Heavy Patching Program 21-22	Container: ARC21/4870
Responsible Officer	Chief Officer Assets and Services	
Author:	Ashish Ghimire, Project Officer RMCC	
Attachments:	1. RFQ A2021_35 Heavy Patching Waterfall Way Evaluation Report 2. Schedule of Rate RFQ A2021-35 Waterfall Way Heavy Patching 21-22 Stabilcorp Pty Ltd	

(General Manager's Note: *The report considers a quotation and is deemed confidential under Section 10A(2)(d) of the Local Government Act 1993, as it deals with commercial information of a confidential nature that would, if disclosed (i) prejudice the commercial position of the person who supplied it; or (ii) confer a commercial advantage on a competitor of the Council; or (iii) reveal a trade secret).*

1. Purpose

The purpose of this report is to seek Council's endorsement for the engagement of a Contractor for Heavy Patching works at various locations on Waterfall Way and to delegate authority to the General Manager to enter into the Contractual Agreement with the recommended Contractor.

2. OFFICERS' RECOMMENDATION:

That Council;

- a) Accept the quotation submitted by Stabilcorp Pty Ltd for \$387,410.26 Excl. GST for Heavy Patching Works on Waterfall Way.
- b) Delegate authority to the General Manager to approve expenditure for the project and contractor up to the upper limit of \$330,000 excl. GST available for the project as provided by TfNSW
- c) Delegate authority to the General Manager to execute all documents in relation to the contract.

3. Background

Armidale Regional Council (ARC) has been engaged to undertake works on behalf of Transport for NSW (TfNSW) for Waterfall Way – a State Road under a Road Maintenance Council Contract (RMCC) arrangement.

TfNSW has approved a budget of \$330,000 excl. GST for Heavy Patching Works on Waterfall Way in FY 2021-2022 which includes \$30,000 which will be used by Council for project operation and management costs. The proposed Heavy Patching Works scope is for approximately 2770m² over approximately 33 different locations along the Waterfall Way. The outcome of this project is to repair the road pavement to a level and condition consistent with TfNSW standards.

4. Discussion

A closed Request For Quote (RFQ) was advertised through Vendor Panel on Friday 3 December 2021 and closed on Tuesday 4 January 2021. From the 14 qualified contractors requested to

Closed Council

23 February 2022

quote, only one submission was received by Stabilcorp Pty Ltd, a local and well established contractor with a recent working history with Council.

The quote was evaluated based on Non-Price (40%) and Price (60%) criteria. The Evaluation Panel (EP) members assessed the sole submission with concurrence on scoring being achieved at that tender evaluation meeting. The Procurement & Contracts Coordinator (ARC) was present in the tender evaluation meeting as a non-scoring member of the panel as a panel member to provide procurement oversight of the quote evaluation and his recommendations were taken into account by the technical experts on the panel.

The quotation submission from Stabilcorp Pty Ltd was received as \$387,410.26 which is above the TfNSW approved budget of \$330,000 Excl. GST. Council will require \$30,000 of the allocated funding for project operation and management costs associated with the works leaving only \$300,000.00 for works.

A request has been made to TfNSW for additional funds to cover the gap between the current budget and the proposed costs as quoted by Stabilcorp Pty Ltd to avoid a compromise on the scope of the works. In the event that additional funds are not received from TfNSW, Council will limit the scope of works to the budget available.

The quotation received a strong scoring by the panel against key weighted selection criteria and the panel noted that there is risk in assessing a sole submission, however Stabilcorp Pty Ltd are also a well-established local government contractor and has satisfactorily completed similar works to the required standard for Council in past.

5. Implications

5.1. Strategic and Policy Implications

Environment and Infrastructure

E3 Infrastructure – The Community is provided with the essential and resilient infrastructure it requires for daily life, and has access to a prioritised schedule of infrastructure works

E3.1 Partnerships with all levels of government to support the provision of essential infrastructure projects.

The quotation has been conducted in accordance with the requirements of the *Local Government Act 1993*, the *Local Government (General) Regulations 2005* and the *Division of Local Government Tendering Guidelines 2009*. The awarded contract details will be published in the ARC contract register and uploaded onto the Council website in accordance with Section 27 of the *Government Information (Public Access) Act 2009* (GIPA).

5.2. Risk

The price by the selected contractor is \$387,410.26 Excl. GST exceeding the budget available for works. Without an extension of available funding from TfNSW, there is a risk that the scope of works will be reduced. To manage this, the final agreed contract will be limited by scope to be within the \$300,000 available for the works.

The engagement of the recommended Contractor will be administered under AS400 General Conditions of Contract, which is considered an appropriate and robust contract for the works.

The works are to be delivered in accordance with TfNSW M250 Specification for Heavy Patching works and in compliance with Council's Quality Safety and Environmental requirements Consistent with Council's R2 Prequalification under the National Prequalification System.

Closed Council

23 February 2022

Despite the road being a State Asset, if the contractor fails to deliver the works within the specification or within the Quality, Environmental, or Safety requirements there is the potential for Councils reputation to be impacted or Councils R2 Prequalification be reduced as the authority responsible for the delivery of the works under RMCC arrangements.

5.3. Sustainability

The use of Vendor Panel and the quotation request from a large number of contractors ensures a competitive process for the delivery of infrastructure works. The contractor being a regionally based company with local ties ensures that there are opportunities to subcontract components of the works to local suppliers wherever possible to benefit the local economy and community.

Working under TfNSW delivery specifications ensures the most efficient application of proved technologies and technical approach. Council will work closely with the successful contractor's suppliers to ensure the service delivery provides the best cost benefit to Council and the community in the long term.

5.4. Financial

Budget Area:	General Fund						
Funding Source:	Transport of New South Wales						
Budget Ref: (PN)	Description	Approved Budget	Actual	Committed	Proposed	Total Forecast Expenditure	Remaining Budget
270704.1.3020.333.2494 WO ATR 004234	Budget Provided by TfNSW for Heavy Patching Program 2021-2022 on Water fall Way	\$330,000.					\$330,000

6. Consultation and Communication

The outcome of the RFQ will be published online for public information. Community notification will be made at least 7 days prior to the start of Heavy Patching works and regulatory signage will be erected where required by TfNSW.

Consultation with TfNSW as the asset owner has already commenced regarding the need for additional funds and or the need to reduce scope of delivery. Council will continue to liaise with TfNSW and the contractor to ensure service delivery is not impacted due to scope or financial negotiations.

7. Conclusion

The engagement of the preferred Contractor, if endorsed by Council, will allow ARC to complete the completion of the Heavy Patching work under the RMCC provisions. The project will, and improve the serviceability and safety of the road asset and prolong the life of the highway representing value to the ARC community.

The evaluation Panel recommends that the Quotation received from Stabilcorp Pty Ltd is accepted and that ARC enter into a contractual agreement and delegate authority to the General Manager to approve expenditure up to the upper funding limit of \$300,000 excl. GST.

Tree Assessment Report

Prepared for

Armidale Regional Council

Site Address: 135 Rusden St

ARC: Mr Richard Singles

Email: RSingle@armidale.nsw.gov.au>

Phone: (02) 6770 3983

Inspection date: 1/3/22

Report date: 16/3/22

PREPARED BY

McArdle and Sons Arboricultural Services Pty Ltd *(since 1956)*

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TABLE OF CONTENTS

SUMMARY	3
INTRODUCTION	4
AIMS	4
METHODOLOGY	4
THE SITE	5
SITE MAP	5
TREE SURVEY ASSESSMENT TABLE	6
TREE ANALYSIS PHOTOS	9
CONCLUSION	12
RECOMMENDATION	13
GLOSSARY	14
BIBLIOGRAPHY	15
SECTION II APPENDIX A TULE – TREE USEFUL LIFE EXPECTANCY	16
APPENDIX B HEALTH & STRUCTURAL CONDITION OF TREE - VISUAL.....	17
APPENDIX C TREE HAZARD & SITE ASSESSMENT FOR PRESERVED TREES - VISUAL	18
APPENDIX D TREE RISK ASSESSMENT MATRIX.....	19
APPENDIX E DISCLAIMER.....	20

SUMMARY

Armidale Regional Council (ARC) has commissioned a Tree Assessment Report relating to 27 x street trees between Dangar and Faulkner St Armidale.

McArdle and Sons Arboricultural Services Pty Ltd prepared the report. AQF level 5 Consulting Arborist Mr Dan McArdle conducted the evaluation using Visual Tree Assessment (VTA).

The aim of this report is to:

- To inspect and identify trees for health, condition, risks and root impact to the surface and proposed footpath adjustments.
- Make recommendations.

In Brief:

I have concluded the most practical method to also incorporate the proposed redevelopment of the south side foot path and soil level adjustments.

- REMOVAL of TREES: 7, 9, 10, 15, 16, 18, 19, 20 & 22.
- ROOT PRUNING or BRANCH/ DEAD WOOD: 11, 13, 23, 25, 26 & 27.
- RETAINED TREES: 1, 2, 3, 5, 6, 8, 11, 13, 17, 21, 23, 24, 25, 26 & 27.
- Review planting species on the southside (shrubs) to amplify the mature trees in adjacent property as a planning option.

Please contact our office on 67 69 0372 or our mobile 0418165650 for any further information regarding this report.

Regards

Dan McArdle

AQF 5 Arborist *Dip. Arb/ Dip. Ag*

McArdle and Sons Arboricultural Services Pty Ltd.

INTRODUCTION

1.0 Armidale Regional Council (ARC) has commissioned a Tree Assessment Report relating to 27 x Street trees between Dangar and Faulkner St Armidale.

McArdle and Sons Arboricultural Services Pty Ltd prepared the report. AQF level 5 Consulting Arborist Mr Dan McArdle attended the site and conducted the evaluation using Level 3 Visual Tree Assessment (VTA) method.

1.1 AIMS

The aim of this report is to:

- To inspect and identify trees for health, condition, risk and root impact to the surface and proposed footpath adjustments.
- Make recommendations.

LIMITS OF THIS REPORT

1.2 Every effort has been made by McArdle and Sons Arboricultural Services to give an accurate assessment of each tree. The field inspection was undertaken by an AQF 5 Arborist from the ground. No excavations were completed to expose roots and no root mapping was undertaken.

INSPECTION METHODOLOGY

1.3 The collection of data is performed in the field by an AQF Level 5 Arborist. The assessment summaries the species, height and diameter, the trees health and structural condition for each tree, risk, hazards, Tree useful life expectancy categories were assigned to each tree. (Level 3 Visual Tree Assessment)

Testing on site may include:

1.4 Mallet impact sounding, non-invasive testing for hollows, probing cavities, white ant infestation. Invasive tests will determine depth of decay around cavities. (Drilling was undertaken to determine soundness on several trees.

All testing is ground based. It should be noted that this Tree Assessment Report cannot be considered final until all aerial inspections have been completed if specified, as these may reveal further defects.

1.5 This data was recorded in a Tree Survey Table and various assessment methods were used including:

1. *Tree Useful Life Expectancy (TULE) (Burrell Approved TCAA use 2014).* The rating of the expected life span of the tree also takes into the account, age, life span of the species, local environmental conditions, location, and tree safety.
2. *Health & Structural Condition of Tree Assessment.* This describes the vigour and vitality of the tree.

3. *Tree Hazard & Site Assessment.* This assessment identifies structural defects that predispose a tree to failure located near a target. It is a useful WH&S requirement.

4. Some trees have special restrictions including cultural, historical or threatened category and may be reviewed as part of this report or further reporting.

5. Tree retention value assessment tools (Appendix D) to determine a tree value in relation to its age, location and heritage factors, a rating will be applied to the specific tree.

THE SITE

2.0 The collection of data and inspection was conducted on the 1/3/2022

2.1 The site is both sides of Rusden Street, between Dangar and Falkner Steet, trees are growing within the foot path area.

2.2 Several trees are causing damage to the paver surface by structural or feeder roots, where (TREE 10) is located beside the Telstra Phone Box there is considerable distortion to the infrastructure and altered alignment is evident by the tree root plate. Telstra Pit at the base of the tree appears to retain moisture.

2.3 Several trees are in poor condition and evident of “Ash Die Back” a fungal disease.

2.4 Several trees are suppressed by larger tree’s canopy most relevant to the south side.



FIG 1 Tree location map 1-27

TREE SURVEY ASSESSMENT TABLE

Tree No.	LOCATION	Scientific & Common Name	Height (m)	DBH DIA (cm)	Crown (m)	Condition of Tree & Failure potential (Health & Structure) (Defect & Measurements)	RISK	TULE		Remediation Recommendations
1	Footpath North Side	Liquidambar styraciflua	10	40	4	Mature moderate condition 10% die back in apical stem, fruiting fungi at base	ALARP	D3		Drill test stem is ok, fungi in root system. Retain tree in the short term
2	Footpath North Side	Fraxinus oxycarpa	7	20	4	Semi mature good condition	ALARP	D2		Retain No Disturbance of paver at this stage. Retain tree
3	Footpath North Side	Liquidambar styraciflua	9	30	5	Mature moderate condition, decay cavity at base	ALARP	D3		Drill test stem is ok, Retain tree in the short term
4	Footpath North Side	Fraxinus oxycarpa	6	20	4	Semi mature moderate condition pavers lifted	ALARP	D2		Remove pavers and root prune Retain tree
5	Footpath North Side	Liquidambar styraciflua	9	30	4	Mature moderate condition, , apical stem dieback 10%. Minor roots lifting pavers	ALARP	D2		Drill test is OK, Remove pavers and prune roots Retain Tree
6	Footpath North Side	Liquidambar styraciflua	9	35	5	Mature moderate condition, borer in main stem @ 3m,	ALARP	D3		Drill test is OK, Remove pavers and prune roots Retain Tree
7	Footpath North Side	Fraxinus oxycarpa	6	20	2	Semi mature poor condition > than 40% dead wood	ALARP	D3		Remove and replant
8	Footpath North Side	Liquidambar styraciflua	9	30	6	Mature moderate condition Apical stem dead	ALARP	D2		Drill test is OK, Remove pavers and prune roots, prune dead wood

										Retain Tree
9	Footpath North Side	<i>Fraxinus oxycarpa</i>	5	15	1	Semi mature poor condition	Medium	D3		Remove and replant
10	Footpath North Side	<i>Liquidambar styraciflua</i>	12	40	6	Mature good condition, impacting Telstra equipment pavers lifted ground raised by root plate.	Medium	D2		Remove tree or relocate Telstra equipment.
11	Footpath North Side	<i>Fraxinus oxycarpa</i>	6	20	2	Semi mature moderate condition, minor paver disturbance	Medium	D3		Remove pavers and root prune Retain tree
12	Footpath North Side	<i>Liquidambar styraciflua</i>	10	30	6	Mature good condition, 1 x branch damaged east side, no paver disturbance	ALARP	D2		Retain tree
13	Footpath North Side	<i>Liquidambar styraciflua</i>	6	25	4	Semi mature moderate condition branch impacting building	ALARP	D2		Prune off building Retain tree
14	Footpath South Side	<i>Liquidambar styraciflua</i>	10	35	10	Mature good condition, girdled roots visible, Paver disturbance	Medium	D2		Proposed paver area may be lifted and replaced with soil raised moderately Retain tree
15	Footpath South Side	<i>Fraxinus oxycarpa</i>	5	20	3	Semi mature moderate condition	ALARP	D3		Remove and replant to suit.
16	Footpath South Side	<i>Fraxinus oxycarpa</i>	5	20	2	Semi mature moderate condition	ALARP	D3		Remove and replant to suit.
17	Footpath South Side	<i>Liquidambar styraciflua</i>	8	30	5	Mature good condition, evident of roots pruned	Medium	D2		Proposed paver area may be lifted and replaced with soil raised moderately. Retain tree
18	Footpath South	<i>Fraxinus oxycarpa</i>	3	10	2	Immature tree suppressed by tree in church	ALARP	D3		Remove and plant replacement tree in suitable location that will

	Side					yard				sustain growth
19	Footpath South Side	Liquidambar styraciflua	6	20	3	Semi mature suppressed tree	ALARP	D2		Remove and replace tree in suitable location that will sustain growth
20	Footpath South Side	Fraxinus oxycarpa	4	10	1	Immature poor condition	ALARP	D3		Remove and replant
21	Footpath South Side	Liquidambar styraciflua	8	28	5	Mature good condition, evident of roots girdled	ALARP	D3		Drill test is OK, Retain Tree
22	Footpath South Side	Fraxinus oxycarpa	7	20	2	Semi mature, poor condition > than 50% dead	Medium	D3		Remove and replant
23	Footpath South Side	Liquidambar styraciflua	10	55	6	Mature good condition, paver disturbance	Medium	D2		Proposed paver area may be lifted and replaced with soil raised moderately. Prune roots Retain tree
24	Footpath South Side	Liquidambar styraciflua	3	10	2	Immature	ALARP	D2		Retain tree
25	Footpath North Side	Liquidambar styraciflua	5	15	2	Semi mature apical stem dead, minor paver disturbance	Medium	D2		Remove pavers, prune roots, prune dead wood Retain tree
26	Footpath North Side	Fraxinus oxycarpa	7	30	5	Mature moderate condition, minor paver disturbance	Medium	D2		Remove pavers, prune roots, Retain tree
27	Footpath North Side	Fraxinus oxycarpa	9	38	5	Mature good condition, impacting building, damage @ 1.5m, minor paver disturbance.	Medium	D2		Remove pavers, prune roots, prune branch impacting building. Retain tree

TREE ANALYSIS PHOTOS



TREE 1



TREE 2



TREE 3



TREE 4



TREE 5



TREE 6



TREE 7



TREE 8



TREE 9



TREE 10



TREE 11



TREE 12



TREE 13



TREE 14



TREE 15



TREE 16



TREE 17



TREE 18



TREES 19-20



TREE 21



TREE 22



TREE 23



TREE 24



TREE 25



TREE 26



TREE 27

CONCLUSION

3.0 Each tree has been assessed for several main factors, health, structure, tree height and relationship to suitable position for further growth. Where structural damage above the ground caused by the roots or root plate these have been noted in the Tree Survey table.

3.1 Several trees are affected by fungal disease, this specifically related to the *Fraxinus* species, which causes die back, the trees infected will continue to decline, there is no known cure for controlling the spread and these trees will be removed and replaced.

3.2 The majority of the trees will be retained and remediation of the tree by either root pruning or dead wood removal pruning will be adequate for a reasonable period of time to maintain the street scape until new plantings get size.

3.3 Selective removal over time will be the key to reducing the visual impact. Where significant damage has occurred, like the Telstra box (TREE 10) there are 2 options: (1) whole tree removal or (2) infrastructure relocating.

3.4 I have concluded the most practical method to also incorporate the proposed redevelopment of the south side foot path and soil level adjustments.

- REMOVAL of TREES: 7, 9, 10, 15, 16, 18, 19, 20 & 22.
- ROOT PRUNING or BRANCH/ DEAD WOOD: 11, 13, 23, 25, 26 & 27.
- RETAINED TREES: 1, 2, 3, 5, 6, 8, 11, 13, 17, 21, 23, 24, 25, 26 & 27.
- Review planting species on the southside (shrubs) to amplify the mature trees in adjacent property as a planning option.

3.5 There is evident to suggest that recommended trees on the south foot path replacement with small shrubs would be better rather than medium to large trees, I notice the church has mature trees that have been suppressing the several existing foot path tree. These trees visual statement could be amplified shrub plantings and reduce councils cost of tree replacement and repairs.

3.6 A risk rating has been allocated for each tree, predominately this is related to trip hazard from the paver movement by the tree's roots. Dead wood is present in some trees, viewed as minor and not a significant factor that would cause death or serious injury. (see *Tree Survey Table and Appendix D*)

RECOMMENDATION

1. ARC should engage an Arborist contractor who holds Arboricultural Industry Licence and minimum qualification AQF 3 Arboriculture for the recommended works, the Arborist must hold relevant Tree Amenity Insurances that are consistent with Safe Work NSW Engaging a Contractor.
2. Remove trees/ pruning as specified within 3 months of this report date and review replanting species.
3. AQF 3 Arborist is required to complete the root pruning and trimming. *(Where this is not possible council staff can do the root pruning under supervision by the AQF 5 Consulting Arborist.)*
4. Review the trees for impacts in 6 months. (AQF 5 Arborist)

GLOSSARY

Crown: The width of the foliage in the upper canopy of the assessed tree to the four cardinal points.

Crown lifting means the removal of the lower branches of the tree

Crown thinning means the portion of the tree consisting of branches and leaves and any part of the stem from which branches arise.

Drip line: Where the canopy releases water shed from the foliage during precipitation.

DBH/Diameter: Diameter of trunk at 1.4meters in height of assessed tree.

Dead wooding means the removal dead branches from a tree.

Dieback: Tree deterioration where the branches and leaves die.

Flush cut: A cut that damages or removes the branch collar or removes the branch and stem tissue and is inconsistent with the branch attachment as indicated by the bark branch ridge.

Genus/ Species: The Genus and species of each tree has been identified using its scientific name. Where the species name is not known the letters species is used. The common name for trees may vary considerably in each area of geographical differences and so will not be used in the field survey.

Height: Height has been estimated to + / - 2 metres.

ISA: International Society of Arboriculture.

Maturity: Tree maturity has been assessed as over mature (last one third of life expectancy), mature (one third to two thirds life expectancy) and semi mature (less than one third life expectancy).

Remedial (restorative) pruning: includes: Removing damaged, Dead wood; trimming diseased or infested branches. Trimming branches back to undamaged tissue in order to induce the production of shoots from latent or adventitious buds, from which a new crown will be established.

SRZ- Structural Root Zone: An area within the trees root zone in which roots stabilize the tree. Roots cut in this zone can cause instability and lead to anchorage loss.

Structural Integrity: Describes the internal supporting timber. (Substantial to frail)

TULE- Tree Useful Life Expectancy: An estimation of the trees useful life expectancy using appropriate industry methods.

TPZ- Tree Protective Zone: This zone should be considered as optimal for tree growth and sustainability however the size of the zone is subjective and should be reassessed when individual design and construction methods are being discussed.

Tree Age: Trees have either been assessed as mature, immature or semi-mature.

Tree Numbering: All trees listed in the tree survey have been numbered and plotted

Vigour: This is an indication of the tree health. Trees have either been assessed as Good Vigour, Normal Vigour or Low Vigour.

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APPENDIX A TULE – TREE USEFUL LIFE EXPECTANCY

McArdle & Sons Pro Tree Service

TULE Adapted with permission Jeremy Burrell 2014 for TCAA licensed Climbing Arborist.

	1 Long TULE	2 Medium TULE	3 Short TULE	4 Remove	5 No Potential for Retention REMOVE IMMEDIATELY	6 Small, Young or regularly clipped:
	Trees that appeared to be retainable at the time of assessment for more than 40 years with low level of risk	Trees that appeared to be retainable at the time of assessment for 15 to 40 years with and with low to medium level risk	Trees that appeared to be retainable at the time of assessment for 5 to 15 years with medium to high level of risk	Trees that should be removed within the next 5 years High to Very high level of risk	Trees that must be removed immediately. Very high to Extreme level of risk	Trees that can be easily transplanted or replaced.
A	Structurally sound trees located in positions that can accommodate future growth	Trees that may only live for between 15 and 40 more years	Trees that may only live for between 5 and 15 more years	Dead, dying, suppressed or declining trees through disease or inhospitable conditions.	Dead, dying or declining trees diseased or inhospitable conditions.	Small trees less than 5 meters in height
B	Trees that could be made suitable for retention in the long term by Intervention Works.	Trees that may live for more than 40 years, but would need to be removed for safety or Nuisance reasons	Trees that may live for more than 15 years, but would need to be removed for safety or nuisance reasons	Dangerous trees through instability or recent loss of adjacent trees	Dangerous trees through instability or recent loss of adjacent trees	Young trees less than 15 years old but over 5 meters in height
C	Trees of special significance for historical, commemorative or rarity reasons that would warrant extraordinary efforts to secure their long term retention	Trees that may live for more than 40 years, but should be removed to prevent interference with more suitable individuals or to provide space for new planting	Trees that may live for more than 15 years, but should be removed to prevent interference with more suitable individuals or to provide space for new planting	Dangerous trees through structural defects including cavities, decay, included bark, wounds or poor form	Dangerous trees through structural defects including cavities, decay, included bark, wounds or poor form	Trees that have been regularly pruned to artificially control growth
D		Trees that could be made suitable for retention in the medium term by Intervention Works.	Trees that require substantial Intervention Works, and are only suitable for retention in the short term	Damaged trees that are clearly not safe to retain	Damaged trees that are clearly not safe to retain and must be removed immediately	
E				Trees that may live for more than 5 years, but should be removed to prevent interference with more suitable individuals or to provide space for new planting	High Toxicity Allegan trees, asthmatic and poisonous trees and must be removed immediately.	
F				Trees that may cause damage to existing structures within 5 years	OTHER with legitimate explanation to be removed immediately	
G				Trees that will become dangerous after removal of other trees for reasons given in 1A-1F		
INSPECTION FREQUENCY	Inspection frequency 1-5 Years by competent inspector unless event monitored.	Inspection frequency 1-5 Years by competent inspector unless event monitored.	Inspection frequency 1-3 years by competent inspector unless event monitored.	Inspection frequency to 1 year by competent inspector unless event monitored.	1-7 days by competent inspector and event monitored	Inspection frequency Biannually by competent inspector

APPENDIX B HEALTH & STRUCTURAL CONDITION OF TREE - Visual

McArdle & Sons Pro Tree Service


Health & Structural Condition of Tree	
1.	<i>J- Juvenile; im- Immature; SM-Semi- Mature; M-Mature</i>
2.	Excellent Condition
3.	Good Condition but Poor Development / Habit
4.	Dieback is more than 20%. 4b Epicormics
5.	Sparse Foliage Crown 5b Unbalanced Canopy
6.	Physical Damage
7.	Cavity
8.	Lean
9.	Heavily Pruned
10.	Inclusions
11.	Damage to roots
12.	Insect Damage 12b Borers
13.	Termite Damage
14.	Fungal Attack
15.	Parasitic Vine Present
16.	Damage by Climbing Plant
17.	Habitat Tree

Developed by Claus Mattheck in: *The Body Language of Trees*(1994) which have adapted versions from Hornsby Shire Council.

APPENDIX C TREE HAZARD & SITE ASSESSMENT for Preserved trees - Visual

McArdle & Sons Pro Tree Service

Adapted from ISA Hazard Checklist

SIGNED: 	SITE: 135 Rushden ST Armidale NSW	DATE: 1 st March 2022
1. SITE		
Underground service, Overhead power lines, High / low voltage, winds direction, Building within 3m, Uneven terrain, Electrical lines to property, Telephone and cable lines, Streetlights, Vehicle & Pedestrian traffic.		
2. ROOT ZONE		
Compaction, Damaged Roots, Exposed Roots, Girdling, Close to kerb, Soil Level Raised/ Lowered, In Garden Bed /Mulched Paving/ Concrete/ Bitumen, Roots Pruned, Fungal Growths At Base		
3. TRUNK		
<ul style="list-style-type: none"> ○ Dead ○ Severe decline(<20% Dead wood) ○ Declining (20-60% twig & branch dieback) ○ Average/ low vigour (60-90% twig dieback) ○ Good (90-100% little or no dieback or visual defects) 		
4. BRANCH		
Lean, Cavities / cracks, Splits / cracks, Physical damage, Insects/ parasites/ borers / termites, Hangers, Condition of bark, Disease, Decay, Previous failures, Inclusion.		
5. BRANCH UNIONS		
Dead branches, Branch clusters, Pockets of decay, Leaves colour		
6. VIGOUR & VITALITY - Crown		
Branch unions, Storm damage, Heavily pruned		

APPENDIX D Categories and Sub-Categories

Table: Risk Matrix Adapted with permission Bill Sullivan 2019 for TCAA licensed climbing Arborists.

The risk rating score is determined after assessing the Failure Potential and Target Rating of an identified hazard tree. The determination of these calculations will indicate a priority and course of action when implementing the risk reduction measures.

Failure Potential x Target Rating = Risk Assessment.

FAILURE POTENTIAL						
		RISK TARGET RATING				
		OCCASIONAL USE	INTERMITTEN T USE	FREQUENT USE	CONSTANT USE	CONTINUAL USE
FAILURE POTENTIAL	VERY LIKELY Almost certain to occur in most circumstances	Medium	High 1	High1	High 2	High 3
	LIKELY May occur frequently	Medium	Medium	High1	High 2	High 3
	SOMEWHAT LIKELY Possible and likely to occur at some time	ALARP	Medium	High1	High1	High 2
	UNLIKELY Not likely to occur but could happen	ALARP	ALARP	Medium	Medium	Medium
	HIGHLY UNLIKELY May occur in rare and exceptional circumstance	ALARP	ALARP	ALARP	ALARP	ALARP
Very Likely		Partial or whole tree failure is imminent e.g. cavity in excess of 50% of the trunk. Major bark inclusions, dead limbs, leaning tree with lifting root plate, roots/trunk decayed or damaged, Toxins, HOSTING BEES (other).				
Likely		Defects that could cause structural failure of the tree within the next 6 months.				
Somewhat likely		Defects present that could cause portions of the tree to fail.				
Unlikely		Defects are minor and not likely to cause significant harm.				
Highly unlikely		Tree is healthy with no obvious defects.				
TARGET RATING						
1. Occasional use		1.Surburban Park Quite Street, Restricted Area, etc. Intermittent use				
2. Intermittent use		2. Parking lot, Ovals, play area in park, etc.				
3. Frequent use		3. Busy street adjacent, school yard, child care center.				
4. Constant use		4. Occupied buildings, residences, CBD, etc.				
5. High 1 Continual use		5.Hospitals, emergency services, High 1 Voltage power lines, busy High 1way				

Priority work is governed by the degree of risk asfollows;

TARGET RATING	PRIORITY TIMEFRAME	RECOMMENDED CONTROL MEASURES & TREE AT ALARP
ALARP	n/a	no work required
Medium	Within 3 months	Recommended Control Measure can mean isolating a tree until work can be done
High 1	Within 1 month	
High 2	Within 7 days	
High 3	Within 24 hours	

APPENDIX E DISCLAIMER

McArdle & Sons Pro Tree Service

McArdle and Sons Arboricultural Services Pty Ltd does not assume responsibility for liability associated with the tree on or adjacent to this project site, their future demise and/or any damage, which may result therefrom.

Any legal description provided to McArdle and Sons Arboricultural Services Pty Ltd is assumed to be correct. Any titles and ownerships to any property are assumed to be good and sound. McArdle and Sons Arboricultural Services Pty Ltd takes care to obtain all information from reliable sources. All data has been verified insofar as possible; however, the consultant can neither guarantee nor be responsible for the accuracy of information provided by others.

McArdle and Sons Arboricultural Services Pty Ltd reports and recommendations shall not be viewed by others or for any other reason outside its intended target, either partially or whole, without the prior written consent of the consultant. Unauthorised alteration or separate use of any section of the report invalidates the whole report. McArdle and Sons Arboricultural Services Pty Ltd cannot be held responsible for any consequences as a result of work carried out outside specifications, not in compliance with Australian Standards or by inappropriately qualified staff.

Sketches, diagrams, graphs, and photographs in this report, being intended as visual aids, are not necessarily to scale. All recommendations contained within this report represent the current industry best practice methods of inspection. McArdle and Sons Arboricultural Services Pty Ltd shall not be required to give testimony or to attend court by reason of this report unless subsequent contractual arrangements are made, including payment of an additional fee for such services.

LIMITS OF OBSERVATION

McArdle and Sons Arboricultural Services Pty Ltd makes every effort to accurately identify current tree health and safety issues. Results may or may not correlate to actual tree structural integrity. There are many factors that may contribute to limb or total tree failure. Not all these symptoms are visible. There can be hidden defects that may result in a failure even though it would seem that other, more obvious defects would be the likely cause of failure.

All standing trees have an element of unpredictable risk. McArdle and Sons Arboricultural Services Pty Ltd endeavors to identify the risk that the tree represents; however a level of risk associated with every tree will remain. McArdle and Sons Arboricultural Services Pty Ltd does not provide any warranty or guarantee that problems, deficiencies or failures with regard to the plant/s, property or building/s will not arise in the future.

Ongoing monitoring may foresee deterioration of a tree and allow remedial action to be taken to prevent injury or damage. The timing for re-inspection on individual trees is subjective and will vary however an annual inspection is advisable for trees in subsequent years.

FURTHER RESEARCH The report does not cover threatened, heritage or existing trees in relation to remnant forest. Further reporting may be considered as part of the relevant RISK ASSESSMENT.

LIMIT OF OBSERVATIONS BY RODNEY M. PAGE

"There are many factors that may contribute to limb or total tree failure. Factors include, decay (in the trunk, crown or branch junctions), external damage to branches leading to decay, poor branch taper, included bark, root rot/ decay. Not all these symptoms are visible i.e. internal decay; of these some external symptoms may indicate the presence of Dead wood but not the extent of decay. The most solid looking piece of timber may be riddled with breaks in continuity of growth caused by insect damage or poor pruning practices or other physical damage caused many years previous. Trees don't heal; they simply box in the damaged area ((CODIT) Compartmentalization of Decay In Trees.) and continue to expand in girth, completely disguising the fact that the branch or trunk has a hollow or decayed section. Having said this, not all areas, of decay past or present suggest a point of failure."

In addition to this information, other variables that can contribute to limb or total tree failure are tree species, wood densities, weight, age, location, exposure to the elements, soil types, disease and pests, birds using trees as habitat and food sources, termites causing structural problems and human influences such as, altered drainage, compaction or leaching of minerals.

DA NUMBER: DA-16-2019

LOCATION: 5 & 15 Karina Close and 11 Springhill Lane ARMIDALE NSW 2350,
Lot 2 DP 112693, Lots 264, 265, 266, 367 & 375 DP 755808 and Lot 2 DP 1265547

DEVELOPMENT DESCRIPTION: Subdivision - 6 to 41 Large Lot Residential Subdivision

COUNCIL: Armidale Regional Council : John Goodall

PLEASE REFER TO REFERENCE DOCUMENT FOR ADDITIONAL INFORMATION

PROPERTY DETAILS / HISTORY

FILE HISTORY

The subject lots are currently vacant and have been used for extensive agricultural purposes in the past.

There have been a number of pre DA meetings and applications for lodgement for the proposed development over the above land dating back to 2010.

Each of the proposed applications previously sent to Council for lodgement were considered to not contain the required documentation to enable Council to be able to fully assess the proposal and were returned to the applicant.

Following discussions with the Applicant prior to the lodgement of this Application, she assured Council that all matters that had been previously raised have now been addressed.

HISTORY OF ADJOINING SUBDIVISION – ST PATRICK’S ESTATE

During the submission period there has been some suggestion that the adjoining St Patrick’s Estate subdivision was only ever designed as a closed subdivision, with Karina Close never proposed to be extended or additional linkages provided to adjoining land.

In this regard, a review of the files for the development of the St Patrick’s Estate has been undertaken as part of this proposal to try and shed light on this matter.

Following this review, the initial plans for the Estate only ever initially provided for a temporary access to the subdivision via the Ross and Markham Street intersections, with the road eventually to be closed and this area converted to a residential lot. Given this the access to the Estate was initially only proposed to be provided long term via the O’Connor Road/Ross Street intersection.

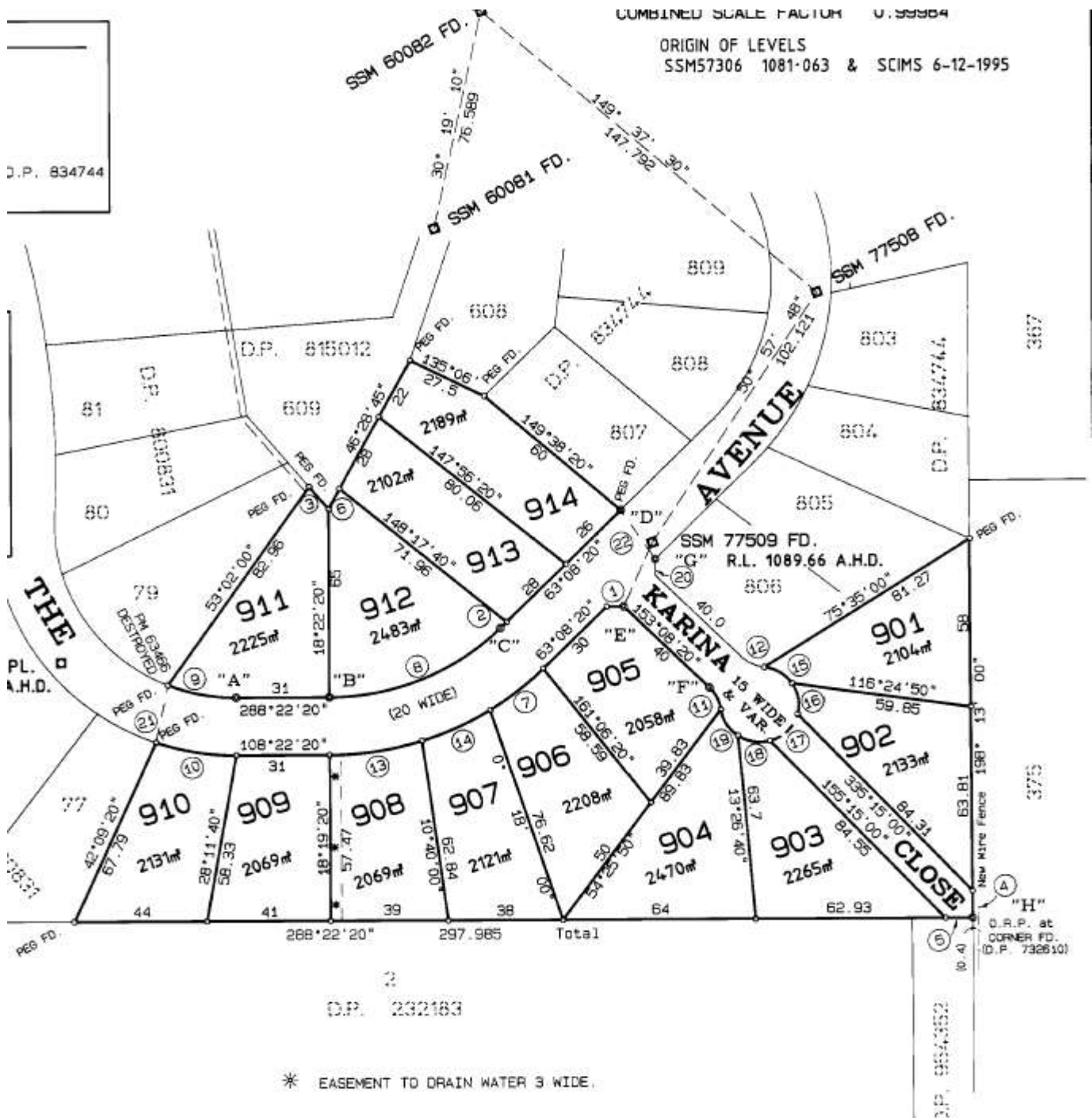
The subdivision was amended in the early 1990’s to provide dual access to the development via both Markham Street and O’Connor road as this provided a more desirable outcome for traffic movements in and around the locality.

Such amendment after the subdivision was approved indicates that Council has previously amended layouts of developments to facilitate improvements in the design and provide for alternative access arrangements.

Additionally, there is documentation in the old files which suggest that a road connection was previously requested by Dumaresq Shire Council, with any subdivision of St Patrick’s estate to be able to provide for access to Lynland Park for a possible lookout. At the time of finalising the subdivision plans for the Karina Close stage of the development, no response had been received from Dumaresq Shire regarding the connection, but the surveyor had already taken this into consideration in the Plan, which was then registered with Land Titles. A copy of the Plan below, clearly indicates that Karina Close does not finish at the cul-de-sac with the road reserve extending beyond the head of the cul-de-sac and providing a connection through to the adjoining land to the east, which is the land subject to this application, refer copy of plan below, Figure 1.

Furthermore, a copy of a letter on file dated 23 May 1995, referred to discussions with a developer regarding a proposal for access via Karina Close to the east of St Patricks Estate for further development.

In this regard, it is suggested that a subdivision of the land as proposed with this application would only provide future access to 18 lots which is well below that previously envisaged.



TITLE PLAN	Easements, restriction on use of land and covenant registered on Title of Lot 902 DP 857276, (Now Lot 2 DP 1265547), but nothing which would inhibit the proposed development.
CHECK OWNERSHIP	Title Search on file. Mr R B Chapman and Quambaloo Developments and Mrs P M Chapman have signed Application form.
PROPOSED DEVELOPMENT	<p>The proposed development is to subdivide the existing 6 lots to create 40 large lot residential allotments, refer Figures 6 & 7 below showing subdivision plan.</p> <p>The subdivision is proposed to be undertaken in a number of stages</p> <p>The subdivision as submitted was proposed to be connected to reticulated water but not to reticulated sewer.</p> <p>In this regard, the applicant is proposing that each lot be serviced by an on-site waste water management system and has submitted a land capability assessment and cost benefit analysis to support this argument for Council's consideration. This particular matter is discussed within the assessment.</p> <p>The subject properties are located south of the city of Armidale. The land is located to the east of St. Patrick's Estate and west of the rail line. The surrounding land uses comprise of freehold single residential, rural residential, environmental living, and rural uses further afield.</p> <p>The initial subdivision layout submitted for Council's consideration, (refer figures 6 & 7 below), provided for a through road which ran through the subdivision, and connected onto Springhill Lane and Sutherland Avenue. This proposed layout would have allowed vehicles from outside and beyond the subdivision itself, to potentially use the subdivision as a short cut to by pass the town and provide a more direct route to the western areas of the City.</p> <p>Following a review of the submissions and Council's RFI by the Applicant, it was evident that the proposed layout in its current form was potentially problematic in that the roads within the subdivision and also Karina Close and The Avenue, could provide the opportunity to use the subdivision itself as a short cut, which would have potentially increased traffic movements will above that produced by the subdivision.</p> <p>Given this, the Applicant submitted an amended subdivision layout, (refer figures 8 & 9 below), which essentially split the subdivision into two, the western and eastern areas, which not only reduced the traffic impacts produced by the subdivision itself by splitting the traffic and directing it in two separate directions, it also removed the possibility of those outside the subdivision from using the new roadways as a short cut.</p> <p>The amended subdivision layout now proposes to provide vehicular access for only 18 lots via Karina Close and the Avenue, whilst the remaining 22 lots would gain access from the east of the site via Sutherland Avenue and Springhill Lane.</p>
DEVELOPMENT PROCESS TIMELINE	<ul style="list-style-type: none"> • The Application was lodged with Council on 15 February 2019; • The Application was notified to adjoining land owners from 21 February 2019 to COB on 13 March 2019. A further extension was provided until 29 March 2019; • The Application was publicly notified in the local newspaper from February 2019 with submissions being required to be submitted by 29 March 2019; • The Application was notified to external and integrated authorities from 28 February 2021 seeking their comments and concurrence; • A Request for Further Information (RFI) from Council dated 25 March 2019, was emailed to the applicant on 27 March 2019. In this regard, following Council's initial assessment of the Application, it was identified that there were significant shortfalls in the documentation submitted for the development which did not enable Council to be able to complete its assessment. • Submissions review and personal information redacted and forward to Applicant 17

April 2019 for their review;

- Further information request received from NSW RFS 30 April 2019 and forwarded to Applicant seeking their response;
- Initial response received from OEH 31 May 2019 following their review of Biodiversity Development Assessment Report (BDAR) and forwarded to Applicant;
- Revised subdivision layout submitted to Council 31 July 2019;
- Council provided advice on amended subdivision layout 19 August 2019;
- Parts of the additional information requested from Applicant submitted to Council on 20 December 2019;
- 28 January 2020, review of additional information submitted to support On-site waste water management report advised that Report was unsatisfactory and that On-Site waste Water Management Systems were unsuitable for a number of lots within the development;
- Revised BDAR submitted 1 February 2020 and forwarded to OEH for review;
- Revised documentation re-notified to those that lodged a submission 3 February 2020;
- Applicant advised Council February 2020, that she was no longer representing land owners in regards to the proposed development;
- Aboriginal Heritage Assessment forwarded to OEH 11 February 2020;
- OEH response received 27 March 2020 following review of amended BDAR advising that Report was unsatisfactory and required further review;
- Further information request received from NSW RFS 6 April 2020;
- Further revised BDAR received 28 May 2020 and forwarded to OEH;
- Email received from land owners 1 July 2020 expressing their frustration in delays with their application;
- Further response received from OEH 2 July advising that revised BDAR still did not address previous comments;
- Follow up with Bushfire Consultant 3 July 2020, requesting provision of additional information requested by NSW RFS;
- Further follow up with Bushfire Consultant 14 July 2020;
- Revised Bushfire assessment received 16 July 2020 and forwarded to NSW RFS;
- Advice received from OEH 20 July 2020, that further revisions to BDAR were now satisfactory;
- Bushfire Safety Authority and GTAs received from NSW RFS 21 July 2020;
- Meeting with new consultant engaged by land owners and documentation submitted with application forwarded for their information 5 August 2020;
- Summary of outstanding matters received from new consultant 2 September 2020;
- Council response to Applicant 1 October 2020;
- Additional information from consultant received 17 September 2021;
- Given pending Council elections and caretaker period, decision made that application would be put to new Council following elections.

REFERRALS	
if yes to any question refer to Section 4.15 reference document	
Public Authority	
Is the application by/on behalf of Public Authority (this includes UNE)?	NO
Airport	
Is the height of the development more than 30 metres above natural ground level <u>and</u> within 30 kilometres of an aerodrome?	NO
Is the height of the development greater than 45 metres?	NO
Is the height of the development more than 30 metres above natural ground level and located in the PANS-OPS area?	NO
Is the development likely to require use of a crane during construction in a location that could potentially affect Airport operations?	NO
Power	
Is the development located wholly or partially within a Transgrid easement?	NO
Roads	
Does the development gain access from or is adjacent to a classified road?	NO

ENVIRONMENTAL PLANNING INSTRUMENTS

SECTION 4.15(1)(a)(i)

STATE ENVIRONMENTAL PLANNING POLICIES (SEPPs) (see reference doc for a full list)

SEPP No 44 – Koala Habitat Protection	<p>The subject site is in excess of 1ha in area and as such the SEPP applies to this proposal and needs to be considered as part of the assessment.</p> <p>In this regard, the applicant has submitted both a threatened species assessment together with a Biodiversity Development Assessment Report (BDAR).</p> <p>The BDAR which is the most recent report has made the following conclusion in regards to SEPP 44.</p> <p><i>The Koala survey involved the following activities over twelve days from the 12th June to 15th June 2018 inclusive, from the 31st October to the 2nd November 2018 inclusive, and from the 27th November to 1st December 2018 inclusive: examining tree canopies for Koalas, examining tree trunks for scratches, examining around the base of trees for Koala scats. All native species of trees on the development site were examined. No evidence of any Koala activity was found on the development site. It should be noted that a Koala survey of the property was undertaken in 2014 by E3 (2015) that also found no evidence of Koala activity.</i></p> <p>As such, the land is not considered to be core koala habitat for the purposes of Clause 8 of the SEPP and a Koala Plan of Management is not required.</p>
SEPP No 55 – Remediation of Land	<p>The applicant has advised that the subject site has been historically used for the purposes of extensive agriculture.</p> <p>The current owners of the site have owned 15 Karina Close since 1976.</p> <p>The Applicant has advised that a preliminary site inspection of the site was undertaken and the following comments provided.</p> <p>No present activity on the property was noted to be of concern in relation to contamination of the land with exception of trace herbicides (potassium hydroxide, benisothianzonlin, nonanoic acid, isopropylamine salt of glyphosate), not considered to be hazardous.</p> <p>Additionally, the subject site is not identified in Council's information system as being potentially contaminated.</p> <p>As such, it is considered that the subject site is suitable for the proposed development.</p>
SEPP (Primary Production and Rural Development) 2019	<p><u>Schedule 4:</u></p> <p>Part 2 – Subdivision of, or dwellings on, land in certain zones:</p> <p>Clause 3:</p> <p>Clause 3 of the SEPP is applicable to this proposal as the application proposes to subdivide land located with the E3 & E4 zones.</p> <p>Clause 5-</p> <p><i>The following matters are to be taken into account:</i></p> <p><i>(a) the existing uses and approved uses of land in the vicinity of the development,</i></p> <p>Land in the vicinity of the development site are largely used for residential, low density and large lot residential purposes.</p> <p>Land to the west of the site is zoned both general residential and low density residential and is fully developed.</p>

	<p>Land to the north and west of the site is currently zoned E4 and R2 and is currently used for low density residential purposes.</p> <p>Land to the south of the site is currently zoned R5 and E3 and is also currently used for low density residential purposes.</p> <p>More widely land to the south is largely zoned R5 with some E3 areas and is also utilised for large lot residential purposes.</p> <p>Land across the main northern railway line to the east of the site is currently zoned RU4 but is largely utilised for low density/large lot residential lifestyles with little to no agricultural activity in the immediate vicinity of the site.</p> <p><i>(b) whether or not the development is likely to have a significant impact on land uses that, in the opinion of the consent authority, are likely to be preferred and the predominant land uses in the vicinity of the development,</i></p> <p>Given the current land uses surrounding the site and the proposed development which is also for low density residential purposes it is considered that the development would be unlikely to have a significant impact on the locality.</p> <p><i>(c) whether or not the development is likely to be incompatible with a use referred to in paragraph (a) or (b),</i></p> <p>It is not considered that the proposed development would be incompatible with uses referred to above.</p> <p><i>(d) any measures proposed by the applicant to avoid or minimise any incompatibility referred to in paragraph (c).</i></p> <p>Not applicable.</p>
ARMIDALE DUMARESQ LOCAL ENVIRONMENTAL PLAN (ADLEP 2012)	
PART 1 PRELIMINARY	
1.2 Aims of Plan	The assessment of this application has been carried out having regard to the aims of the Plan.
1.9A Suspension of covenants, agreements and instruments	Noted
PART 2 PERMITTED OR PROHIBITED DEVELOPMENT	
2.2 Zoning of land to which Plan applies	<p>The subject lots are currently zoned as follows:</p> <p>R2 Low Density Residential C3 Environmental Management C4 Environmental Living</p> <p>All lots apart from Lot 266 DP 755808 are dual zoned, refer zoning map of site outlined in black below, Figure 2.</p>

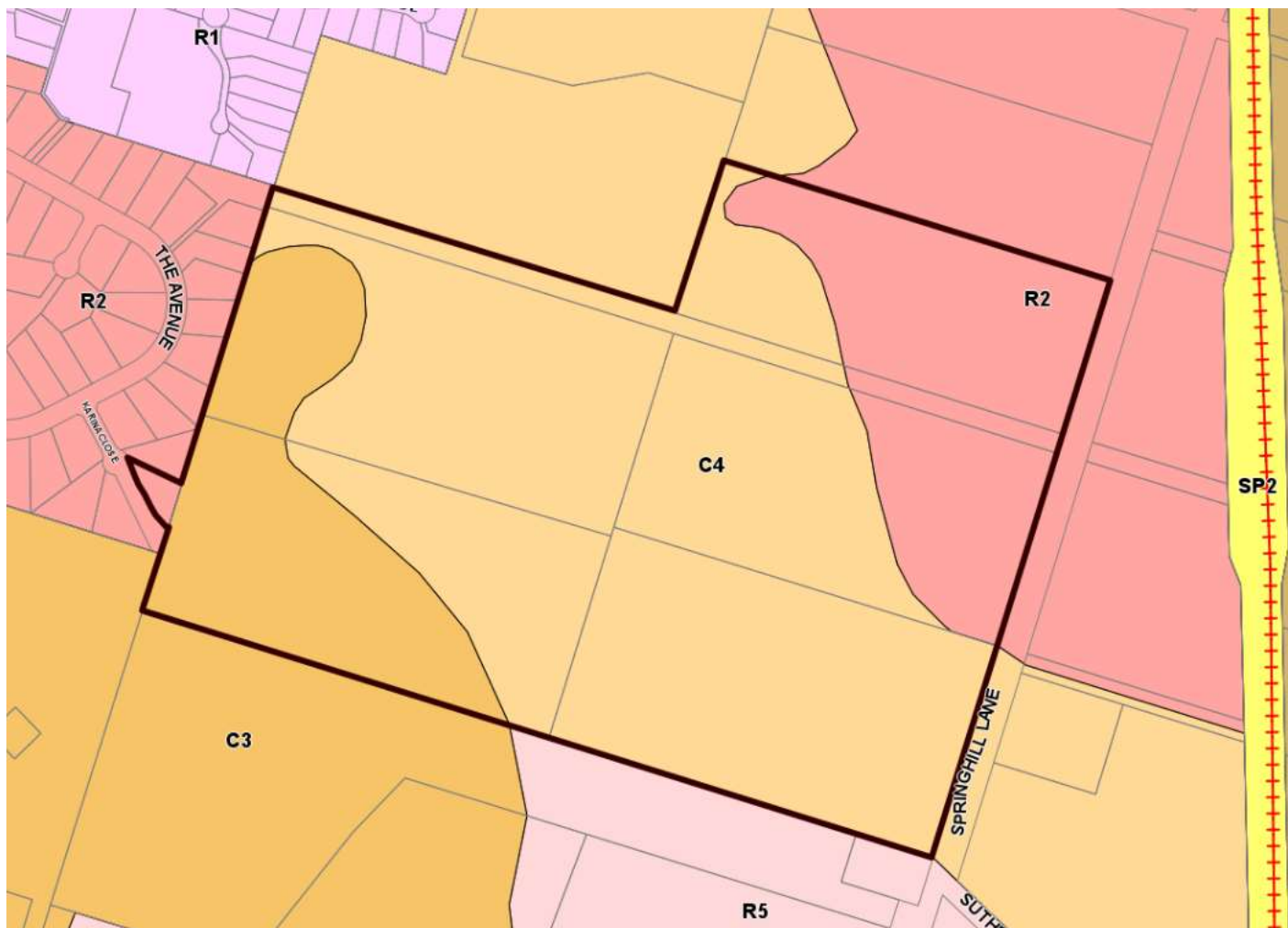


FIGURE 2 – Zoning Map for Site

2.3 Zone objectives and Land Use Table

The following objectives are applicable to each of the following zones affecting the land:

Objectives of the R2 zone

- *To provide for the housing needs of the community within a low density residential environment.*
- *To enable other land uses that provide facilities or services to meet the day to day needs of residents.*

Objectives of C3 zone

- *To protect, manage and restore areas with special ecological, scientific, cultural or aesthetic values.*
- *To provide for a limited range of development that does not have an adverse effect on those values.*

Objectives of C4 zone

- *To provide for low-impact residential development in areas with special ecological, scientific or aesthetic values.*
- *To ensure that residential development does not have an adverse effect on those values.*
- *To provide for a limited range of uses that does not adversely affect the special environmental values or residential amenity of the area.*

	It is considered that the proposed development is not inconsistent with the above zone objectives, particularly those highlighted in bold italics, and is permissible within each of the zones subject to consent.
2.4 Unzoned land	N/A
2.6 Subdivision—consent requirements	The application seeks consent for the subdivision of 7 existing lots to create 41 new lots.
PART 4 PRINCIPAL DEVELOPMENT STANDARDS	
4.1 Minimum subdivision lot size	<p>The following minimum lots sizes apply to the land:</p> <p>Lot Size W - 4000m² Lot Size Y - 1ha Lot Size Z3 - 4ha</p> <p>Refer Lot Size Map below, Figure 3;</p> <p>Each of the proposed lots located within the R2 zone being Lots 23-39, have a minimum lot size as shown on the Lot Size Map for the Land of 4,000m².</p> <p>Following Council's assessment of the application it is considered that the detention basin should be wholly located within 1 lot being proposed Lot 16, and as such proposed Lot 23 will need to be modified. In this regard, it is considered that any consent could be modified accordingly to accommodate this.</p> <p>Proposed Lots 2-21 inclusive and lot 40 are all located within the C4 zone with the MLS being 1ha. Each of these lots will be above the MLS for the land.</p> <p>Proposed Lot 1 is wholly located within the C3 zone whilst proposed Lot 22 is also largely located within the C3 zone with a small portion within the C4. Each of these lots will be above the MLS for the land of 4ha. The internal road also connects through this land onto Karina Close.</p> <p>Proposed Lot 41 is located within the R2 zone which currently has a MLS of 4,000m². Proposed Lot 41 was previously known as Lot 902 DP 857276 and had an area 2133m² prior to the dedication of part of this lot as road reserve under DP 1265547. The dedication/road widening of Karina Close was undertaken as exempt development under Subdivision 38 of <i>State Environmental Planning Policy (Exempt and Complying Development Codes) 2008</i>. The new lot currently known as Lot 2 DP1265547 now has a site area of 1631.7m², which whilst below the MLS for the land is of a sufficient size to enable a dwelling to be able to be erected on this lot subject to consent.</p>



FIGURE 3 – Minimum Lot Size Map for the Land

4.1AA Community title schemes	N/A
4.1A Minimum subdivision lot size for strata plan schemes in certain rural, residential or environmental protection zones	N/A
4.1B Subdivision of lots in both Zones E3 and E4	This Clause is not applicable to this application as the BEs are proposed within the C3 zone on proposed Lots 1 & 22
4.1C Exceptions to minimum lot sizes for certain rural subdivisions	N/A
4.1D Minimum lot sizes for certain split zones	N/A
4.6 Exceptions to development standards	N/A
PART 5 MISCELLANEOUS PROVISIONS	
5.10 Heritage conservation	The subject site is not identified as being of European heritage significance.
5.12 Infrastructure development and use of existing buildings of the Crown	N/A
5.13 Eco-tourist facilities	N/A

PART 6	ADDITIONAL LOCAL PROVISIONS
6.1 Earthworks	<p>Given the slope across the site some significant earthworks would be involved during civil construction works.</p> <p>Any consent to include the requirement for a CMP and ESCP to be submitted with an application for a CCS.</p>
6.2 Flood planning	<p>The subject site is identified in Council's GIS program Enlighten as being below the flood planning level. Clause 6.2 of the Armidale Dumaresq Local Environmental Plan 2012 applies.</p> <ol style="list-style-type: none"> (1) The objectives of this clause are as follows: <ol style="list-style-type: none"> (a) to minimise the flood risk to life and property associated with the use of land, (b) to allow development on land that is compatible with the land's flood hazard, taking into account projected changes as a result of climate change, (c) to avoid significant adverse impacts on flood behaviour and the environment. (2) This clause applies to land at or below the flood planning level. (3) Development consent must not be granted to development on land to which this clause applies unless the consent authority is satisfied that the development: <ol style="list-style-type: none"> (a) is compatible with the flood hazard of the land, and (b) will not significantly adversely affect flood behaviour resulting in detrimental increases in the potential flood affectation of other development or properties, and (c) incorporates appropriate measures to manage risk to life from flood, and (d) will not significantly adversely affect the environment or cause avoidable erosion, siltation, destruction of riparian vegetation or a reduction in the stability of river banks or watercourses, and (e) is not likely to result in unsustainable social and economic costs to the community as a consequence of flooding. (4) A word or expression used in this clause has the same meaning as it has in the <i>Floodplain Development Manual</i> (ISBN 0 7347 5476 0) published by the NSW Government in April 2005, unless it is otherwise defined in this clause. (5) In this clause land at or below the flood planning level means land at or below the level of a 1:100 ARI (average recurrent interval) flood event plus 0.5 metre freeboard. <p>Part of the subject site has been identified as being potentially flood prone and falls below the 1 in 100 year flood level, refer mapping below which shows the 1 in 100 year flood line in pink and the FPL in blue.</p> <p>As such this may potentially impact on some of the lots in the north west area of the site and also those on the western side.</p> <p>Such constraints could significantly impact on building envelopes on lots in this locality if not adequately addressed in the stormwater design for the subdivision.</p> <p>Furthermore, the potential for impacts from flooding of this area of the site would be problematic for unsewered sites with potential for effluent to enter the watercourse.</p> <p>Refer additional comments on this matter from Council's Development Engineer.</p>

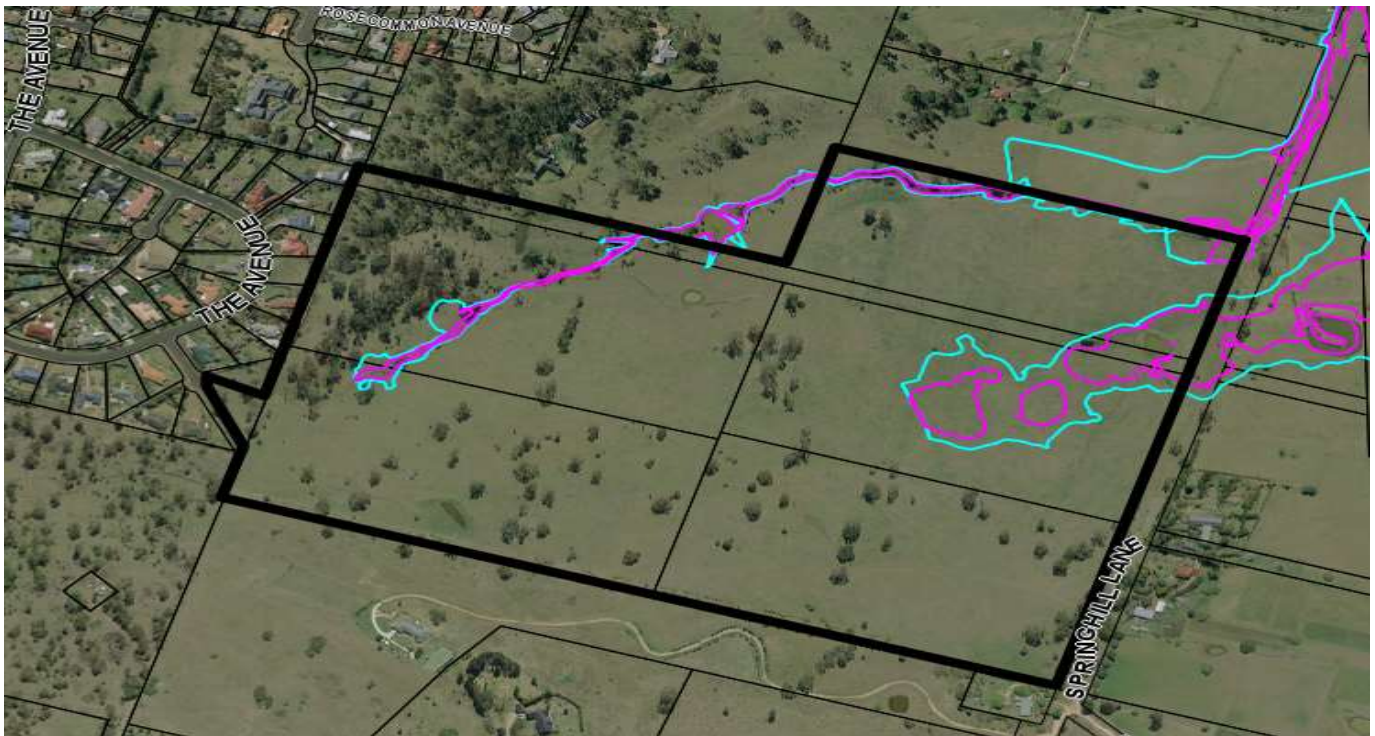


FIGURE 5 – Site Analysis Plan of Site

6.6 Essential Services	See comments below under DCP 2012.
DO EXISTING USE RIGHTS APPLY?	N/A
DRAFT OR UNDER CONSULTATION - ENVIRONMENTAL PLANNING INSTRUMENTS	
SECTION 4.15(1)(a)(ii)	
DO ANY DRAFT SEPPS/LEPs REQUIRE CONSIDERATION: nil.	
ARMIDALE DUMARESQ DEVELOPMENT CONTROL PLAN 2012	
SECTION 4.15(1)(a)(iii)	

<u>Section 1 Development Control Plan Introduction</u>	
1.1 Introduction and Public Notification	Complies: The application has been submitted and assessed in accordance with this Chapter. The application was notified to adjoining properties with 49 individual submissions being received in relation to the development proposal.
<u>Section 2 Site Analysis and General Controls</u>	
2.1 Site Analysis	A site analysis has been undertaken and submitted with the additional information. The subject site is considered as suitable for the proposed development subject to compliance with conditions.
2.2 Tree Preservation	Existing trees on site to be maintained where possible. Larger/mature trees to be retained at the expense of younger unhealthier trees. Biodiversity assessment (BDAR) undertaken as part of the documents for the development has assessed the impacts of the development on biodiversity and relevant offsets will be required, refer comments below. Civil design of infrastructure to ensure the preservation and protection of trees where possible. Detailed design to identify all trees subject for removal to facilitate the development.
2.3 European Heritage	The subject site is not identified as being of European heritage significance.
2.4 Aboriginal Heritage	
What category of potential is the proposed development in?	High
Are there recorded sites in the area or nearby?	Not recorded nearby
What features are located in the impact area?	Creek lines/watercourses (even if ephemeral) – 1 st order stream traversing site Shoreline of water body (past or present) – N/A Cliff lines/boulders (higher than 1m) – N/A Overhangs in any of the cliff lines/boulders – N/A Deep sandy deposits – N/A Old growth trees – N/A
What is the landscape history?	Only limited modification

Aboriginal Archaeological assessment	<p>The initial application was submitted without a detailed aboriginal archaeological assessment.</p> <p>Given the limited site modification and high potential on Council's GIS, the Applicant was requested to undertake a detail assessment as part of a RFI dated 25/3/2019.</p> <p>In response the Applicant submitted an assessment undertaken by McCardle Culture Heritage P/L in December 2019.</p> <p>In summary the assessment concluded the following:</p> <p><i>A search of the BCD AHIMS register has shown that 10 known Aboriginal sites are currently recorded within 3 km of the project area and include 5 artefact sites, two scar trees, one artefact with scar tree, one grinding groove, artefact and stone quarry site and one restricted site, none of which are located in the project area.</i></p> <p><i>Based on the AHIMS results, the local and regional archaeological contexts, it was found that:</i></p> <ul style="list-style-type: none"> - <i>The majority of sites are located on elevated landforms within 50m of a reliable water source with a drop site numbers and densities from 50m of water,</i> - <i>The likelihood of finding sites of any size increases with proximity to water and the likelihood of finding large artefact scatters also increases markedly with proximity to water,</i> - <i>The main site types are artefact scatters and isolated finds,</i> - <i>The data suggests that the slopes were the preferred location, however this does not account for vertical movement of artefacts or sites being moved from flooding, flowing creeks etc,</i> - <i>Mudstone, silcrete and tuff are by far the most common raw material types represented at sites in the region. Quartz and chert are the next most frequently in artefact assemblages, followed by volcanic materials, porphyry and petrified wood. Siltstone, rhyolite and porcellanite are relatively rare,</i> - <i>Flakes, broken flakes and flake pieces are the most common artefact types recorded,</i> - <i>The stone artefacts are usually relatively dated to within the last 5,000 years, and</i> - <i>The vast majority of artefact material in the region was observed on exposures of with good to excellent ground surface visibility.</i> <p><i>Within the specific project area, it was found that it was possible that isolated finds and small density artefact scatters maybe located within 50 metres of drainage lines and reflect transitory activities such as hunting and gathering and travel to Dumaresq Creek where resources would have been plentiful allowing for more concentrated areas of occupation and camping.</i></p> <p><i>The survey confirmed that past land uses that included previous clearing, cropping and grazing throughout. The exception to the cropping was the north western corner. Currently consisting of pasture grass and few trees, being in drought, visibility was excellent and exposures high (significant erosion).</i></p> <p><i>Dams were also present as were tracks and fencing. Due to the drought and past land uses, the project area contained exposed rocks throughout. The overall effective coverage for project was 80% with limited grass cover due to drought</i></p>

	<p>increasing visibility.</p> <p>No sites or PADs were identified in the project areas during the survey and this is likely due to the high impacts from previous clearing, agricultural and pastoral activities. It was noted that three possible scar trees were previously identified in the project area. These were examined and are not scar trees.</p> <p>As no sites or PADs were identified during the survey and the project area has been identified as disturbed with limited to no potential, there are no impacts on the archaeological record.</p> <p>Based on the environmental, cultural, archaeological contexts and the result of the survey, the following recommendations are made:</p> <ol style="list-style-type: none"> 1) The persons responsible for the management of onsite works will ensure that all staff, contractors and others involved in construction and maintenance related activities are made aware of the statutory legislation protecting sites and places of significance. Of particular importance is the National Parks and Wildlife Amendment (Aboriginal Objects and Aboriginal Places) Regulation 2010, under the National Parks and Wildlife Act 1974; and 2) Should any Aboriginal objects be uncovered during works, all work will cease in that location immediately and the Environment Line contacted. <p>The Aboriginal Heritage Impact Assessment was referred to Roger Mehr at OEH for his review. Advice received from Mr Mehr was that the Assessment undertaken by McCardle appeared to be consistent with the requirements for undertaking such Assessments.</p> <p>Any consent to include the recommendations above.</p>
Additional comments/conclusion	No further investigation considered necessary. Standard Advising (A001) to be included on any consent regarding obligations of developer should items of significance be identified during construction.
2.5 Contaminated Land	The subject site is not identified in Council's Information System for Potentially Contaminated Land as having been previously used for a purpose that may have resulted in contamination.
2.6 Earthworks and Geotechnical Assessment	The subject site is identified as being potentially affected by slope instability and spring activity in the mapping contained within DCP 2012, Chapter 2.6. Standard condition required to ensure that these matters are taken into consideration during the civil design for the development.
2.7 Floodplain Protection and Stormwater Drainage	Part of the subject site has been identified as being potentially flood prone. Refer Development Engineers assessment.
2.8 Noise	<p>Large lot residential subdivision proposed.</p> <p>The site adjoins low density residential development to the west and north and large lot residential to the east and south.</p> <p>Potential noise emanating from the development itself is not anticipated to be any greater than other residential development surrounding the site and there are no known noise sources surrounding the site which would be anticipated to impact on the residential amenity of future lots within the proposed development.</p>
2.9 Parking	N/A to subdivision stage of the development.
2.10 Signage	N/A

NOTES:

1. The land has been prepared for the private use of Mr. J. B. & Mr. J. C. Chapman and Mr. J. C. Chapman, based on information provided by them for any other use of this diagram, no responsibility can be assumed by the City of St. Louis.
2. Areas and dimensions are indicated and subject to verification prior to engineering design required by the City.
3. Areas and dimensions are indicated and subject to verification prior to engineering design required by the City.
4. Lot dimensions are approximately 10' x 10' x 10'.
5. Proposed lot layout.
6. Proposed lot layout.

PROPOSED LOT LAYOUT

100 ACRES

Lot 1: 1.0000 ac

Lot 2: 1.0000 ac

Lot 3: 1.0000 ac

Lot 4: 1.0000 ac

Lot 5: 1.0000 ac

Lot 6: 1.0000 ac

Lot 7: 1.0000 ac

Lot 8: 1.0000 ac

Lot 9: 1.0000 ac

Lot 10: 1.0000 ac

Lot 11: 1.0000 ac

Lot 12: 1.0000 ac

Lot 13: 1.0000 ac

Lot 14: 1.0000 ac

Lot 15: 1.0000 ac

Lot 16: 1.0000 ac

Lot 17: 1.0000 ac

Lot 18: 1.0000 ac

Lot 19: 1.0000 ac

Lot 20: 1.0000 ac

Lot 21: 1.0000 ac

Lot 22: 4.0000 ac

Lot 23: 1.0000 ac

Lot 24: 1.0000 ac

Lot 25: 1.0000 ac

Lot 26: 1.0000 ac

Lot 27: 1.0000 ac

Lot 28: 1.0000 ac

Lot 29: 1.0000 ac

Lot 30: 1.0000 ac

Lot 31: 1.0000 ac

Lot 32: 1.0000 ac

Lot 33: 1.0000 ac

Lot 34: 1.0000 ac

Lot 35: 1.0000 ac

Lot 36: 1.0000 ac

Lot 37: 1.0000 ac

Lot 38: 1.0000 ac

Lot 39: 1.0000 ac

Lot 40: 1.0000 ac

Lot 41: 1.0000 ac

ROAD 20 WIDE

ROAD 10 WIDE

1st Avenue

Springhill Lane

Springfield Ave

0 25 50 75 100 125 150 175

APPROXIMATE SCALE

[illegible]

Page 133

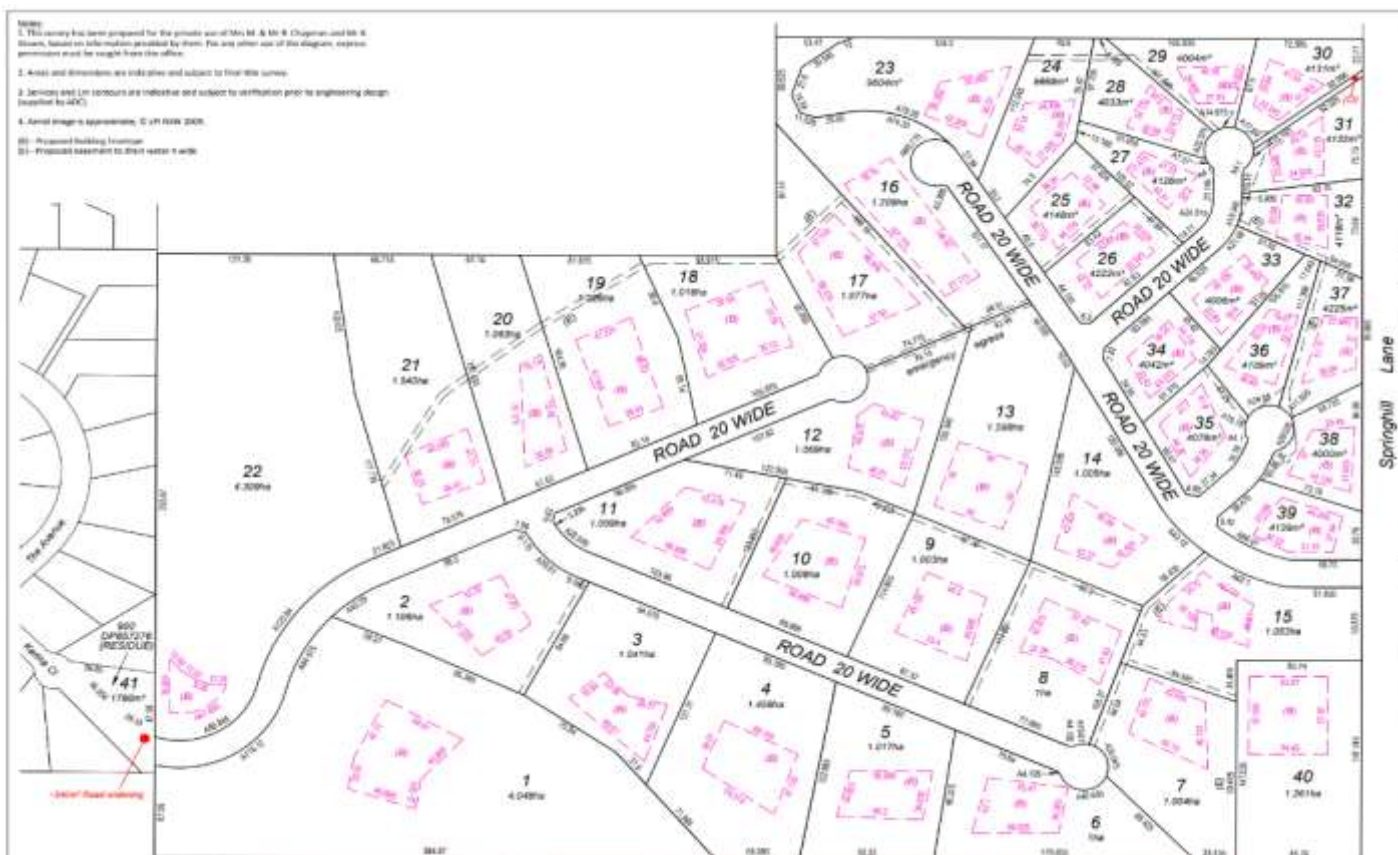


FIGURE 8 – Amended Subdivision Layout with Lot Dimensions

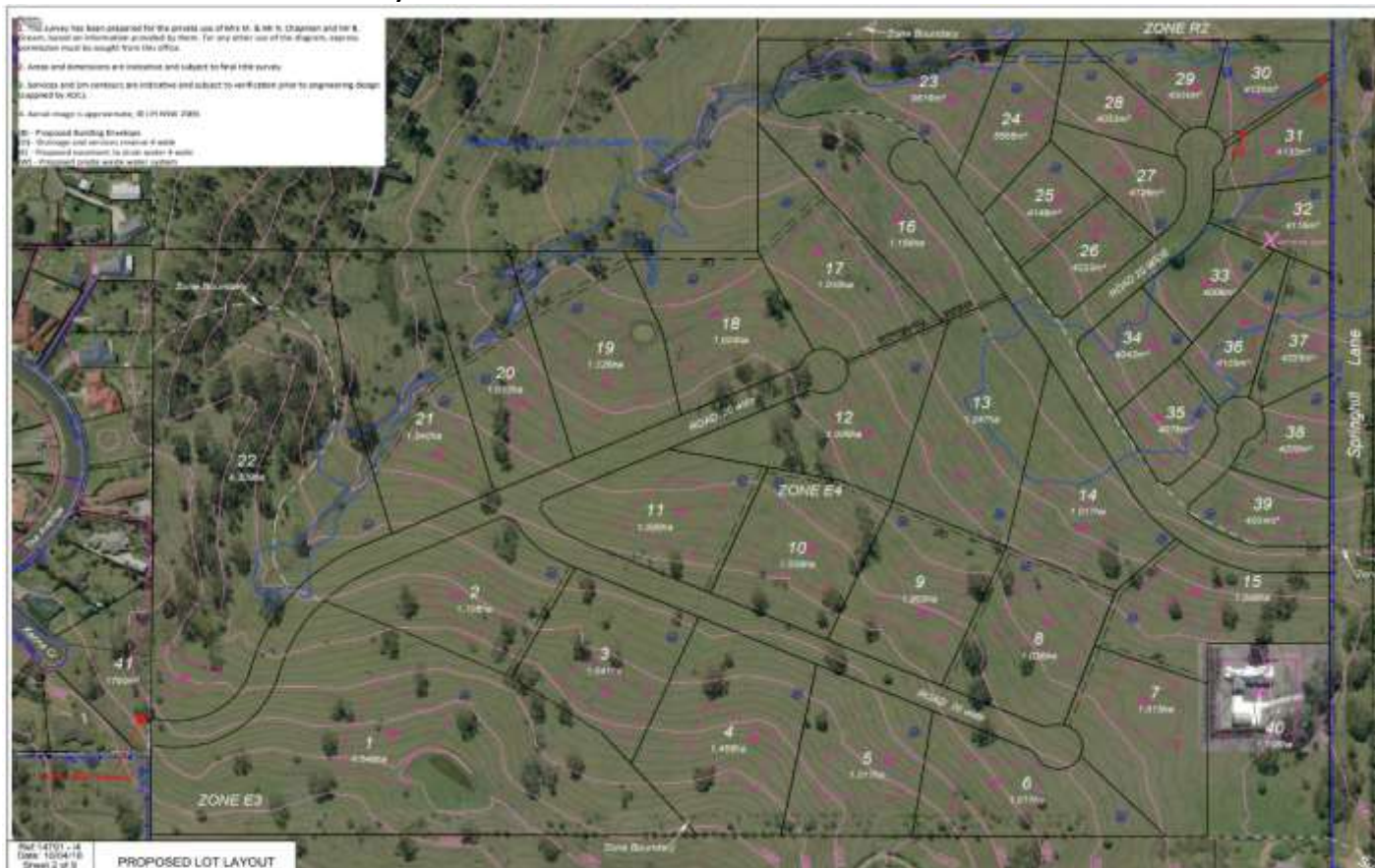


FIGURE 9 – Amended Subdivision Layout – Aerial Plan

Section 3 Subdivision Development Controls	
3.1 Urban Residential Subdivision	
Part 1 – General provisions	
	Noted.
Part 2 – Lot design, layout and dimensions	
2.1 Minimum lot size	See comments earlier under LEP 2012.
2.2 Lot layout, orientation and solar access	Satisfactory. All lots within the R2 zoning of the site meet the minimum lot size for the land of 4,000m ² . Given the large area on each of the lots future dwellings should be able to be located to facilitate good solar access into the main living areas.
2.3 Lot dimensions and shapes, and lot ratios	Proposed lot layout is generally of a regular shape with satisfactory width to depth ratio. Wedged shaped lots are provided at the head of the cul-de-sac's which is considered as acceptable, with these lots being provided with a satisfactory building envelope for the future siting of a dwelling on each.
2.4 Min. Lot frontage to a public road	Frontage widths are considered as satisfactory.
2.5 Battleaxe lots	N/A
Part 3 – Building envelopes	
3.1 Building envelopes	There is a satisfactory building envelope available on each lot, which should be largely clear of trees.
Part 4 – Street layout and landscape design	
4.1 Design of new streets	Considered to be satisfactory
4.2 Design for sloping sites	Generally satisfactory
4.3 Street layout and landscape plan	Satisfactory
4.4 Landscaping for staged development	Street tree planting within R2 zone
4.5 Landscaping in the R5 zone	N/A
4.6 Fences in the R5 zone	N/A
Part 5 – Street networks and neighbourhood design	
5.1 Subdivisions with internal road networks	Satisfactory, subject to compliance with detailed engineering drawings required with application for SWC.
5.2 Street and common driveway construction	Subject to compliance with Council's Engineering code.
5.3 Signage, street furniture and street lighting	Noted
5.4 Street trees	Condition for street tree planting within R2 zone.
5.5 Street naming and street numbering	Condition to be placed on any consent.
Part 6 – Vehicle access	
6.1 Access and minimum road standards	All proposed lots will have legal access to a public road
6.2 Right-of-carriageway	N/A
6.3 Construction and dedication of a Crown Road as a council public road	Springhill Lane is identified as being a Crown Road. As such, the developer will need to negotiate with the Crown for this to be dedicated to Council.
6.4 Undedicated roads	N/A
6.5 Driveways	Refer Development Engineers requirements for subdivision
6.6 Kerb and guttering	Not applicable given zoning of land.
Part 7 – Public Transport design	
7.1 Bus routes	Condition to be placed on any consent that developer is to liaise with bus operator re any requirements
7.2 Bus stop location and design	As above

Part 8 – Pedestrian and cyclist facilities	
8.1 Planning and design	Given the zoning of the land, wide road corridors and that the subdivision will be closed to external through traffic, footpaths are not required within the road reserves of the subdivision layout.
8.2 Inter-allotment access	<p>It is considered that connectivity should be provided for pedestrian access through the subdivision to provide improved linkages for pedestrians to both the east and west.</p> <p>In this regard, it is considered that there is opportunity to provide for a pedestrian footpath link between the new roadways, between proposed Lots 12, 13 and 16, 17. Additionally, there is potential for a footpath connection at the head of the cul-de-sac, between proposed Lots 30 & 31 to connect onto Springhill Lane.</p> <p>Recommendation that any consent be conditioned to provide for this pedestrian linkage and that this be shown on revised plans submitted with a SWC.</p>
Part 9 – Public Open Space	
	Given that the development is for large lot residential lots, similar to other like subdivisions additional public open space is not required for the subdivision.
Part 10 – Public land	
10.1 Access to public land	N/A – restriction to be placed on lots backing onto Springhill Lane to prevent access onto this roadway.
10.2 Development adjoining public land	N/A
10.3 Fencing and landscaping of public land	The subdivision will be required to be fenced around the perimeter of the site to ensure that a common and consistent approach is provided for the subdivision as a whole to avoid the potential for multiple differing fencing types.
Part 11 – Utility Infrastructure	
11.1 Infrastructure servicing for staged subdivision	Each stage to be fully serviced.
11.2 Common trenching and buffers for utility infrastructure	Provision available for developer to utilise common trenching.
11.3 Water supply	Each lot will be required to connect to reticulated water.
11.4 Sewerage system in the R1/R2 zones	<p>The Applicant submitted a proposal that each of the lots within the subdivision be connected to on-site waste water management systems rather than reticulated sewer, due to the site currently not being sewer and that reticulated sewer would need to be extended from the north east.</p> <p>Given the scale and number of lots proposed to be connected to on-site, Council requested that an On-site waste water management plan be submitted.</p> <p>Following a review of the Report, Council's Environmental Health Officer provided the following comments:</p> <p><i>The Land Capability Assessment for Onsite Sewage Management Karina Close Subdivision REF 24034.84546 does not demonstrate that the proposed lots can be accommodated by onsite sewage management, in particular the following lots are unsuitable for an onsite sewage management system to service a dwelling based upon a number of factors, such as proximity to buffer zones, flood potential, lot size and dimensions.</i></p> <ul style="list-style-type: none"> <i>Lot 20, Lot 21, Lot 23 proximity to buffer zones , lots split in two creating two areas where buffer zones apply meaning extremely limited locations for homes and associated onsite sewage management system.</i> <i>Lot 13,14, 23, 29,30,32,33,34,35,36,37, extremely small lot size , lot dimensions , proximity to flood potential. These areas are also listed within heavy clay areas making traditional onsite sewage management disposal methods redundant. Requiring electronic aerated wastewater treatment systems, these systems should not be subject to the risk of stormwater intrusion or overland flow in a flood event.</i>

It is my recommendation that the application be refused based upon the lot sizes and locations as Onsite Sewage Management would not be able to be installed and operated within the requirements of the Local Government Act 1993 and associated Australian Standards. 1547:2012. Alternatively the affected lots should be redesigned to be larger and so that onsite sewage management systems are not subject to placement in areas of concern.

Following Council's Request for further information, which included the above comments from Council's EHO, the Applicant submitted a further report to demonstrate that the site was suitable for on-site waste water management systems.

In response to the additional information provided by the Applicants consultant, Council's EHO provided the following additional comments:

Further to the additional information provided to support DA-16-2019, in particular the Onsite Wastewater Management Plan provided by Dr Robert Patterson of Lanfax Laboratories.

March Last year I provided the following comments in relation to the development

The Land Capability Assessment for Onsite Sewage Management Katrina Close Subdivision REF 24034.84546 does not demonstrate that the proposed lots can be accommodated by onsite sewage management, in particular the following lots are unsuitable for an onsite sewage management system to service a dwelling based upon a number of factors, such as proximity to buffer zones, flood potential, lot size and dimensions.

- *Lot 20, Lot 21, Lot 23 proximity to buffer zones, lots split in two creating two areas where buffer zones apply meaning extremely limited locations for homes and associated onsite sewage management system.*
- *Lot 13,14, 23, 29,30,32,33,34,35,36,37, extremely small lot size, lot dimensions, proximity to flood potential. These areas are also listed within heavy clay areas making traditional onsite sewage management disposal methods redundant. Requiring electronic aerated wastewater treatment systems, these systems should not be subject to the risk of stormwater intrusion or overland flow in a flood event.*

It is my recommendation that the application be refused based upon the lot sizes and locations as Onsite Sewage Management would not be able to be installed and operated within the requirements of the Local Government Act 1993 and associated Australian Standards. 1547:2012. Alternatively the affected lots should be redesigned to be larger and so that onsite sewage management systems are not subject to placement in areas of concern.

It would appear that Dr Pattersons report only relates to Lots 28, 29 and 30 and therefor the abovementioned comments from March 2019 still apply.

Additionally, there is also a preference from Council's Development Engineer that reticulated sewer be extended to the site for each of the new lots. This advice has previously been provided to applicants looking to develop the site.

Given the unsuitability of the site for on-site waste water management systems, it is recommended that any consent include the requirement for sewer to be extended for the development.

11.5 Sewerage system in the R5 zone	N/A
11.6 Stormwater drainage	Full drainage designs to be submitted with SWC. Refer additional comments from Council's Development Engineer.

11.7 Electricity supply	Reticulated electricity will be required to be available to each lot within the subdivision.
Part 12 – Earthworks	
	See Chapter 2.6.

3.2 Rural and Environmental Protection Zone Residential Subdivision	
2.1 – Minimum Lot Size	Refer comments above. Each of the proposed lots located within the C3 & C4 zones meet the MLS for the land.
2.2 – Minimum Lot Frontage to a public road	Road frontages are considered to be satisfactory for the development given it is a closed subdivision with low speed environment.
2.3 – Minimum Lot frontage to a classified road	N/A
3.1 – Building envelopes for C3 & C4 land	Each of the lots is provided with a building envelope free of major constraints. BE to be shown on Title Plan and s88b
4.1 - Access	Each lot will be provided with direct access to a public road
4.4 – Construction and dedication of Crown Roads	Any Crown Roads providing access will need to be construction to Council's Engineering Standard and Dedicated to Council.
4.6 – Driveways	Driveways for lots within the C3 & C4 zones to be shown on construction plans for the SWC and installed prior to any SC for the lots.
5 - Landscaping	Existing vegetation located with proposed Lot 22 is to be retained and subject to a VMP. As per BCD recommendations, the area at the rear of proposed Lots 19, 20 & 21 which is also shown in the VMP is to be contained within one lot, being Lot 22. Any construction plans to clearly indicate any trees required to be removed to facilitate civil works, which have been taken into consideration in the BDAR with offsets being required to be paid prior to their removal.
6 - Fencing	Fencing plan for subdivision to be submitted with SWC
7 – Road naming and lot numbering	Condition on any consent for applicant to provide suggestions for road names. Lot numbering to be undertaken by Council's property officer.
8.1 – Public Land	Access from proposed lots 15, 30, 31, 32 37, 38 & 39 to be prevent by restriction from directly accessing Springhill Lane from the rear of these properties
8.2 – Development adjoining public land	As above
9 – Utilities	Each lot will be required to be provided with connections to reticulated water/sewer, electricity.

ANY CURRENT OR DRAFT PLANNING AGREEMENT

SECTION 4.15(1)(a)(iiia)

Are there any planning agreements or draft agreements in place?	N/A
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REGULATIONS

SECTION 4.15(1)(a)(iv)

Does the proposal include any demolition?	N/A
Does the proposal involve the relocation of a building to/from the site?	N/A

Are there any fire considerations (i.e. fire separation)	N/A
Should the building be brought up to current BCA standards? (Refer Building Surveyor assessment)	N/A

COASTAL ZONE MANAGEMENT PLAN

SECTION 4.15(1)(a)(iv)

Not applicable to Armidale Dumaresq Local Government Area.

LIKELY IMPACTS OF THE DEVELOPMENT

SECTION 4.15(1)(b)

Potential impacts on the natural environment?

Impact on air quality?	Construction: Standard conditions for dust suppression Operation: Nil anticipated post development
Impact on water quality?	Construction: Standard conditions erosion and sediment control measures. Operation: Minimal anticipated post development

Land degradation, tree loss or impact on flora, fauna or ecosystems?

The subject site is identified in the Armidale Flora and Fauna Study as potentially containing the following:

The proposed development is for the subdivision of the following Lots:

Lot 2 DP 112693

Lot 264 DP 755808

Lot 265 DP 755808

Lot 266 DP 755808

Lot 367 DP 755808; and

Lot 375 DP 755808

The land is currently known as 15 Karina Close and 11 Springhill Land.

Some existing native vegetation is located within the northwestern Area of the site.

Following an assessment of the site by an accredited assessor under the *Biodiversity Conservation Act 2016*, it has been assessed that the Biodiversity Offset Scheme (BOS) is triggered by the development and as such, a Biodiversity Development Assessment Report (BDAR) is required to be submitted.

The BDAR has provided the following summary:

Description of Development Proposal

It is proposed to sub-divide the property into 40 lots with roads providing access into the property from Karina Close in the south-

western corner and Springhill Lane on the eastern side. The proposed lots range in size from 4,000m² to 4.31 ha.

Subject Land

A portion of the property in the north-western corner covering 5.52 ha is excluded from the development. This area is referred to in this report as the 'Retained Woodland Area' (RWA). The RWA occupies most of Lot 22. The RWA will be subject to management under a Vegetation Management Plan (SIAEEP, 2020) that will protect the regenerating native vegetation there and manage it for conservation in perpetuity. The Lot 22 landholder will be responsible for implementing the VMP that will be reviewed annually by Council.

Another part of the property is excluded from the development. The Building Envelope (BE) for Lot 40 contains the existing dwelling on the property. Consequently, this BE will not be subject to development or a change in land use. The BE is 0.31 ha in size. The remainder of the new Lot 40, outside of the BE, will be subject to a change in land use and is therefore included as part of the development.

The remainder of the property covering 37.40 ha is referred to as the 'Subject Land'.

Wetlands

Four small dams occur on the property that were dry at the time of the site assessments. A small constructed wetland measuring approximately 20m x10m occurs on the property in the north-eastern corner outside of the proposed development footprint within the Retained Woodland Area.

Habitat Connectivity

The area on the western side of the property that is excluded from the development contains regenerating woodland that provides connectivity with other areas of woodland adjoining the property to the north and to the south-west. The scattered remnant trees on the property provide limited connectivity with land to the south that retains a similar sparsity of scattered trees.

Areas of Outstanding Biodiversity Value

No mapped "Areas of Outstanding Biodiversity Value" occur on or near the project site.

Native Vegetation Cover

The vegetation on the subject land is native woody vegetation.

Existing Vegetation Mapping

The Vegetation Map for the Northern Rivers CMA (VIS ID 524) maps the Yellow Box Blakely's Red Gum community as occurring through the north-western corner of the property. A smaller area of Stringybark-Apple is mapped as occurring in the south-east corner next to the existing dwelling (refer Figure 2-3 above).

An earlier flora and fauna assessment of the subject property (3E, 2015) states:

"The dominant tree species were the locally native species *Eucalyptus viminalis* (Ribbon Gum or Manna Gum) and scattered *Angophora floribunda* (Rough-barked Apples), with some *E. melliodora* (Yellow Box) among these in the vegetation area in the north-west of the site. Two *Eucalyptus blakelyi* (Blakely's Red-Gum) were also present among the mostly Manna Gum scattered paddock trees."

Results of Site Floristic Assessment

Based on the results of these two quadrats and the fact that Ribbon Gum, Rough-barked Apple and Yellow Box (*Eucalyptus melliodora*) almost entirely represent the trees across the entire RWA, the Plant Community Type (PCT) in the RWA is determined to be PCT 1099 - Ribbon Gum - Rough-barked Apple - Yellow Box grassy woodland/open forest of the New England Tableland Bioregion and NSW North Coast Bioregion. Based on the tree species composition of the subject land, the species composition of sampled quadrats on the subject land, and the presence of PCT 1099 in the adjoining RWA, it is determined that PCT 1099 also occurs across the entire subject land (except the areas of non-native vegetation).

Avoid

The development proposal has been designed to avoid impacting the only area of woodland on the property, which covers approximately 2.4 ha. This woodland is included in the Retained Woodland Area. The RWA also includes approximately 360m of mapped watercourse through the property which represents most of the mapped watercourse on the property. The RWA covers 5.52 ha, or 12.8% of the property. It encompasses most of the proposed Lot 22 and would be subject to management by the Lot 22 landholder under a Vegetation Management Plan. The VMP would ensure the vegetation is managed in perpetuity for conservation.

Minimise

The layout of roads and building envelopes within the subject land has been designed to minimise impacts on native vegetation. Only fourteen (14) of the ninety-eight (98) mapped native trees on the subject land would be removed as part of the proposal. The remainder would be protected under the Armidale-Dumaresq Development Control Plan 2012..

Offset

It is proposed to offset the residual impacts of the proposed development by acquiring the necessary Biodiversity Credits.

Six of the species identified by the BAM Calculator as potentially occurring on the subject land are listed as entities at risk of SAIL. However, targeted surveys undertaken as part of the BDAR concluded that none of these six species occur on the subject land. The species are: Regent Honeyeater (*Anthochaera phrygia*), Swift Parrot (*Lathamus discolor*), Large Bentwing-bat (*Miniopterus orianae oceanensis*), Tusked frog (*Adelotus brevis*) and Glandular frog (*Litoria subglandulosa*).

Three areas can be distinguished on the subject land as follows:

- An area where impacts require offsetting. This constitutes the area mapped as Open Woodland and represents disturbed PCT 1099 with a vegetation integrity score of 26.3.
- An area where impacts do not require offsetting. This constitutes the area mapped as Grassland and represents disturbed PCT 1099 with a vegetation integrity score of 0.4.
- An area that does not require assessment. This constitutes the two areas of non-native vegetation on the subject land.

Impacts on Plant Community Types, Ecological Communities and Threatened Species Habitat

Table 6-1 below summarises the ecosystem impacts of the proposal.

Table 6-1: Summary of the ecosystem impacts from proposed development.

Vegetation Zone	Area (ha)	Current Vegetation Integrity Score	Future Vegetation Integrity Score	Change in Vegetation Integrity Score	Ecosystem Credits
Open Woodland (PCT 1099)	19.4	26.3	0	- 26.3	255
Grassland (PCT 1099)	12.3	0.4	0	- 0.4	0
Total	31.7			Total	255

Council comments:

The BDAR was referred onto BCD for their detailed review and comment. Following a number of reviews by BCD and discussion with the assessor BCD advised on 20 July 2020 that the credit summary report had been finalised which was the last outstanding matter. That being the case BCD advised that recommendations 1, 2 and 3 of the BCD response letter dated 2 July 2020 to Armidale Regional Council following review of the revised BDAR dated 6 July 2020 have been satisfied.

The matters in regards to Biodiversity have now been satisfactorily addressed by the Applicant.

Any consent will include the requirement for the offsetting of the required ecosystem credits for the development. Additionally, any consent will require the preparation and submission of a satisfactory Vegetation Management Plan prepared by a suitably qualified consultant which will need to be implemented in perpetuity over the subject land.

Potential impacts on the built environments?	
Impact of noise generation?	See comments earlier under DCP 2012.
Impact on any places of aboriginal heritage significance?	See comments earlier under DCP 2012.
Impact on any places of European heritage significance?	See comments earlier under DCP 2012.
Amenity (i.e. hours of operation)?	Standard condition re construction hours
Privacy, overshadowing and visual impact?	See comments earlier under DCP 2012.
Significant views affected?	Minimal impacts on any significant views as a result of the development.
Potential social impacts?	
Likely social impacts, benefits or precedents?	<p>The proposal being for a large lot residential subdivision is unlikely to have any detrimental social impacts on the locality, given that the land adjoining is used for similar purposes which would not result in any land use conflicts.</p> <p>The provision of additional land for residential accommodation would provide a positive impact on the housing market by providing additional diversity of stock.</p>
Implications for public infrastructure? (i.e. public transport, main extensions etc.)	Satisfactory, subject to conditions.
Impact on surrounding public places?	Considered as satisfactory. Refer additional comments within report.
Potential economic impacts?	
Likely economic impacts or benefits?	It is considered that the development would provide a positive economic benefit to the City both during civil construction works and for future dwellings
Developer contributions applicable?	DSP charges will be applicable to the development.

SUITABILITY OF THE SITE FOR THE DEVELOPMENT

SECTION 4.15(1)(c)

Risks and hazards?	
Flood prone?	Refer comments above and Development Engineer's assessment.

Bush fire prone?	<p><u>Bush Fire:</u></p> <p>Part of the subject site, largely along the western boundary, is identified as being potentially bushfire prone on Council's Bushfire Prone Land Map.</p> <p>Given this the development is integrated for the purposes of s4.46 of the EP&A Act and requires the concurrence of the NSW RFS and a bush fire safety authority under s100B of the Rural Fires Act 1997.</p> <p>The application has been referred to and assessed by the RFS who have subsequently issued a bushfire authority and their General Terms of Approval on 21 July 2020 for the proposed development.</p> <p>The GTAs will be included as part of any consent requirements.</p>
Contaminated land?	The subject site is not identified in Council's Information System for Potentially Contaminated Land as having been previously used for a purpose that may have resulted in contamination. Refer also comments above under SEPP 55.
Slope / Slip instability?	The subject site is identified as being potentially affected by slope instability in the mapping contained within DCP 2012, Chapter 2.6. Standard condition required to ensure that the civil designs for the subdivision have been designed by an appropriately qualified geotechnical engineer having regard to the hazard.
Potential for springs?	The subject site is identified as being potentially affected by spring activity in the mapping contained within DCP 2012, Chapter 2.6. Standard condition required to ensure that the civil designs for the subdivision have been designed by an appropriately qualified geotechnical engineer having regard to the hazard.
CPTED principles?	The layout of the proposed subdivision is considered as satisfactory having regard to CPTED principles.
Adjoining / nearby land uses and activities?	
Rail?	N/A
Classified road?	N/A
Other incompatible land uses?	N/A
Access to and within the site?	
Suitable vehicular circulation/access/parking?	See comments earlier under DCP 2012.
Suitable loading/unloading area?	CMP would be required as part of any consent conditions.
Pedestrian access to public transport, facilities inc. for people with a disability?	N/A
Servicing?	
Sewer connection?	See comments earlier under DCP 2012.
Water supply?	See comments earlier under DCP 2012.

Stormwater?	See comments earlier under DCP 2012.
Energy Supply / Conservation and telecommunications?	See comments earlier under DCP 2012.

SUBMISSIONS	
SECTION 4.15(1)(d)	
Any submissions from:	
The public?	49 written submissions were received in relation to the development proposal. The matters raised in the submissions are summarised below:
SUBMISSIONS:	COUNCIL RESPONSE:
<p>Subdivision will have impacts on rural aesthetics of locality; and</p> <p>Development is not in keeping with the locality</p> <p>The proposal is contrary to the objectives of the zone and surrounding zones</p>	<p>It has been raised that the proposed development will impact on the rural aesthetics of the locality and is contrary to the zone objectives.</p> <p>The land is currently used for limited extensive agricultural purposes. The current zoning of the land proposed to be subdivided is R2 Low Density Residential, C4 Environmental Living and C3 Environmental Management.</p> <p>The objectives of each of these zones is as follows:</p> <p><u>Zone R2 Low Density Residential</u></p> <p>Objectives of zone</p> <ul style="list-style-type: none"> • To provide for the housing needs of the community within a low density residential environment. • To enable other land uses that provide facilities or services to meet the day to day needs of residents. <p><u>Zone C3 Environmental Management</u></p> <p>Objectives of zone</p> <ul style="list-style-type: none"> • To protect, manage and restore areas with special ecological, scientific, cultural or aesthetic values. • To provide for a limited range of development that does not have an adverse effect on those values. <p><u>Zone C4 Environmental Living</u></p> <p>Objectives of zone</p> <ul style="list-style-type: none"> • To provide for low-impact residential development in areas with special ecological, scientific or aesthetic values. • To ensure that residential development does not have an adverse effect on those values. • To provide for a limited range of uses that does not adversely affect the special environmental values or residential amenity of the area. <p>Whilst it is acknowledged that the subject land currently presents as rural land or as some have suggested green space, the land is privately owned and as such the land is not public green space and the owners have the right to develop it to its full potential.</p> <p>Additionally, whilst the land may current present as rural land the current zoning does not reflect this, with extensive agriculture requiring consent within the C3 and C4 zones and being prohibited within the R2 zone. As such, this would suggest the changing nature and future desirable land use of this land given its proximity to low density residential to the north and west, by preventing the potential for land use conflicts that often result when agricultural enterprises are located close by to residential areas.</p>

	<p>Furthermore, land adjoining the subject site is currently zoned R2 to the east, west and north, C4 to the north and south east, C3 to the south west and R5 Low Density Residential to the south.</p> <p>Given the current zonings surrounding the site and that on the site itself there is limited if any current agricultural activity being undertaken as a land owners main source of income in the immediate locality, with larger rural lifestyle lots being located on the eastern side of the Main Northern Railway Line.</p> <p>The proposed development is to subdivide the land into 40 new lots to provide for low density /large lot residential living, which is not inconsistent with adjoining land.</p> <p>The development of the land is considered to be consistent with the zone objectives, particularly:</p> <ul style="list-style-type: none"> - <i>To provide for the housing needs of the community within a low density residential environment.</i> - <i>To provide for low-impact residential development in areas with special ecological, scientific or aesthetic values.</i> - <i>To ensure that residential development does not have an adverse effect on those values.</i> - <i>To provide for a limited range of uses that does not adversely affect the special environmental values or residential amenity of the area.</i> <p>The proposed development will provide for an increased diversity of land stock to meet the current market demands being experienced within the local market, which is expected to put additional pressure on the development and release of similarly zoned land within the LGA.</p>
The development is out of character with The Avenue and surrounds resulting in loss of green space and overdevelopment of the area	<p>The proposed development is not considered as being out of character with that located within The Avenue to the west, as it will present as a low density residential development, not unlike that currently within The Avenue, but on much larger lots.</p> <p>Given that the development satisfies the minimum lot size within each of the zones and that the area of each of the lots is well in excess of those lots within The Avenue itself, the proposal is not considered as being an overdevelopment of the site.</p> <p>The subject site itself is privately owned and as such, whilst it may present as green space it is currently not utilised as such, nor can it ever be.</p>
No green space provided within subdivision	<p>The development is for the subdivision of land to create low density/large lot residential lots ranging in area from 4000m² to 4.3ha. Given the size of each of the lots it is generally assumed that there is more than sufficient area on each of the lots for recreational activities to be undertaken.</p> <p>This is similar to all other large lot residential subdivisions within the LGA as it is widely known that pocket parks are under utilised. Furthermore, Armidale is known to provide more public open space per capita, which is largely located within a 5-10 minute drive of the site.</p>
Impacts on residents in Sutherland Avenue & Springhill Lane need to be considered	<p>The impacts on the whole locality of the development has been considered as part of the assessment of this application.</p>

<p>alongside any impacts on residents in St Patricks Estate</p>	<p>As with any new development adjoining existing lots there is often objections as it will in some way undoubtedly change and impact on the locality. In stating this though, it is important to acknowledge that for the LGA to prosper and grow, it will need to provide sufficient land stock to meet the needs of a growing City and much of this available land is adjoining existing housing estates.</p> <p>Additionally, it is also worth noting that the residential nature of the proposed development is not at odds with existing land uses surrounding the site and as such, apart from noise and traffic movements during construction like any new subdivision, it should not result in any land use conflicts post development.</p>
<p>Springhill Lane and Sutherland Avenue are currently unsuitable for additional traffic</p>	<p>As part of any consent for the subdivision to proceed both Sutherland Avenue and that section of Springhill Lane to the entrance of the subdivision itself, will be required to be upgraded to meet current engineering standards and to support the increased traffic using the roadways.</p> <p>Given this, both roads will be upgraded to an 8m wide bitumen sealed carriageway with open swale drainage. The upgrading of these roads will satisfy the increased traffic movements generated by the development and the existing development currently utilising the roads. Sealed roads will reduce dust generation further improving site conditions for surrounding lots.</p>
<p>Vehicles will take a short cut through the subdivision rather than going through town</p>	<p>The original proposal for the subdivision submitted to Council showed a new roadway which would permit traffic from the eastern side of the development to exit onto Karina Close, including vehicles outside the development itself.</p> <p>Following the receipt of the submissions for consideration and discussion with Council Officers, the applicant has taken these concerns on board and submitted a revised subdivision layout which has now prevented any short cuts or through traffic via the subdivision.</p> <p>The revised subdivision layout has now essentially split the impacts of the subdivision by directing lots located on the eastern side of the development to enter/exit via Springhill Lane / Sutherland Avenue and those on the western side via Karina Close /The Avenue and preventing any opportunity of any additional traffic using these roadways to bypass the City.</p> <p>The revised proposal would now provide vehicular access via Karina Close/The Avenue for 18 lots with the other 22 lots only being to enter/exit via Springhill Lane/Sutherland Avenue.</p>

Safety concerns around intersection of Dangarsleigh Road and Old Gostwyck Road	A revised traffic impact assessment report was undertaken by the developers to model the subdivision's impact on Sutherland Avenue/Old Gostwyck Road and Old Gostwyck Road/Dangarsleigh Road intersections. The report concluded that there is a negligible impact to the intersection created by the subdivision with a Level of Service (LOS) of A (highest and most efficient LOS an intersection can have) being maintained. Conclusion of the report is that the existing intersection of Dangarsleigh Road and Old Gostwyck Road is considered as being suitable to cater for the additional traffic movements of 22 lots.
Traffic assessment is flawed	A revised traffic assessment was undertaken by a suitably qualified traffic engineer on behalf of the developer after the Application received initial comments from Council. The revised report addressed all aspects of the Austroads Guides to traffic generating developments as well as satisfactorily addressing the concerns of both Council planning staff and the community.
Intersection of Ross Street and Markham Street is dangerous	Recent subdivision at 53A the Avenue (now known as Melba Place) required upgrade works to be undertaken at Ross Street/Markham Street intersection. The result is an improved intersection with give way signage and improved safety. The traffic impact assessment has taken into account the cumulative impacts from both Melba Place and Karina Close and has concluded that this intersection will function satisfactorily in its current form with negligible impact from Karina Close. The intersection of Ross Street and Markham Street is considered as being compliant with relevant Australian Standards and has the capacity to cater for the expected traffic flows from the proposed development.
Intersection of Ross Street and O'Connor Road is dangerous	Ross Street/O'Connor Road has recently been upgraded by Council with giveaway signage to improve traffic safety. The revised traffic impact assessment report concluded that the intersection can support the subdivision with no change to the current functionality of the intersection. The intersection of Ross Street and O'Connor Road is considered as being compliant with relevant Australian Standards and has the capacity to cater for the anticipated traffic movements from the proposed development
Access to the subdivision should be via Ross Street and Springhill Lane	Whilst access to the subdivision via Ross Street and Springhill Lane was initially considered as an alternative route for the subdivision, this option is not what has been submitted for Council's consideration with this current proposal. Whilst a number of submitter's have raised this as a preferred access to the subdivision, it would have essentially only shifted any perceived impacts from the development itself onto other properties in the locality. In this regard, many of the submitter's have raised concerns regarding traffic impacts on some of the roadways in the vicinity that lead into the subdivision such as O'Connor Road/ Ross Street and Ross Street /Markham Street. In this regard, the current proposal provides for two alternative routes from and into the subdivision for the 18 lots accessing Karina Close, from either the western area of the City as well as the eastern area. Contrary to this, any proposed access via Springhill Lane/Ross Street would have directed all traffic onto O'Connor Road concentrating traffic movements onto this roadway only.
Alternative access via Springhill Lane then onto Taylor Street should be considered	This is not a feasible and/or cost effective option. Any proposal to upgrade Springhill Lane to connect onto Taylor Street would require significant roadworks to be undertaken and would require a new crossing to be installed across the Main Northern Railway Line, which would undoubtedly not be supported by John Holland or State Rail given the significant works required when there are alternative access options. Additionally, any crossing of the Main Northern Railway Line in this location

	would require additional acquisition of land within the vicinity to provide for a compliant crossing to be installed.
Potential for flooding of some of the lots	<p>The site is identified as flood affected. There are two areas where flooding occurs.</p> <p>Firstly, flooding occurs within the natural gully which runs along the northern boundary of the development site. This gully contains the 1%AEP within its banks and so no damage to property will ever occur within the lots that contain the gully.</p> <p>The second area of flooding occurs at two natural shallow depressions and a dam near the eastern boundary of the development site. The flood hazard of these areas are negligible (due to shallowness and their location within the catchment). Further these depressions and the dam will require to be altered to accommodate road and drainage infrastructure and to create developable lots. The alteration of these depressions and the dam will have negligible effects on flood behaviour in the downstream catchments. The development can be supported with respect to flooding.</p>
Concerns over proposal to use septic systems in locality given proximity to springs and streams. Lots should be serviced by reticulated sewer.	Following Council's review of the Land Capability assessment for on-site waste water management submitted with the Application, it has been assessed that a number of the proposed lots within the subdivision would be unsuitable for on-site waste water management. As such, Council will condition that the site be serviced by Council's sewer reticulation system.
Cumulative impacts from traffic with subdivision already approved off Ross Street to the west of St Patricks.	The revised traffic impact assessment has taken into account the cumulative impacts from both Melba Place (subdivision west of St Patricks) and Karina Close and has concluded that this intersection will still function satisfactorily even after both subdivisions are fully developed.
Impacts on local amenity with increased traffic & crime	<p>Some concerns have been raised in regards to potential impacts on local amenity with increased traffic and crime resulting from the proposed development.</p> <p>In this regard, the scale of the development needs to be put in perspective with other similar developments occurring across the LGA.</p> <p>The development itself is for the creation of 40 new large residential lots, one of which is currently occupied by the existing dwelling fronting Springhill Lane. As such, the proposed development will create 39 additional lots on which new dwellings will be able to be erected, subject to separate approval. Of the division of traffic from the development, 22 of the lots will have their access via Springhill Lane/ Sutherland Avenue, whilst the remaining 18 would have their access via Karina Close/The Avenue.</p> <p>By any measure this is not a large scale development nor is it considered to be overdevelopment of the site, particularly given that the proposal has now split the traffic movements to the east and west, and prevented the possibility of any through traffic from using the new roads within the subdivision for a short cut across town. That being the case, all traffic generated by the development will be local traffic.</p> <p>It has also been suggested that local properties along those roads leading to the subdivision, such as O'Connor Road, Ross Street, The Avenue, Markham Street and Karina Close, which are currently only subject to traffic impacts from local light traffic, would in some way be exposed to heavy traffic, or as some have described 'highway' is not considered to be an accurate indication.</p> <p>In this regard, it is acknowledged that the proposed development will increase traffic movements along these local roads to provide access to 18 additional lots, which according to the RMS guide for Traffic Generating Development, would be expected to generate approximately 10 traffic movements per day from each dwelling, thereby resulting in approximately an additional 180 traffic</p>

	<p>movements a day from vehicles exiting the development site to the west via Karina Close/The Avenue.</p> <p>Whilst it is expected that there will be additional traffic at peak times throughout the day, such as 8am-9am and then from 4pm to 5pm, it must be stressed that a large majority of the additional 180 traffic movements would be spread across a 24 hour period. This additional traffic is considered to be well within the capacity of the existing road network within the locality.</p> <p>Indeed the revised traffic impact assessment report modelled peak hour traffic movements from the development and concludes that there will be negligible impact from the subdivision on peak hour vehicle movements on all intersections within proximity to the site and that the existing road network has capacity to cater for the increase in traffic volumes.</p> <p>Karina Close connects onto The Avenue which itself is an 11 metre wide roadway, which is well in excess of the width of similar roadways within residential subdivisions that do not perform as a distributor or collector road.</p> <p>In regards to increased crime resulting from the subdivision, it is unclear as to why this would be the case above any other development. The potential for crime is often opportunistic.</p> <p>Crime Prevention through Environmental Design (CPTED) is a crime prevention strategy that focuses on the planning, design and structure of cities and neighbourhoods. It reduces opportunities for crime by using design and place management principles that reduce the likelihood of crime.</p> <p>CPTED employs a number of principles, surveillance, access control, territorial re-enforcement, space & activity management to reduce opportunities for criminal and anti-social behaviour.</p> <p>Taking these matters into consideration during the assessment of the development it is considered that the proposed layout of the subdivision satisfactorily responds to the principles of CPTED and there is no evidence that the subdivision itself will provide an opportunity for increased crime above any other similar development.</p>
The development will negatively impact on property prices in the locality	Impacts from development on property prices is not a planning consideration. Even so, there is no evidence that residential development adjoining residential development would negatively impact on property prices.
Karina Close was never proposed to be a through road and the word Close implies a no through road	Karina Close road reserve was extended all the way through to the south-west corner of 15 Karina Close suggesting that Karina Close was designed to be further extended, refer copy of DP above.
Expectations from those that purchased and live in The Avenue and Karina Close that the road would not be extended and would remain a Close and be limited to a single road outlet	<p>As discussed above, access through Karina Close and beyond was discussed between Armidale City Council and Dumaresq Shire Council, at the time of the St Patrick's Estate subdivision. It was initially envisaged that vehicular access would be provided through the former City boundaries to provide connectivity to Lynland Park.</p> <p>Furthermore, the Plan of subdivision that created the lots within Karina Close and the road way itself clearly shows that Karina Close extends to the adjoining lot boundary. This information/documentation would have been readily available to all purchasers of these lots and their solicitor's, prior to purchase.</p>

The unique appeal of St Patrick's Estate with the old orphanage at its centrepiece will be lost.	<p>It is unlikely that the appeal of St Patrick's Estate and the significance of the orphanage itself would be significantly affected by the development. In this regard, given the area of the site, the actual scale of the development is relatively low in relation to other housing estates adjoining developed areas.</p> <p>Whilst it is acknowledged that there may be some impacts during civil construction of the subdivision and for the construction of dwellings on the lots, this is not unlike any other development within proximity to built up areas. Such impacts would be subject to conditions limiting construction hours and would only be for the life of the construction period.</p>
Impact from heavy vehicles on local roads	The road network will be able to cater for heavy vehicles required for the construction of the subdivision. A Construction Traffic Management Plan will be conditioned to provide confirmation on heavy vehicle routes and times for Council's approval.
Increased danger for parents and children with increased traffic	The Traffic impact assessment has concluded that there is adequate capacity within the existing road network to cater for the additional traffic without presenting an increased risk to parents and children. As also discussed within the assessment, drivers driving at speed or dangerously is a regulatory matter and is not as a result of the roadways or subdivision itself.
Speed limit in The Avenue should be reduced to 40kmh if subdivision approved	Alteration of speed limits is a regulatory matter that will require adoption by the Local Area Traffic Committee and would typically be investigated once the subdivision is fully developed. Transport for NSW crash and causality statistics reveal no incidents within the road network around the Avenue. The revised traffic impact assessment report concludes that the subdivision will have negligible effect on traffic volumes and movements which would suggest that no change to regulatory traffic speeds is required.
Developer should install concrete walkways through The Avenue to protect pedestrians	It would be unjustifiable to expect the developer of this development, to construct concrete footpaths throughout the Avenue. Current engineering standards do not require footpath construction for this particular design layout. Concrete footpath may be made available to connect with the recently adopted Springhill Lane walking track.
Developer should install traffic calming devices in The Avenue to slow traffic	The revised traffic impact assessment report concludes that the subdivision will have negligible effect on traffic volumes and movements which would suggest that traffic calming devices are not necessary.
Heavy Vehicles should be made to use Sutherland Avenue during construction phase	A Construction Traffic Management Plan will be conditioned to provide confirmation on heavy vehicle routes and times which will be approved by Council prior to release of any Subdivision Works Certificate.
People in The Avenue have paid higher property prices for the prestigious location	This is not a relevant planning consideration to prevent a compliant development from proceeding
The Avenue and Ross Streets do not meet Council's current Engineering Standards of 20m in width as they are only 11m	20m signifies the total road reserve width (from property boundary to property boundary). 11m wide road is typical of a local collector and therefore both roads have capacity to cater for this development.
Impacts on native wildlife from additional traffic	<p>The application has been submitted with a Biodiversity Development Assessment Report, which includes assessments of flora and fauna on the site as well as Koala habitat.</p> <p>The BDAR concluded that whilst the subject site provides potential habitat for koala's it is not considered to be core habitat. The ecologist also undertook an assessment of other threatened/endangered fauna which may be within the locality but it was found that the site would be unsuitable habitat for these species.</p> <p>Notwithstanding this, it is acknowledged that as the site is currently undeveloped it would possibly provide habitat linkages to other habitat in the locality. In this regard, like many areas of the City, drivers should drive to the conditions and be aware of possible fauna particularly at dawn and dusk.</p>
Lack of consideration on wildlife and habitats	As above, the application was submitted with a BDAR which has assessed and

	<p>considered impacts from the development on biodiversity on the site.</p> <p>In this regard, a substantial area of the site known as the 'retained woodland area', located in the north western portion of the site (proposed lot 22), will be set aside and protected from further development. Furthermore, the VMP will require this area to be enhanced for biodiversity and conservation purposes in perpetuity.</p> <p>Additionally, further impacts of the open woodland areas of the site will require the developer to retire credits, as per the BDAR.</p>
Vehicles already speed through The Avenue creating safety concerns for residents and pedestrians	Speeding beyond the designated speed limit and not driving to the road conditions is a driver behaviour concern that is a regulatory matter for the Police. Transport for NSW crash and causality statistics reveal no incidents within the road network around the Avenue. The revised traffic impact assessment report concludes that the subdivision will have negligible effect on traffic volumes and movements which would suggest that no change to regulatory traffic speeds is required.
Access via Karina Close should not be allowed as further subdivision of the land in the Estate is not permitted	<p>There is no covenant on the land preventing further subdivision. As with land within the St Patrick's Estate development, further subdivision is permissible subject to satisfying the minimum lot size (MLS) for the land.</p> <p>As discussed above, each of the proposed lots, satisfies the MLS for the land.</p>
Inadequate water pressure currently in locality	A water supply feasibility report was undertaken by a suitably qualified civil engineer to determine the adequacy of water pressures at the development site. The feasibility report concludes that with upgrades to a section of Council's water mains network, firefighting and domestic pressures can be adequately obtained throughout the subdivision in accordance with Council's suite of engineering codes.
The proposed subdivision is located on land that is not currently zoned	This statement is incorrect as all land associated with the proposed development is currently zoned, which permits the further subdivision of the land.
Concerns over steepness of access road into the subdivision from Karina Close and underground spring activity	Not unlike other developments, there will be engineering challenges associated with this development, that detailed designs will need to address as part of any Subdivision Works Certificate for the development. The designs must meet Council's suite of engineering codes.
Consideration should be made for access during construction of subdivision.	Construction Management Plan will detail continued and uninterrupted access to people's properties.
Question whether Armidale needs another subdivision and its impacts on the environment and vacancy rates	<p>The land is currently zoned to permit further subdivision of the site. The question of whether the City needs another residential subdivision is driven by market forces that dictate supply and demand of land and will subsequently be a decision of the Applicant as to whether the subdivision is feasible.</p> <p>In this regard, Armidale as with other regional areas, is currently experiencing a significant demand for both housing and vacant land stock to satisfy the current market.</p>
Consultation/concurrence with other public authorities?	<p>Consultation was undertaken with NSW RFS and BCD.</p> <p>In this regard, NSW RFS have issued a bushfire safety authority and general terms of approval for the development.</p> <p>Following a number of revisions, the BDAR was accepted by BCD as being satisfactory.</p> <p>Relevant comments and GTAs from these authorities will be included on any consent.</p>
Any other submissions?	Nil

THE PUBLIC INTEREST SECTION 4.15(1)(e)	
Construction or safety issues?	CMP required to be submitted with application for SWC.
Public Health issues (food safety, skin penetration etc)?	Site has been determined to be unsuitable for the installation and operation of on-site waste water management systems. As such, reticulated sewer will be required to be extended to service each of the proposed lots within the subdivision.
Management plans, agreements or bonds? (inc. Fire safety measures)	Nil
Principles of Ecologically Sustainable Development?	The proposed development is considered to be satisfactory having regard to ESD principles.
Planning Circulars?	Nil
Applicable Strategic Plans?	<p>The development is considered to be consistent with the following:</p> <ul style="list-style-type: none"> a) It is consistent with the relevant objects of the EPA Act. b) It is consistent with the <i>New England North West Regional Plan 2036</i>. c) It is consistent with the <i>Draft New England North West Regional Plan 2041</i>. d) It is consistent with <i>Armidale Regional Council Community Strategic Plan 2027</i>. e) It is consistent with the <i>Armidale Regional Council Local Strategic Planning Statement, 'A Plan for 2040'</i>.
Other public interests (i.e. precedents)?	<p>The proposed development is considered as being satisfactory subject to conditions.</p> <p>The land is appropriately zoned to permit the development.</p> <p>It is considered that the revised subdivision layout has responded to initial community concerns regarding traffic and amenity issues and provides additional land stock to satisfy market demands.</p> <p>Given this the development is not considered to be contrary to the public interest.</p>

CONCLUSIONS / RECOMMENDATIONS

I confirm that I am familiar with the relevant heads of consideration under the Environmental Planning and Assessment Act and Local Government Act (if applicable) and have considered them in the assessment of this application.

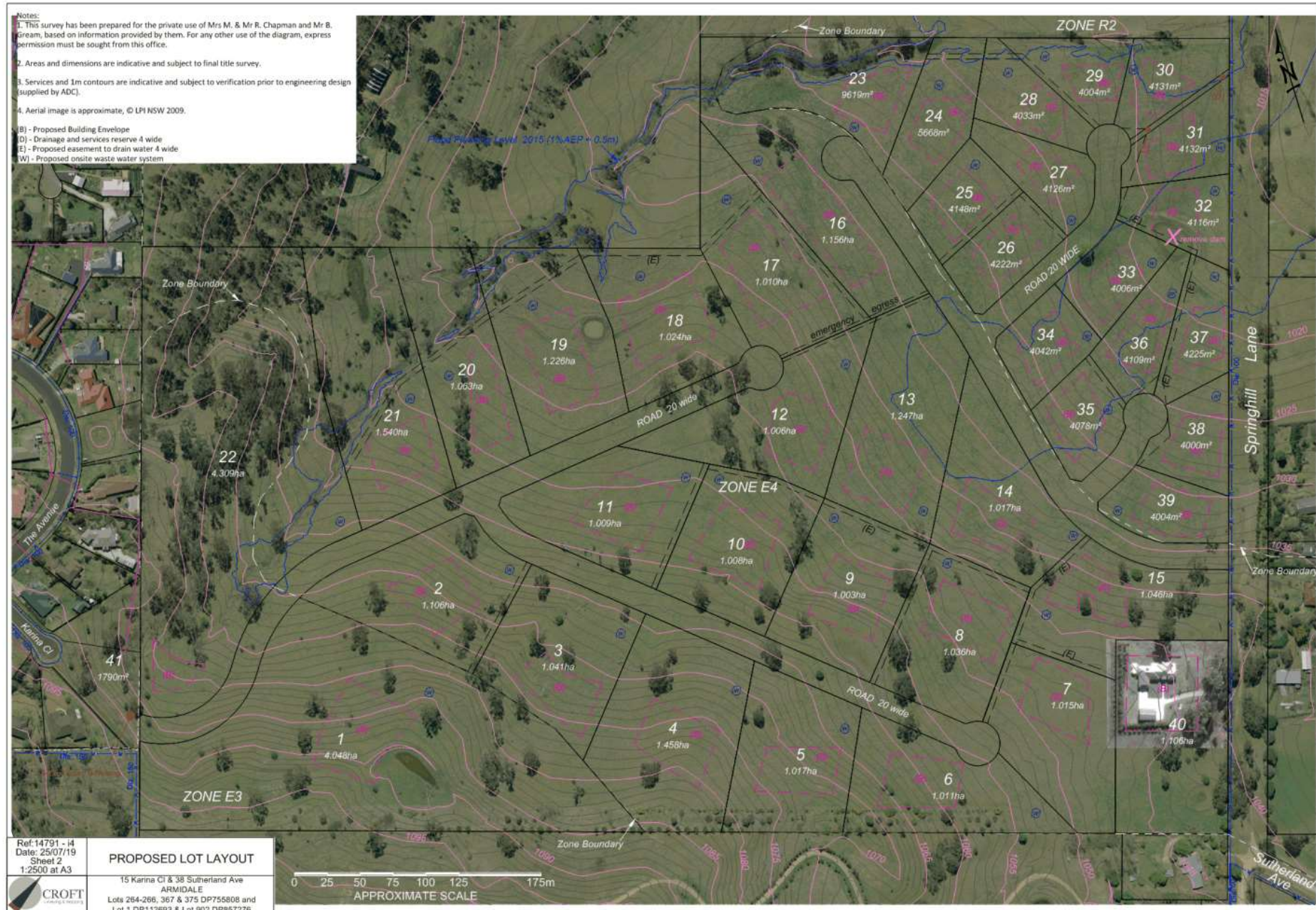
I certify that have no pecuniary or non-pecuniary interest in this application.

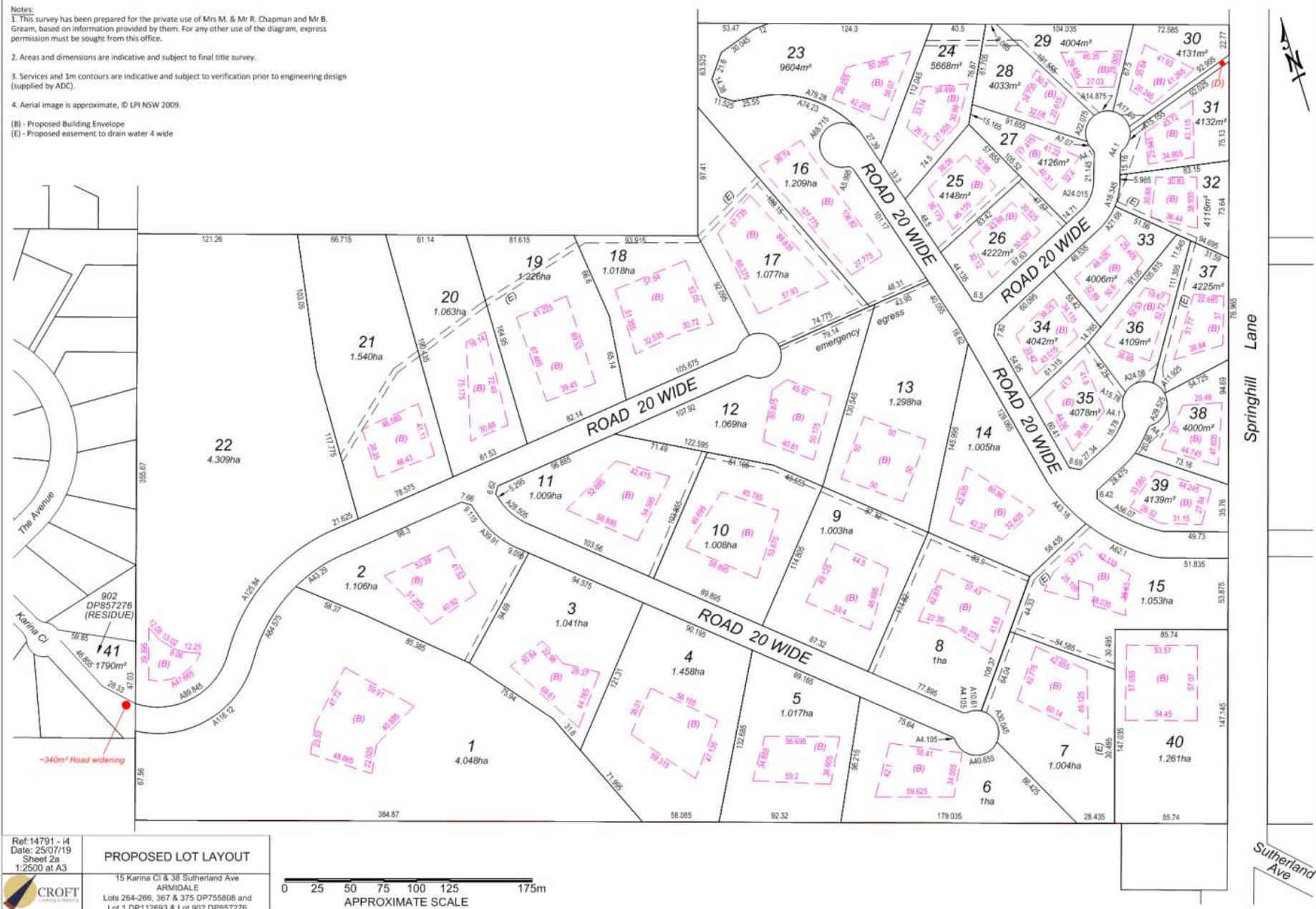
I recommend that the proposal be granted conditional consent under delegated authority.

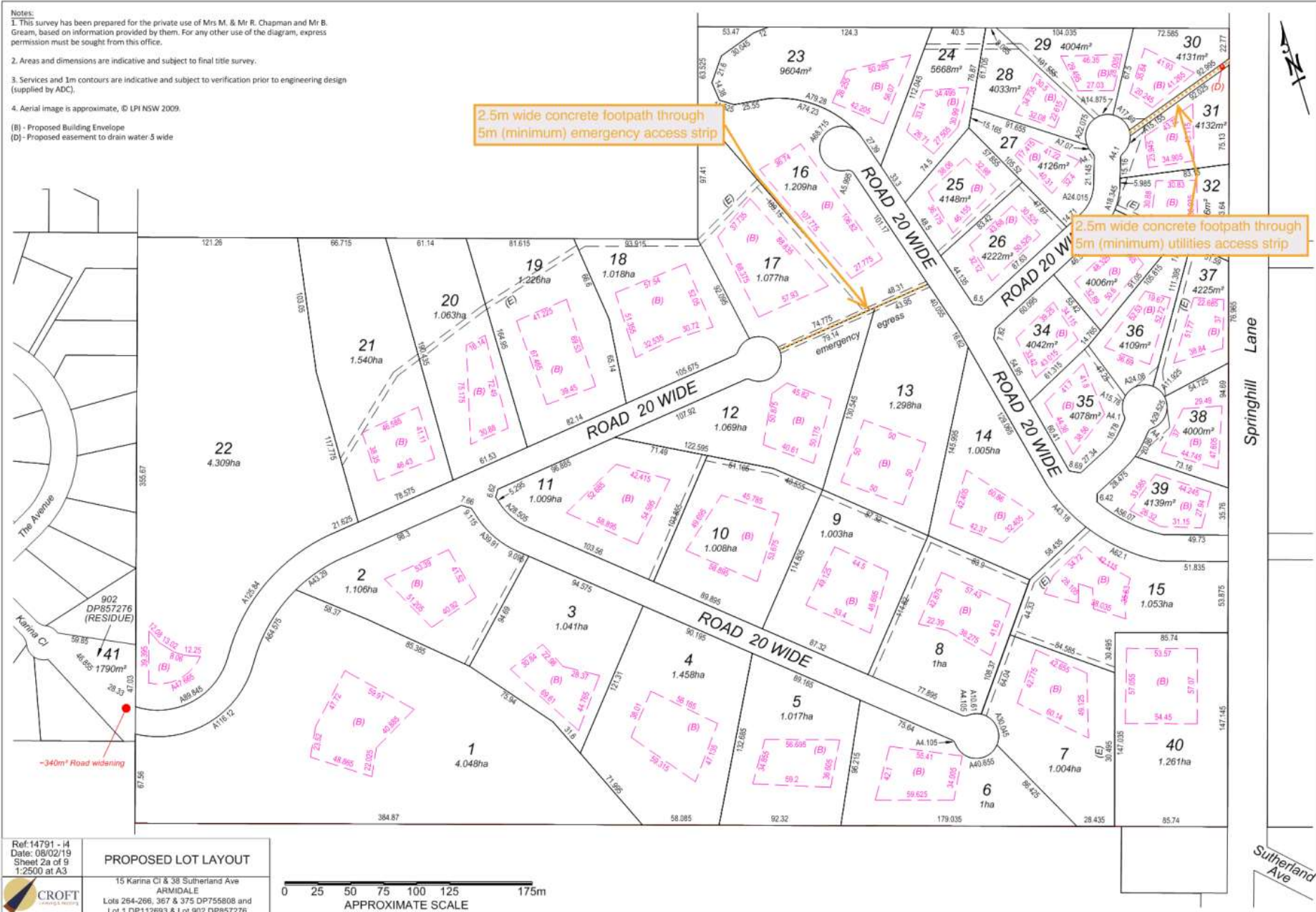
ADDITIONAL NOTES ATTACHED: NO

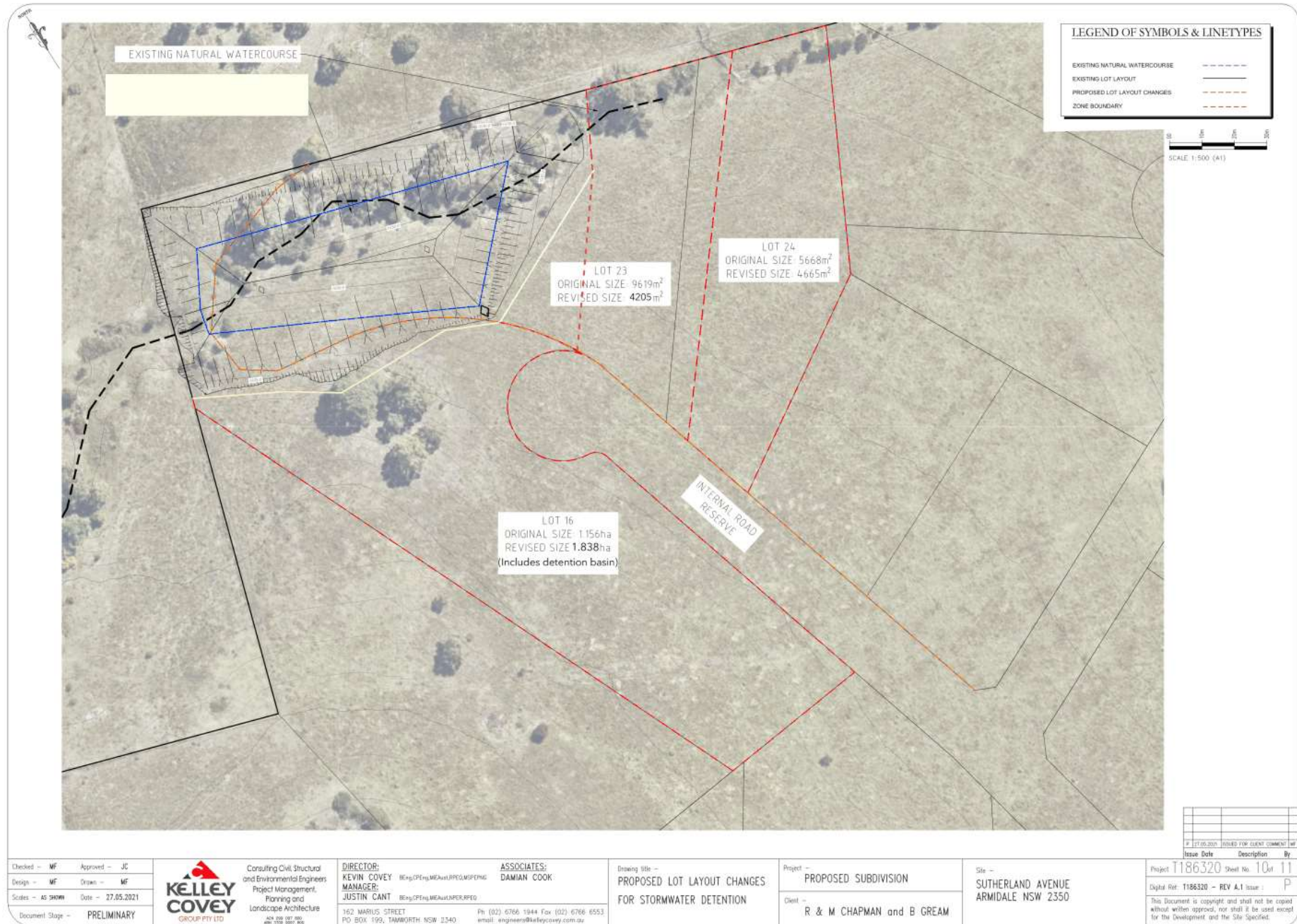
DA No: DA-16-2019 **Signed:** _____

Date: 5 February 2022 **Time:** _____











John Goodall
Program Leader - Building Development
Armidale Regional Council

Armidale 2350
18/3/19

DATE REC'D 20/3/19
DOC NO AI 2019/06047
FILE NO DA-16-2019

Dear Sir,

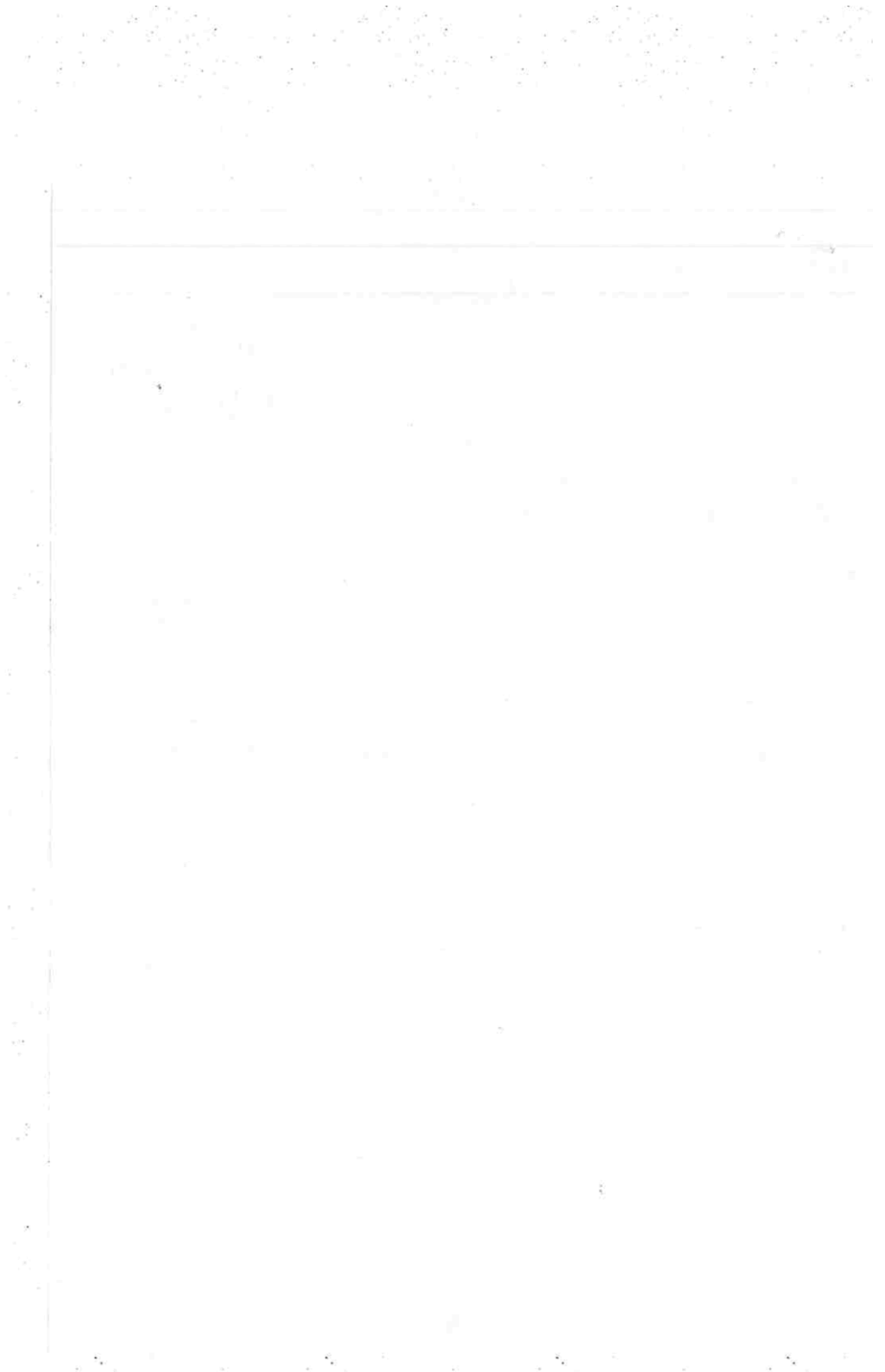
I hereby object to DA-16-2019 for 4 to 41 lot subdivision off The Avenue via Karina Close, on the grounds of (1) loss of amenity for The Avenue residences and community because of the likely greatly increased traffic caused by the proposed subdivision and (2) lack of notification and consultation to residents of the Avenue, and (3) Short time allowed for objections.

I am a 40 year old long-term resident of The Avenue, (a fifty year resident of Armidale) who moved to this location because of its quiet and peaceful nature, not being a thorough road with much traffic.

I have had no letters or notification of the proposal, and did not know of it until residents near Karina Close informed me.

Please extend the time for objections & notify all residents of The Avenue

Armidale 2350



John Goodall

From: [REDACTED]
Sent: Tuesday, 19 March 2019 7:34 AM
To: John Goodall; Council
Cc: Simon Murray; Dorothy Robinson; Peter Bailey; Jon Galletly; Diane Gray; Libby Martin; Andrew Murat; Debra O'Brien; Margaret O'Connor; Ian Tiley; Bradley Widders
Subject: TRIM: Objections to access new lots in south hill through The Avenue

HP TRIM Record Number: AI/2019/05849

Hi

I am writing this letter to object the proposed access to the new lots in south hill through The Avenue. I think it is my right to do so because I am a residence living in The Avenue. There will be years of construction with trade and delivery trucks travelling in and out daily.

My family and myself will not only lose our quiet and peaceful neighbourhood which the reason we live here, the road will be more dangerous for our children with the extra traffic.

Why not have access from Ross Street, Springhill Lane and Sutherland Avenue? They are better choices apparently.

Creating a potential of through traffic from St Patricks Estate is a significant loss of amenity which will impact land values.

The road proposed to change into access is a lot meant to be built house. The neighbours bought houses near it by knowing it. It is not right to change it into a road.

I hope you reconsider the plan to access the new lots through The Avenue.

regards

John Goodall

From: Tuesday, 19 March 2019 12:49 PM
Sent: Council
To: smuray@armidale.nsw.gov.au; Dorothy Robinson; Peter Bailey; Jon Galletly; Diane Gray;
Cc: Libby Martin; Debra O'Brien; Margaret O'Connor; Ian Tiley; Bradley Widders
Subject: DA-16-2019: Subdivision-7 to 41 Lot Residential Subdivision

Dear Mr Goodall

I wish to lodge an objection to the above proposed development. My objection is not directed at the actual development of the site but at the access point via Karina Close which I feel will create major traffic problems in the area of The Avenue ,Markham Street and the Boulevard

I have lived in The Avenue for the past 30 yrs and have in this time noticed a major increase in the traffic flow in this area, there have been a number of accidents on the corner of The Avenue and Markham Streets and many near misses due to excessive speed coming down The Avenue, the keep left signs on both Markham street and the Boulevard corners on The Avenue have had to be replaced more time than I can count and the addition of 40 more homes with at least 1 vehicle per home will only make this problem much worse if the access is via Karina Close.

There are also many children living in this area, catching school buses and playing and any increase in traffic flow can only add to the possibility of a serious accident .

One of the reason we purchased in The Avenue was because there was no through road on any of the council development plans in this subdivision and for the safety of our 6 children and the peace and quite we enjoyed.

I argue that the main entrance to the proposed development should be via Springhill Lane and not through Karina Close, a second access via Ross Street could also be considered if necessary .

I also have very serious concerns noting that all these homes will have Septic Systems that in the event of heavy rain on the steep slopes could overflow and enter the water drainage into town ,a sewerage system should be provided by the developers or council.

I trust my objections will be noted by council.

Yours sincerely

Sent from my iPad



19th March 2019

Armidale 2350

Mr John Goodall, Program Leader – Building & Development
Armidale regional Council, NSW

Ref: DA-16-2019 Development - New Rural Subdivision

Dear Mr Goodall

We live at The Avenue, Armidale. We have suddenly come to know from another resident of the area about a rural subdivision (DA-16-2019). I am surprised that we were not contacted or given any chance to express our views on this development activity as it affects our living on the avenue. The planned access to the new subdivision is our main concern.

I understand that some residents have already expressed their objections and concerns.

I am writing to express our objection to the proposed access to the new subdivision via The Avenue and then through Karina Close. I urge the Council to consider the following alternative access points:

- Main entrance should be off Springhill Lane
- Extra access off Ross Street through Lot 24
- Braund Street intersection with Ross Street
- Karina Close as an emergency access only- with restricted traffic flow to emergency vehicles only.

Thank you for your consideration.

Yours sincerely

objection to road from Karina Close DA-16-2019

I agree strongly with all the valid points made on the attached sheet.

One more thing that I personally would like to add is:

I conduct a Family Day Care service at my home in The Avenue; I feel increased traffic coming from Karina Close, Old Gostwyck Rd and other areas, is certain to be a danger to the parents dropping small children and picking them up. Parking on the road.

* There are more suitable alternate options available:

- Main Entrance of Springhill Lane
- Extra access off Ross st through Lot 24.
- Braund st intersection with Ross st.
- Karina Close as an emergency access only.



7684

DATE REC'D: 20.3.19
 DOC NO: A1/2019/06067
 FILE NO: DA-16-2019
 REFERRED TO: J. Goodall
 COMPLETED DATE: 19/04/19

* Also: The Karina Close Block (zoned residential) was not intended for the purpose! Years ago we had thought of purchasing that block ourselves - and NB: There would be no permission of sub-division there or any of the Blocks in this area. ~~EA~~

Regards

- Call for an independent traffic assessment to include O'Connor Road and Markham Street intersections with Ross Street due to the increase in traffic. Previous traffic assessment deeply flawed and does not acknowledge the 3 Edwards school buses that pickup in The Avenue am and set down in afternoon.
- Access via Karina Close will disturb the peace and tranquillity of our neighbourhood; the reason many purchased in this area was due it being a no through road. Many young families will lose the security that our neighbourhood is quiet with low traffic flow.
- Having a 'through road' will cause house values to drop in The Avenue and Karina Close (some real estate agents suggest \$100 000 - \$150 000 loss in current value)
- The access in Karina Close to be used as a road was indicated as a house block on the original St Patrick's estate. People on either side purchased their blocks with the understanding it was another house block
- Unreasonable amount of time to consider the application as letters from Armidale Regional Council were mailed out in three stages and not all residents received a letter.
- We note that the 'Keep Left' sign at the northern entrance to The Avenue off Markham Street is frequently replaced as a result of being knocked down by vehicles travelling too fast for the corner.
- Questioning the opening of the cul-de-sac in a residential area to give access to a rural subdivision
- Residents of Old Gostwyck Road, Dangarsleigh Road and Kelly's Plains are already expressing their intent to use the new development road as a short cut to town and the airport, we say no
- The Reserve included in the development as a Koala corridor does not adjoin their habitat to the hill south of the development where they currently move freely. Roads and fencing will inhibit the movement
- • The block in Karina Close designated to be converted to an access road was bought by the Chapman's as a house block 2135m² in 1996 zoned residential A: 902/DP857276. This should not be divided to become a road – no other house block in St Patrick's estate has been allowed to subdivide.
- • Rural living blocks as indicated in DA means livestock and supplies would be travelling through a residential subdivision, we say no.
- 40 Septic systems not suitable in our city over such a large steep land area, developer should install sewerage system. Pump out septic tanks should not be acceptable in a watershed that feeds into stream system that flows through a significant part of the City of Armidale. If council does not have sufficient infrastructure in place to support all these new homes then the development should be stopped.
- In the flood assessment there is no indication of the water flow from a significant flood event from the area of The Avenue being taken into account.
- Due to the lack of community notification and consultation, we request an extension to the time before submissions end. Council directed letters to a select number of residents before questions

Mr John Goodall,
Senior Town Planner,
Armidale Regional Council

1949
DATE RECD. 20.3.19
DC NO. AI 2019/6066
NO. DA-16-2019
FORWARDED TO. John G.

ARC
20 MAR 2019
RECEIVED

Re DA 16-2019 15 Karina Close

19th March 2019

Dear Mr Goodall,

Reference is made to the development proposal/residential subdivision as above described. We advise that we have viewed the plan of layout as proposed together with supporting documentation.

As a result we now submit an objection to the proposal in its present form on the following grounds:-

1. The primary means of access via **The Avenue and Karina Close** will be detrimental to the amenity/ambience of the existing occupations on these roads and therefore contrary to the reasonable expectations of landholders who, in the main, would have invested in land and homes which would not be subject to traffic impacts beyond local light traffic, having regard to there being no other vehicle outlets than that presently existing.
2. The naming of **Karina Close** as such implies a "no through road". By definition **A CLOSE** is an access way with **NO OPENING** other than a "narrow passage" (if designated expedient). **Source: Chambers Twentieth Century Dictionary**. The fact that it can allow for a "narrow passage" would not preclude pedestrian or bikeway access.
3. The block of land at the end of **Karina Close** proposed to become part of the road system was **zoned Residential A** and as such any person investigating future land uses in the area prior to purchase would reasonably conclude that it would be developed for a dwelling. The question therefore arises as to why the owner of the block would suppose that Council, in due course, would be agreeable to a change of designation as a public roadway. Could it be that the present owner when purchasing the block had in mind the intent to, at some time in the future gain advantage for subdivision approval and access?

4. As stated above the expectations of residents in **The Avenue and Karina Close** were, and are, that traffic movements would be limited to local light traffic with a single road outlet as presently exists. Any increase in traffic flows which the subdivision in its present form would generate, will unfairly reverse the status quo. Whilst any assessment of traffic impacts relates to the proposed subdivision, it should be noted that the road system will not be exclusive to such. In this regard there has already been interest expressed by residents in the **DANGARSLEIGH ROAD** and adjacent areas who foresee the opportunities to utilise the proposed new road system as an access to other areas such as the airport, the new high school, the hospital, the railway station, etc., thus producing a multiplier effect. With the passage of time and the prospect of subdivision in these areas, the very real possibility of **The Avenue, Karina Close** and other roads such as **O'Connor Road** and **Markham Street** for example becoming major traffic arteries is, to say the least, daunting! Noted also is the impact which a recently approved subdivision of land in **Ross Street** near the **Markham Street** intersection will have on that street. The **TRAFFIC IMPACT ASSESSMENT** accompanying the application does not address these issues.
5. The **St. Patrick's Estate** was approved by Council for subdivision with many viewing the former orphanage as its centrepiece. It was to be, and is, a development of high standard with covenants imposed to ensure this. These include, but are not limited to, such matters as fencing, dwellings and other structures. It has been noted that the Council-operated **Heritage Bus Tour** from time to time visits the area and highlights its unique appeal along with other features of interest in the City area. These values of this area will be lost forever if the proposed road access proceeds. Are we now to believe that Council would consider negating its previous intentions for the **St. Patrick's Estate** ?
6. Whilst we do not oppose, in principle, a proposed subdivision of the subject land, we believe there are opportunities for a better solution to provide access. This could be achieved by a redesign incorporating the existing outlets via Springhill Lane, Sutherland Avenue thence to Dangarsleigh Road. Ross Street access could also be considered. Any costs incurred towards the upgrading of existing roads, in particular

Springhill Lane, in the event of redesign, could be offset by changes to the proposed internal roads, sections of which would become superfluous.

Addendum:- Whilst we are unaware of the number of objections which will be lodged, we have nevertheless been able to gauge community feeling by other means, viz. public meeting in Karina Close on Saturday 16th March and letter-box distribution of leaflets relative to the proposal.

Yours Sincerely ,

Armidale 2350 NSW

As we have made a submission to DA 16-2019, under section 147(4) and (5) of the Environment Planning and Assessment Act 1979, we declare that we have not made any gifts or donations to any staff member or councillors of Armidale Regional Council, nor to any political party.

To whom it may concern

18th March 2019

RE: Objection to the opening Karina Close for a new proposed development

Dear Sir / Madam

I want to start the objection by emphasising that I am not against the new proposed development (DA-16-2019) but that I want to object to the opening of Karina Close.

Access to the new development via Karina Close will increase the amount of traffic on The Avenue substantially, with noise pollution and general pollution, especially during the new development construction phase/s with delivery trucks and trades people using The Avenue as an access point. This will also disturb the peace and tranquillity and cause a hazard especially for elderly residents and children in the area, as we already have problems with people speeding while driving on The Avenue.

The residential zoned block A: 902/DP87276 bought by the developers should not be allowed to be subdivided (no other blocks in St Patrick's estate are allowed to be subdivided) for the purpose of an access road.

Karina Close intended use.

The street Karina Close was never intended for through access as its name suggests.

The street name "close" is defined as a residential street without through access.

Had this street been named with the intent of opening it to access further development, the local residents would have had consideration in advance that this area may have been developed in future.

Having a "through road" with increase traffic (not just the new development but also other established developments via Dangerleigh Road and Old Gotswyck Road etc.) will devalue property prices due to this new road proposal. This could also increase crime in the area.

This will substantially decrease the quality of life we and our neighbours enjoy. It will change the intended use of The Avenue and surrounding streets from a closed access street to a thoroughfare.

Alternatives to Design and Entrance Points.

As Springhill Lane is already a gazetted road and can be joined to Taylor Street, which is already a major thoroughfare, connecting to Armidale Town Centre and Kentucky Street (another major thoroughfare), it makes sense that Springhill Lane is used as the access point for the land subdivision.

The southern end of Taylor Street has only partial development so the impacts on local residents would be far more limited.

In keeping with reduced traffic impacts, it would also be preferable to have more than one access point from Springhill Lane, and also access from Sutherland Avenue, allowing for the option of smaller separate subdivisions separated by parkland/greenspace/wildlife reserve.

Also, previous traffic assessments are either outdated or inaccurate and a current independent assessment, including all the access points to The Boulevard and The Avenue, needs to be undertaken.

Lack of Greenspace and parkland specified.

The proposed Reserve included in the proposal designated as a Koala corridor does not adjoin these native animals' habitat with the hill south of the development and will inhibit their movement and endanger these animals.

In such a large area for development, might I suggest that a greater area is allocated to green space, and/or parkland?

Armidale runs the risk of becoming over urbanised if developments like these are allowed to go through without consideration for the lifestyle people choose when they buy homes and properties in rural areas.

Also, with increased development, regardless of the size of the allotments, there is more land clearing, less habitat for wildlife, less shadeless surface water, greater potential for flooding and erosion, as well as more noise, dust, pollution.

The Koala habitat/wildlife reserve on the edge of a housing development will be ineffective if the wildlife (Koalas, kangaroos, wallabies, lizards, snakes, echidna, and wombats) have no safe way of getting in and out of the land reserved.

My suggestion is that the area marked as Lot 1 needs to be allocated as greenspace, parkland, and/or wildlife corridor.

Under no circumstances should an access road be allowed to be built in this area as this will have a further detrimental impact on local wildlife populations.

I also recommend that greenspace areas be allocated in stages 1 and 3.

Zoning requirements.

The area specified as block 1 is zoned under E3 or environmental management.

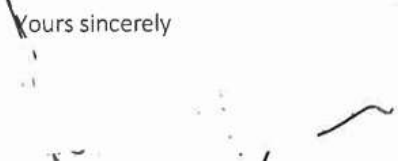
The zoning specification states that the objective is to protect, manage and restore areas with special ecological (native flora and fauna habitat), scientific, cultural, or aesthetic values and any development cannot have adverse effect on these values.

It's my interpretation that constructing a major thoroughfare through the middle, or even on the edge of such land would have substantially adverse effect on all these values.

My last concern is the lack of council to inform or consult residents affected by the development proposal. Some residents are travelling for work or leisure and won't have time to respond to the proposal in this narrow time frame given by council. I therefore request an extension for submissions with a more realistic time frame.

Your assistance and support in this matter would be appreciated.

Yours sincerely



John Goodall

From:
Sent: Monday, 18 March 2019 12:39 PM
To: Armidale Regional Council Mayor; John Goodall
Cc: Simon Murray; Dorothy Robinson; Peter Bailey; Jon Galletly; Diane Gray; Libby Martin; Andrew Murat; Debra O'Brien; Margaret O'Connor; Ian Tiley; Bradley Widders; chris@mediachild.com.au
Subject: Opposition to extending Karina Close, DA-16-2019: reference 253527
Attachments: Karina-Close-development-objections.pdf

18th March, 2019

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Submission in opposition to extending Karina Close, DA-16-2019: reference 253527

I'd like to express my opposition to the plan to open Karina Close for traffic from the new subdivision off Springhill Road. I'm not in opposition to the development as a whole but feel that access to the development through Karina Close is unnecessary and will significantly impact the existing residences along Karina Close and The Avenue.

The Avenue is a quiet residential area, currently being used by not only local residents, but the broader community. Especially in the morning and afternoons there's a fairly constant traffic of walkers, joggers, kids learning to ride their bikes, pregnant mums and new mums with strollers. This is because it's a nice area with relatively little traffic. What traffic there is, tends to be slow being mostly local residents.

We frequently have Possums, Echidnas, Lizards, Kangaroos and large numbers of native birds visiting our yard. It's a quiet, leafy, family oriented area.

If Karina Close is opened for the new development that will change. In the short term there will be a high flow of medium to heavy vehicles using The Avenue and in the longer term many of the new residents using The Avenue as a shortcut, as well as increased traffic for deliveries etc. This will mean a more dangerous environment as well as dust and noise pollution. My understanding is that The Avenue was never designed to serve as an arterial road and given the crests and bends would also be unsafe to repurpose it to that end. The access from Springhill Lane for the development also makes this change of access totally unnecessary.

I've heard it discussed that part of the justification for the Karina Close access is for emergency vehicles. The end of Karina Close could have an emergency vehicle access (if that *is* actually necessary), controlled by a bollard or a gate, without allowing residential through traffic, although I suspect the access has less to do with emergency access and more to do with getting a better price on lots in the subdivision.

I have two young children who currently enjoy full use of our yard. There is no front fence as is stipulated for any of The Avenue lots. I see trucks and through traffic along the Avenue as being a danger to them and the other road users, and would strongly appreciate it if you adopt a more common-sense solution than the current proposal.

Kind Regards,

Armidale NSW 2350

4 March 2019

John Goodall
Program Leader – Building & Development
Armidale Regional Council
PO Box 75A
Armidale NSW 2350

Re: Development Notification (DA) – Application Number: DA-16-2019
Property: 15 Karina Close Armidale NSW 2350., 38 Sutherland Avenue Armidale NSW 2350, 5
Karina Close Armidale NSW 2350

Dear John,

I am writing to you regarding the above Development Notification. I live not just in St Patrick's Estate but opposite Karina Close. I would have hoped that these two attributes would have promoted notification by Council including information on how I can learn more about the DA and so on.

As I understand it, Council is seeking submissions on the DA by 13 March 2019. Based on the fact, that I and others in the Estate have not been informed by Council, I think the timeline needs to be extended to not just cover (a) formal notification of the DA but also (b) adequate time to consider making a submission.

I await your reply.

Yours faithfully,

Armidale NSW 2350

ARC

14 MAR 2019

RECEIVED

11 March 2019

John Goodnall
Program Leader – Building & Development
Armidale Regional Council
PO Box 75A
Armidale NSW 2350

Re: DA-16-19

Dear John,

Further to my letter of today, I wish to state that I have no association with the Developers or any business associated with the application, including political donations or gifts to any Councillor or employee.

Yours faithfully,

11 March 2019



Armidale NSW 2350

John Goodnall
Program Leader – Building & Development
Armidale Regional Council
PO Box 75A
Armidale NSW 2350

Re: DA-16-19

Dear John,

Last week, I wrote to you about the aforementioned Development Application, to which I am waiting on a reply. (See copy attached.) A non-Council flyer in my letterbox today confirmed that feedback submissions must be lodged by 15 March. Hence, my quickly put together, message below.

As I stated in my letter, I live not just in St Patrick's Estate but opposite Karina Close. I have received no correspondence from Council about the DA. The flyer informed me that I could view the DA on the Council's website. On examination, it is apparent that resident feedback has not been considered nor undertaken in the DA. This may well be outside of the DA application policy, thereby leaving it to Council to perform.

Of particular note, the *Boresch Traffic Impact Assessment* refers to the physical condition of the road, intersection performance, technical and environmental capacities and so on. The St Patrick's traffic movement is measured at the intersection of The Avenue and Karina Close and Ross Street (near Markham Street as per the included photo). Reference is made to the 'minimal increase in traffic produced by the development' (p.11), that the 'development will have minimal traffic flow impacts on the surrounding road network (ie The Avenue)' (p.12) and "the subdivision will not adversely impact on the local road and transport network" (p.12). The *Statement of Environmental Effects*, assembles these points into a statement that the "road network has the capacity to absorb the additional traffic generated by the proposed subdivision and as such will **not** [bold mine] have an adverse impact on existing residential development". Such a statement is naïve, as the capacity and thereby impact upon residents / people has not been valued or considered. It is this that concerns me.

1

As the DA informs, the new development will see an increase in traffic. Some, 360 vehicle movements per day (see the Kelly Covey, Traffic Impact Assessment Summary – Dangersleigh Road/Old Gostwyck Road, Armidale, document, p.2). In a week that is 2,520 extra vehicle movements. If all or some, of this movement occurs along Karina Close - that intersects at my property (including associated car lights, noise and traffic) that equates to a significant, not minimal or non-adverse, impact. It is also significant in terms of the traffic movement along the top section of The Avenue and into Markham Street. It is naïve to also think that the new development's residents will equally or more likely exit at Sutherland Avenue as opposed to Karina Close, as per the Kelly Covey document (p.2). Karina Close will provide a much quicker route to Armidale [South Hill and the like] town services along with the Airport, Train, Bus, UNE, main shopping, and the local high school. The *Boresch Traffic Impact Assessment* document, page 2, confirms this.

By providing access through Karina Close also suggests that St Patrick residents would not be concerned about the changes to their estate's low noise, low traffic, family friendly, ambient and 'highly sought after' neighbourhood that people have created and bought into. This is very important and worth preserving for the many who reside in the Estate. On this basis and considering the size and impact of the development, surely a St Patrick's Estate Residential (Social) Impact Assessment will be conducted.

Presently, Lot 40 of the development is using Spring Hill Lane and Sutherland Avenue for access. As this is an established traffic route, why cannot it continue to be so - as the sole access for the development? According to the Kelly Covey document, "a conservative distribution of 75% traffic using the Sutherland Avenue access was assumed, resulting in an additional 270 vehicles per day" (p.2), that 'the results of the post-development modelling indicate ...will maintain a Level of Service (LOS) of A' (p.3). Hence, surely then Sutherland Lane, and as the sole access to the development, is the most logical decision. It would also and immediately quash the concerns of St Patrick's Estate residents and indeed people like me, living opposite Karina Close.

Yours faithfully,



Armidale NSW 2350

4 March 2019

John Goodall
Program Leader – Building & Development
Armidale Regional Council
PO Box 75A
Armidale NSW 2350

Re: Development Notification (DA) – Application Number: DA-16-2019
Property: 15 Karina Close Armidale NSW 2350., 38 Sutherland Avenue Armidale NSW 2350, 5
Karina Close Armidale NSW 2350

Dear John,

I am writing to you regarding the above Development Notification. I live not just in St Patrick's Estate but opposite Karina Close. I would have hoped that these two attributes would have promoted notification by Council including information on how I can learn more about the DA and so on.

As I understand it, Council is seeking submissions on the DA by 13 March 2019. Based on the fact, that I and others in the Estate have not been informed by Council, I think the timeline needs to be extended to not just cover (a) formal notification of the DA but also (b) adequate time to consider making a submission.

I await your reply.

Yours faithfully,

782
7/13/19
A 1/2019/0462
DA-16-2019
J Goodall

John Goodall

From: [REDACTED]
Sent: Monday, 18 March 2019 11:53 AM
To: arc-councillors@armidale.nsw.gov.au; John Goodall; Armidale Regional Council Mayor
Subject: Proposed development Karina Close extension etc DP755808

Hello all

Given the topography of this proposed development, the number of allotments and the road surface area is there adequate drainage to mitigate the consequent substantial runoff that will be invariably directed into the Black Gully creek system whose function as a proxy gutter has been already brought under additional load by recent developments in Taylor Street?

Thank you

John Goodall

From:
Sent: Tuesday, 19 March 2019 9:06 PM
To: John Goodall
Subject: Karina Close Access DA-16-2019

Dear John,

I was informed two weeks ago through casual conversation with clients closer to the proposed development DA-16-2019 that there was a DA in motion for an access to a 41 block development via Karina Close. I was initially surprised by this as I knew of development occurring on the eastern end of Ross St and understood when the traffic flow was changed at Ross and O'Connor Road two years ago that this was due to more expected traffic. I looked up and read the DAs from both 2003 and 20

The Avenue is a lovely area to live with friendly neighbours and a quiet street. I am comfortable to go for a walk at any time of the day or night as it is well lit and a safe area. I live at the bottom of the hill where the hill just starts to rise and there are times when people (mostly younger drivers), put their foot down and speed up the hill at 80-90km. This is of concern with young families living close by and my neighbour, Kim Armitage, runs a Family Day Care business. There have been times when speeding cars have lost control and skidded out with near miss incidents.

To increase traffic flow will substantially increase the noise levels and reduce the amenity of the neighbourhood significantly and incur a drop in the resale value of my residence. I have lived in this house for over eight years and lived around the corner in Kilkenny Close for the previous nine years. I chose this area as it is a quiet and safe neighbourhood with a good sense of community (plus I could put out the rubbish bins in my pyjamas if I felt so inclined!).

I attended a community meeting on Saturday 16 March which was very friendly in nature and discussing the way affected residents had been notified (very few and sporadically) and the implications of the development and the access via Karina Close.

No-one at the meeting was opposed to the development itself, we accept that it will go ahead. We oppose the access via Karina Close as St Patricks Estate was designed as a pleasant area with open plan gardens and houses to be seen from the street front. We also have a number of covenants on our blocks re type of roof (although I suspect that may have changed of late), brick buildings etc. Issues discussed were that proper traffic assessments were not carried out and information about the development had been withheld and released haphazardly only once people started to approach Council. No other block on The Avenue has been allowed to subdivide.

This evening I did a drive around the access ways to the new Estate and present the following points for consideration.

Proposed alternatives to Karina Close access way are:

1) Access via Springhill Lane to Sutherland Avenue and Ross Street.

People have been campaigning Council for a number of years to upgrade Ross St but have been refused. Get the Developers to pay for access to their development and upgrade Ross St in the process. Sutherland Avenue could also be upgraded and provide double access points for the new estate.

2) Access via Springhill Lane by extending to Taylor St and opening up the area. This would increase the amenity of the Dog Park, Community Garden and Keeping Place, the new retirement development Oak Tree is here and increased traffic is expected. An additional railway crossing would have to be accommodated, but with a train that runs only two times a day (and the longevity of that is in doubt), that should not be too much of an issue.

3) Emergency Access only via Karina Close - there is a precedent for this with the Emergency Access connecting The Boulevard and The Avenue and I remember when this took place there were community petitions. I for one would appreciate being able to walk into the new estate on my morning walks, it is a lovely area and I would follow the development and subsequent construction with interest.

4) At the very least, restrict heavy vehicles travelling through the area (Karina Close and The Avenue), trucks and heavy machinery, both for noise and safety issues. Karina Close is not wide enough to carry large vehicles and currently with two cars parked either side would only accommodate one small car to pass between. I see there is scope to widen the footpath on the Northern side but not enough to carry a large volume of traffic.

It is not just the additional traffic from the 41 block development alone that is the issue, it is the opening up of St Patricks Estate to Dangarsleigh Road and Old Gostwyck Road traffic. Please understand, I am not a NIMBY, in fact I welcome the other development being carried out closer to me on the western side of Ross St as I hope it will reduce the occurrence of brown snakes in my back yard! In my opinion, the only good snake is in shoes or a purse. I am also strongly considering buying two adjacent medium sized blocks (if relatively flat terrain) in the new development of the Chapmans, to build small houses to accommodate myself and my parents in their old age (though separate septic systems on each block in such steep terrain doesn't seem sensible, the developers should pay to put in a proper sewerage system). However, I don't want to decrease the value of my existing home in the process. I am not opposed to the development, just opposed to the loss of amenity and enjoyment of my current property to allow the Chapmans to make additional profit. I also acknowledge that change and development is part of an evolving city and am comfortable with that fact, just allow consideration of existing dwellings and residents and plan appropriately. Please carry out independent traffic assessments of The Avenue, Markham Street and O'Connor Road to properly assess traffic over a period of time, not having an officer manually count cars over one day as has been reported and I have not seen traffic counters on the road myself.

Thank you for your time. I would appreciate being advised when Council is attending to this issue so I can attend the Council meeting to hear submissions and outcome. I believe there will be a number of interested parties.

Yours sincerely,

Armidale NSW 2350

John Goodall

From:
Sent: Friday, 15 March 2019 9:37 AM
To: Council
Subject: Development-Karina Close, The Avenue

I wish to formally object to one aspect of this development application, that is the access to and from Karina Close. I would firstly like to note that if this application was approved it would affect all residents of The Avenue and possibly The Boulevard, Ross Street and O'Connor Road. These residents were not advised of this DA (as affected residents they should have been) and I am sure that most would have the same objection as this one had they been informed. I would request that the objection phase be extended and council advise all residents of the abovementioned streets of this proposal and give them a chance to have their say. I am told that only 3 residences were informed whereas this access affects the whole of the abovementioned streets

The Avenue and its small offshoots (St Patricks Estate) were designed the way they are to provide a high quality neighbourhood to residents. Ross Street and O'Connor road are the only egress. People who bought here (and paid a premium to do so) did so on the basis of current quality of the neighbourhood including traffic flow. I have seen a traffic study from 2014 that gives a traffic count in The Avenue and Ross Street of 777 cars in the morning and 895 cars in the evening. If Karina close is allowed as an access point and considering residents cars, visitors cars, service vehicles etc this flow could increase by more than half again. Not only would you have residents of this proposed estate coming through The Avenue, but it would encourage everyone from that side of town to use this access as it is a shorter trip. In the construction phase, heavy vehicles will use this access point to the estate for house construction. This could possibly go on for many years given the phased development.

There is an alternative – Sutherland Avenue which is a sensible and viable alternative without disturbing the neighbourhood of St Patricks Estate. This access to town if sealed and made viable would be a very sensible alternative for the hundreds of possible vehicle movements each day. The fact of the matter is if Karina Close is opened up, people WILL NOT use Sutherland Avenue as Karina Close is a more direct and shorter alternative even if Sutherland Avenue is available.

Karina Close, The Avenue, Ross Street and O'Connor road were never meant to handle this volume of traffic.

Not only this, but the residents who bought in St Patricks Estate did so on the basis of the current peace and tranquillity of the neighbourhood which will be ruined if the Karina Close access is allowed. This could also potentially effect housing prices causing them to drop. We are not against development, we just do not believe that you have to adversely affect another neighbourhood for this to occur.

As stated we do not object to this development on the whole. Our only objection is the opening of Karina Close as an access point for the reasons stated above.

Mr John Goodall,
Senior Town Planner,
Armidale Regional Council

Re DA 16-2019 15 Karina Close

17th March 2019

We would like to lodge our disagreement with the above DA, as we feel we will be affected by all stages of this development, in that the DA states that the "the subdivision will not result in any unacceptable impacts on the locality or existing use of land", We strongly disagree because of the following points,

1. We are currently selling our home in The Avenue we will be financially disadvantaged if this development goes ahead as a local real estate agent has estimated this will affect the value of our property by at least \$100,000 to \$150,000
- 2 .We think that the access could be via Springhill Lane through block 31 or block 39 this would create a lot less inconvenience to the residents of The Avenue and little disruption to the new residents of the Karina subdivision. Surely the developers' can foot some bill for access by making a sealed road of their own land instead of using Karina Close.
- 3 . There are no footpaths or cycle ways in The Avenue for safe movement of people, especially children and elderly.
- 4 .The blind hills and corners are dangerous already with current traffic, and potentially catastrophic, with increased car, bus and truck loads. Two School buses go around the Loop of The Avenue and down the full length of the Avenue so lots of trucks and builders would create a very dangerous situation.
5. We built 1995, and in the early 2000s we were advised of a small subdivision off Karina Close and were OK with that, however this current DA shows an eightfold subdivision increase. This will significantly change the conditions we now enjoy.
6. We realise that 2 entry points are required and we believe lot 31 or lot 37 could provide alternatives, allowing mostly local traffic in the new subdivision, giving a safe quiet feel like The Avenue is at present.

7. We would be in agreement to using Karina Close as an emergency access for all emergency vehicles with a locked gate.

In summery we object to DA 16-2019 15 Karina Close because of our potential financial loss on the sale of our property because our area won't have the attraction of a quiet environment and great place to live , an increase in traffic from Old Gostwyck Rd via Sutherland Ave through Karina Close, endangering children, the elderly and other residents of The Avenue.

Yours Sincerely,

Armidale NSW 2350

As we have made a submission to DA 16-2019, under section 147(4)and (5)of the Enviroment Planning and Assement Act 1979, we declare that we have not made any gifts or donations to any staff member or councillors of Armidale Regional Council, nor to any political party ever.



OBJECTION TO DA Number 16-2019

Date 14/03/2019

From

All residing _____ Crt, St Patricks Estate
Armidale NSW 2350.

Details of our Objection; We object to this Proposed Development because of the impact the substantial increase in the flow of traffic that will occur once this Proposed Development has access to The Avenue from Karina Close. The expected thru traffic will not only materialize from the proposed development but also from all properties/peoples living in areas to the East, South and North of Sutherland Avenue, Springhill Lane, etc.

Signed

Page 1

404
DATE RECD. 15/3/19
LOCAL ID A1/2019/05674
FILE NO. DA-16-2019
REFERRED TO J Goodall
COMPLETED DATE

John Goodall

From:
Sent: Friday, 15 March 2019 11:18 PM
To: Council; John Goodall
Cc: Simon Murray; Dorothy Robinson; Peter Bailey; Jon Galletly; Diane Gray; Libby Martin; Andrew Murat; Debra O'Brien; Margaret O'Connor; Ian Tiley; Bradley Widders
Subject: DA-16-2019 - Consideration to extend the period for submissions

Dear Mr Goodall and Council,

On behalf of concerned residents, I am requesting an extension for submissions regarding development application DA-16-2019, on the basis of insufficient and unreasonable time for Residents and Citizens to be notified, informed and make any submissions.

Whilst the DA may have a Lodgement Date with Council of 15 February 2019, there has been inadequate notification of residents.

The earliest letter seen from council to any residents notifying of the DA was dated 21 February 2019 and not received until 28 February 2019. It is clear that there were a limited number of letters of this date sent, and not to residents in the immediate vicinity of Karina Close, i.e. those in that area who would be most affected by an access road to a new development being built and the increase in traffic that would result.

Many residents in the area only became aware of the DA after the afternoon of 8 March 2019, when a member of the community shared on social media that the abovementioned letter had been received.

A resident in the area immediately adjoining Karina Close only just received a letter on 11 March 2019 (letter dated 4 March 2019).

Working members of the community and those away from home, having only been made aware of the development on 8 March, or later (and only officially from council in the letter dated 4 March, received 11 March), need to be permitted sufficient time around their work and family commitments to read and understand such a large DA and its implications, make their own enquiries, and make any submissions. A fair and reasonable timeframe would be at least four weeks from notification – i.e. 1 April 2019, at the earliest.

A resident visiting Council this week to discuss the DA was advised that the submission date cannot be extended as the Traffic Committee needs to comment. If comment by the Traffic Committee cannot occur until after submissions close, it rightly should go to the subsequent Committee.

In order to demonstrate that Armidale Regional Council values the opinion of its residents and the community they form, serious consideration needs to be given to extend the submission date for DA-16-2019 to at least 1 April, 2019.

Yours sincerely,

John Goodall

From: [REDACTED]
Sent: Friday, 29 March 2019 5:00 PM
To: John Goodall; Council
Cc: Ian Tiley; Debra O'Brien; Diane Gray; Peter Bailey; Margaret O'Connor; Dorothy Robinson; Andrew Murat; Simon Murray; Libby Martin; Jon Galletly; Bradley Widders
Subject: DA-16-2019

Dear Mr. Goodall and Council,

Re. DA-16-2019

Submission of Objections and Concerns

Please find outlined below our concerns regarding this development application (DA). We would like to clearly state that our objections are not to development generally, nor to this particular development as a whole. Our concerns pertain to specific elements of the DA, and most particularly the access road proposed via Karina Close.

We request that council carefully considers how this development is planned, that the developer is sensitive to the existing areas and that the development is undertaken in a way that is in the best interests of our city as a whole.

ACCESS VIA KARINA CLOSE

Access to this development through Karina Close is unnecessary and will significantly impact the existing neighbourhood of St. Patrick's Estate, along Karina Close and The Avenue. There are sensible alternative access points via Sutherland Avenue, Spring Hill Lane and Ross Street.

Traffic

The roads that would contribute to an access road via Karina Close (namely, The Avenue, the current formed part of Ross Street, The Boulevard and O'Connor Road) would be heavily impacted by the increased volume of traffic that would be created by the development in the longer term. In the shorter term, there would be serious impact of medium to heavy vehicle traffic on the existing infrastructure.

The 40-lot development itself would create a comparatively huge increase in traffic flow from the new residents, as well as deliveries, and other services. The nature of the dwellings mean they are most likely to have family occupants, creating a higher number of residents than the projected city average of 2.3 (occupancy of dwellings would be more likely 3.5), with at least 2 cars per household, with additional traffic from visitors and services.

With 2 access points to the development, the vehicle traffic at each point will be reduced but, there will be consequent through traffic (i.e. people not resident in the area using it as a 'cut-through' from one side of town to the other).

Traffic Impact Assessment

The 2014 traffic study gives a traffic count in The Avenue and Ross Street of 777 cars in the morning and 895 cars in the evening. This flow could increase by more than half again.

The traffic surveys are outdated and the results/conclusions are flawed – the 2005 Traffic Count that is referenced should not be considered as valid data, being 14 years old. The DA states that the AM peak traffic count from the 2014 study correlates with that of the 2005 study – it does not, the 2014 value is almost double (similarly as it is in the PM).

The DA also states that there is no school bus traffic along The Avenue – this is incorrect as there are buses morning and afternoon. The TIA references 'Appendix 5' in relation to the buses but, there is no Appendix 5 within the document. This not only is additional traffic that has not been considered but, also vulnerable pedestrians in the area of proposed increased traffic.

The traffic assessment studies should be repeated to properly gauge the traffic impact in the area. The DA also doesn't at all consider the impact on Markham Street/Ross Street/O'Connor Road traffic.

Considering there is already development planning for a subdivision on the other side of St. Patrick's Estate (53A The Avenue), there needs to be serious evaluation of the impact of further development on the existing infrastructure. A significant upgrade of O'Connor Road from Kentucky St to Ross St should be considered as part of the DA, as well as evaluation of the Markham Road/Lynches Road intersection for the future.

Safety

The Avenue has crests and bends which reduce visibility and there is already observed lack of caution exercised by some road users. 'Through traffic' and other non area-resident traffic, including medium/heavier vehicles, pose a danger to pedestrians (especially in the absence of pathways) and other road users.

Being a family-oriented area, there are children in the area who may be at risk from the increased traffic. Many of The Avenue lots are not front-fenced (as stipulated for the estate) – children currently able to have full use of their home's yard, will be at greater risk.

There are regular replacements/repositioning of traffic warning signs at the bottom of The Avenue due to careless driving (mostly by non area-resident drivers). I assume Council will have job records for the visits to rectify signage in that area, if documentation was checked.

NEIGHBOURHOOD IMPACT

There is significant and reasonable concern from residents of the area regarding the impact on the neighbourhood they call home. An access road via Karina Close, and it's accompanying increase in traffic through the area, detrimentally affects the nature and purpose of one of Armidale's desirable neighbourhoods. In order to maintain Armidale's diversity of development and dwellings, this area should be preserved in it's current state.

Enjoyment

St. Patrick's Estate (The Avenue and it's small cul-de-sacs) is a quiet, leafy, family-oriented area, that was designed to provide a high quality neighbourhood to residents. Ross Street and O'Connor Road are the only egress, with the only traffic being that of residents, their visitors and their services. People who have previously purchased their property paid a premium to be resident in this area. This value reflects the current quality of the neighbourhood including current traffic flow.

The area used by not only local residents, but the broader community, as a nice area with limited traffic (mostly local, familiar with the area and slower) – in the mornings and afternoons there are walkers (including pregnant women and mums with prams), joggers, children on bikes.

Making an access road/through road of The Avenue creates a more dangerous, noisier, less tranquil/peaceful environment, as well as the development period bringing construction traffic, dust and noise pollution.

Property Value

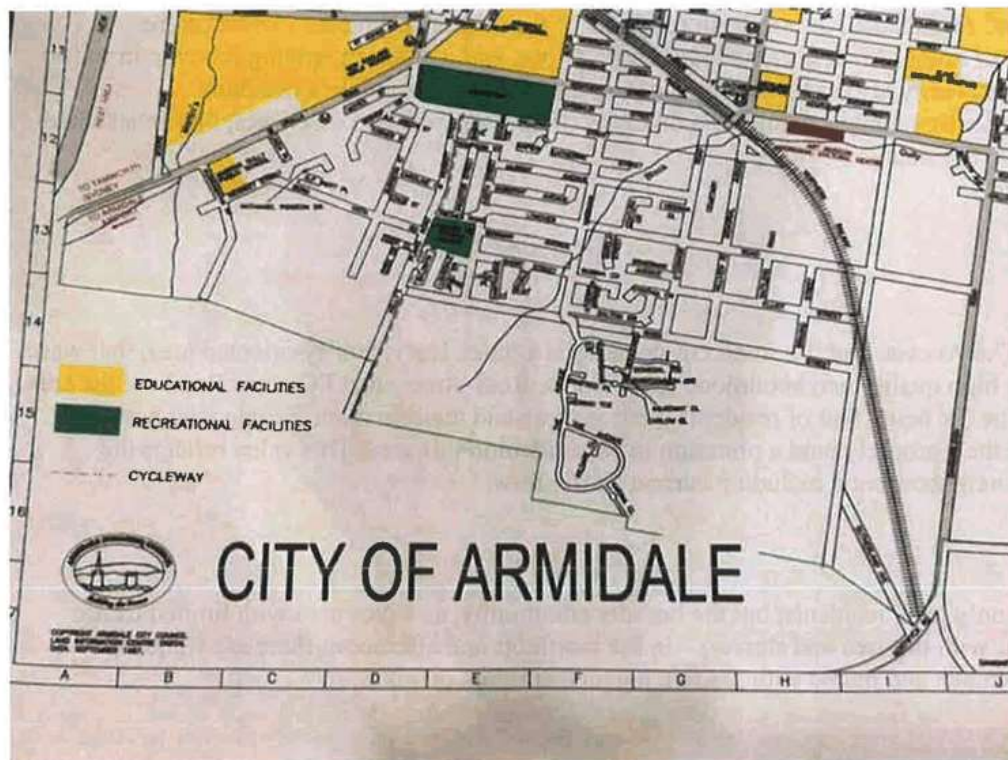
The reduced 'enjoyment' factors of the Estate will be reflected in reduced property values. A through road, instead of a cul-de-sac, completely changes the desirability of property in that area, and would mean Armidale losing one of it's 'desirable' areas.

Zoning/Stipulations for the Area

St. Patrick's Estate has various stipulations for the properties to adhere to, for example, no front fences, no business signs and business vehicles to be parked overnight. Allowing increased traffic and particularly through traffic seems at odds with the estate's image and requirements.

ALTERNATIVE ACCESS POINTS FOR THE DEVELOPMENT

The 1997 Council Map (as pictured) clearly shows the intention of Ross Street and Spring Hill to be fully formed and connecting. These options for access are much more desirable for our city, just more costly (less desirable) for the developer. An access to town via these roads, if sealed and made viable, would be a very sensible alternative for the hundreds of possible vehicle movements each day.



This 1997 map also displays the comparatively smaller/narrower road of The Avenue, clearly never intended to be an arterial road, and only intended to service a discrete estate. Given the crests and bends of The Avenue, it would also be unsafe to repurpose it for a greater volume of traffic.

Emergency Access

It has been suggested that utilising only Sutherland Avenue as a single access point to the development would be dangerous in the event of a fire. In this case, a 2nd access coming from Ross Street would be sensible.

In the event that Karina Close must be retained as an access for emergency vehicles, this could be preserved with a bollard or gate – providing emergency access, while preventing heavier residential and commercial traffic flow.

In the event of an access road via Karina Close being approved, all construction access and the entry point for heavy vehicle traffic should go via Sutherland Avenue to prevent overloading of The Avenue and adjoining streets. An ongoing restriction to heavy vehicle traffic should be put in place.

DEVELOPMENT APPLICATION

The DA appears incomplete, on the basis of Section F (as shown below) having no options selected though the application proposes at least connecting to another road?

Section E – Subdivision Certificate	Section F – Approvals under the Roads Act 1993
DETAILS OF THE SUBDIVISION Is Development Consent required for the subdivision? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No (Exempt Development – if No, attach evidence that you meet the requirements for exempt subdivision) Has Development Consent been granted for the subdivision? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No DA number: _____	USE OF THE ROAD/ROAD RESERVE What do you propose to do? <input type="checkbox"/> Construct road works including drainage <input type="checkbox"/> Construct a footpath <input type="checkbox"/> Construct a driveway <input type="checkbox"/> Connect to Council services (water or sewer) <input type="checkbox"/> Control traffic <input type="checkbox"/> Pumping of water into a road <input type="checkbox"/> Connect to another road <input type="checkbox"/> Creation of work zones for buildings <input type="checkbox"/> Erect hoardings <input type="checkbox"/> Operate a footway restaurant <input type="checkbox"/> Hold a road event <i>NOTE: If you have ticked one of the above activities that involves work being carried out in the road/road reserve, you will be required to submit an Application to Conduct Work on Land to Which Council is the Regulatory Authority Form.</i>
CONDITIONS OF CONSENT Does the Development Consent have conditions that you must meet before a Subdivision Certificate can be issued? <input type="checkbox"/> Yes <input type="checkbox"/> No <i>NOTE: If you answered 'yes' to the above, attach a statement detailing how each of the conditions have been addressed including photos and documentary evidence.</i>	

ENVIRONMENT CONCERNS

Wildlife/Fauna

Residents of St. Patrick's frequently have Possums, Echidnas, Kangaroos and large numbers of native birds visiting their yards. Although, environmental surveys have been conducted for the proposed development area, there hasn't been consideration of the impact on the adjoining neighbourhood and its wildlife.

The DA states there is no koala habitat, and no threatened species but, there have been koala sightings in the area in the past and there are trees in the area that comprise koala habitat.

As published in council's own leaflet ("The survival of the koala is in our hands"), it is a priority to save the area's koala population, with sightings in the peri-urban areas south and east from the cemetery grounds. This would include the proposed development site. This is also supported by SEPP No. 44. Given the composition of trees in the area, we need to be absolutely certain that the composition does not reflect koala habitat (current or future)

Green Space

There is no green space or parklands allocated for the entire area of the development.

They will be large lots but, parkland included in each of the stages could provide wildlife habitat connectivity and enhance lifestyle for residents.

We are not against development, we just do not believe that you have to adversely affect another neighbourhood for this to occur.

We think it is an excellent idea for Councillors to inspect the area of concern and the neighbourhood. If an accompanying representation of concerned residents could be facilitated, it may help Councillors' understanding of the issues.

The objections are, on the whole, not to the entire development, just to the access via The Avenue/Karina Close. It would create an increase in traffic such that it would, quite frankly, destroy the neighbourhood as it currently is - a peaceful area of specific purpose, safe and family-oriented. And, there are access options that would be more desirable for our city, they would just be more cost to the developer!

Yours sincerely,

(Proposed purchase of Armidale)

14/03/2019

Mr John Goodall,
Senior Town Planner
Armidale Regional Council

Re DA 16-2019 15 Karina Close

We have reservations with the above DA. It states that properties to the west will be affected by stage 1, with no further impacts on completion. It also states in it's conclusion that "The subdivision will not result in any unacceptable impacts on the locality or existing use of the land". We disagree.

Our point is that the DA does not take into account the overarching affects of the development to the surrounding residents, in The Avenue, Markham St and Sutherland Avenue. The overriding issue for these residents is the increase in traffic, the DA states that the roads are capable of taking the increase from, an engineering prospective, but for the existing residents it is a big jump, resulting in a loss in their amenity of their homes and lifestyle. It will also affect the pedestrians and cyclists from neighbouring areas who also use these streets because of the existing light traffic conditions, I note the DA states that "unfortunately there are no footpaths but this won't affect pedestrians", as we walk and cycle the area daily we find that flippant. The Avenue is more complex than a line on a map, it has poor visibility curves above and below a steep hill, the upper curve is blind on a crest with entering driveways, all this made worse by the trees lining the road obstructing vision more every year. When a vehicle comes pedestrians have to either step off the road if there is no tree in the way or walk in the gutter. Despite the above road conditions vehicles tend to speed either accelerating hard up the hill or coasting fast downhill, many tending to cross the middle of the road on the downhill curve, or when turning into Ross St. The house at 13 The Avenue has had a car go through it's side fence demolishing part of the house wall, and on another occasion a car failed to take the curve and ended up head on to a tree trunk outside this house. This is with the existing traffic.

When we built our house in 2004 we were advised there would be a 7 lot subdivision off Karina Close, no objections. But this current DA is 41 lots with access also through to Sutherland Avenue is a big change, as it now opens up a short cut from the expanding subdivisions further out on the south east area from Armidale along and off Old Gostwyck Rd and Dangersleigh Rd to travel through this subdivision along The Avenue to the southern end of Markham St along Markham St to UNE and to the west of town, or down O'connor Rd to the city centre. Potentially there will be much more traffic through the subdivision, The Avenue, Ross and Markham St than what the proponents of the DA predict. It would be worse for those living in Markham St, as there is Hanna's 30 lot subdivision off Ross St, with vehicles entering Markham St at the same intersection as those entering from The Avenue further increasing traffic density. Plus the block to the west of Hanna's has been for sale listed as subdivision potential, it's the same size so more vehicles from another 30+ lot subdivision at this intersection. With many more vehicles at the dangerous intersection of Markham St and Kentucky St further on.

We are informed that this subdivision requires two entry points. As an alternative rather than at Karina we suggest to have an entrance through lot 32 of the subdivision, this would open onto Spring Hill Lane which can connect to the eastern end of Ross St, this exits onto the existing bitumen Braund St. This has the benefit of stopping the through traffic from outside the subdivision, which would no longer impact on the very upset residents of The Avenue and beyond to Markham St, and also reduce some of the traffic in Sutherland Ave. The subdivision would also have only local traffic and have a similar ambience as The Avenue has at the present but will lose if the development goes ahead. Obviously this option will cost the developer more, but the existing DA will cost the residents of The Avenue and Markham St a permanent loss of their current amenity of living in a safe quiet street, with no compensation.

If Council decides to approve the DA in its existing form we request that it looks at the developer funding some traffic calming modifications to The Avenue roadway to slow the extra traffic, and a footpath to make it safer for the residents.

In summary we object to DA 16-2019 15 Karina Close, because of the potential extra traffic above that stated in the DA caused by opening a through road from Old Gostwyck Rd, Sutherland Ave through to Markham St via The Avenue and Ross St, this will add to the extra traffic from the new and potentially more subdivisions off Ross St. It will cause loss of amenity to the residents of The Avenue, who have invested a lot in the area because it was a quiet residential area. The impact of the development extends much wider than the area of the DA in terms of traffic but also to the affect to existing residents of The Avenue Markham St and Sutherland Ave.

Yours sincerely

Armidale,

NSW, 2350

As we have made a submission to DA 16-2019, under section 147(4) and (5) of The Environment Planning and Assessment Act 1979, we declare that we have not made any gifts or donations to any staff member or Councillors of Armidale Regional Council, nor to any political party, ever.

ADDENDUM :17/03/19

A local real estate agent has informed our neighbour that if this DA goes through as is with access through Karina Close, the values of houses in The Avenue could decrease by up to \$150,000. There are approximately 100 houses in The Avenue and cul de sacs off it, if we discount that to \$100,000 each that means that the residents could lose a minimum of \$10 million combined, we also lose the amenity of lifestyle that we discussed above. The developers are proposing a development where they don't supply sewerage, or we are told water (purchasers using tank water?) We see no mention of sealing Sutherland Avenue, just hitching onto Karina Close / The Avenue, which is the part that affects a minimum of 100 existing landholders, devaluing their properties and quality of life. This

seems to be a case off the developer minimising their costs to the detriment of others who have no involvement with the subdivision!

Is it normal practice to access rural sub divisions through built up urban areas? We feel it is more appropriate to access the subdivision from a rural road such as Old Gostwyck Road and Sutherland Ave with secondary access through Springhill Lane to Ross St. This would mean that there would only be local traffic as is in The Avenue, thus the subdivision would have the same ambiance as The Avenue has now but could lose if the DA goes ahead. If there is need to have more access to the subdivision for emergency services a locked gate (with bollards to stop vehicles pushing around it) could be installed at Karina Close. Again stopping outside traffic to the new subdivision and The Avenue.

John Goodall

From: [REDACTED]
Sent: Sunday, 17 March 2019 9:24 AM
To: John Goodall
Subject: Re: Please ignore previous email, was draft sent by mistake.

Sent: Sunday, 17 March 2019 9:23 AM
To: arc_councillors@armidale.nsw.gov.au
Subject: Please ignore previous email, was draft sent by mistake.

The Mayor, Senior Planner, Councillors

Dear Sir/Madam,

We wish to express our concerns regarding the proposed development at Karina Close Armidale.

We have no objection to the subdivision but we have serious concerns about the impact of heightened traffic flow on The Avenue. Our concerns are not just during the construction phase but also after, when the forty blocks have been developed.

Development would involve a considerable time with a high number of trade and delivery vehicles. Forty blocks when eventually completed would generate a conservative residential flow of 100+ vehicles at least. Living at the bottom of the hill it is already very difficult for us to exit our driveway due to the volume of traffic and the speed of the traffic on a blind corner. A substantial increase in traffic flow on The Avenue will only make the possibility of a serious accident occurring more likely. We have already had incidents of this nature (2 x significant that we know of) that have required the involvement of emergency services.

In addition we have concerns about increased flow making our neighbourhood more dangerous for pedestrians, especially children who have to cross this road to the only recreational park in the subdivision.

We ask that council consider other avenues of access and develop or jointly develop Ross St and/or Springhill Lane as a primary route. If Karina Close is still developed at least with a second access point the flow of traffic will be reduced from the proposed single point. The Ross St, O'Connor Road intersection at present also appears to have enough area to allow for the development of a roundabout if eventually required. Currently the "T" intersection rule that has been applied with the present signage only benefits approximately 4-5 houses but this will become a major bottleneck with all the traffic from the new subdivision.

Emergency response access could/would be compromised or huge delays created if a significant incident closes access via Markham St, Ross St, O'Connor Road or The Avenue. The more access points potentially opened would minimise this problem and possibly be the difference between saving a life or property.

Lastly the peaceful ambience and relaxed living that was originally intended for the St Patricks subdivision, and part of the reason we live here, will be lost. Also our land and house values will be greatly affected by an increase in traffic flow.

We ask that you give our concerns your consideration.

1

Thank you

Yours Faithfully,

Armidale.

John Goodall

From: [redacted]
Sent: Sunday, 17 March 2019 11:59 AM
To: John Goodall
Cc: [redacted]
Subject: Karina Close Development DA-16-2019

Dear John

I am writing regarding the proposed development via Karina Close and The Avenue (DA-16-2019).

Having recently purchased in the The Avenue specifically for 'serenity' reasons I would like to understand more about this development. Increased traffic flow during and after development are definitely of high concern.

Can you please confirm if the main access is planned via Karina Close. Will there be other access points via Sutherland Avenue and/or Ross Street? I am hoping logic prevails and this will be the case.

If Karina Close is the only access point, please register my strong objection to this development. The advantages of living in The Avenue will be eroded as a result.

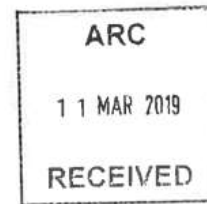
I anticipate your response.

Regards

[redacted]
[redacted]

Armidale 2350
11/3/19

The Town Planner
Armidale Regional Council



We wish to put in some objections to DA -16-2019 relating to Sutherland Ave and Karina Cl.

As background, we live on 15 acres on the northern side of the valley of the development.

We have been aware of this development since moving here and we can view about 30% of it.

Our objections are.

1. The access to the development through St Patricks will draw the majority of the majority of traffic from the centre of Armidale to the subdivision through St Patricks as it will be about 5mins shorter to the middle point of the development. Even for the cluster of houses in the NE of the subdivision it will be less time via Karina Close. This route involves climbing through various corners into St Patricks via Ross St at either end. This will, on the counts done in the DA, double the traffic flow to the upper end of The Ave which is a quiet residential area.

Of greater concern is that on exiting St Pats via Karina Close the proposed road services only 2 lots of the subdivision before dropping steeply 50 m in altitude before servicing the next lot.

This road down and up to St Pats is going to generate a lot of noise in what is supposed to be a quiet rural subdivision.

There is a case for allowing access to the upper 2 lots of the subdivision access via Karina close to avoid having to build a steep road up to those lots.

The merits of this subdivision lie in it being a attractive rural area with a great NE aspect. The proposed chicanery of driving through St Pats and increased noise within the subdivision will only detract from those merits. The subdivision has perfectly good access via Sutherland Ave.

2. The NE area of the subdivision is in a flood area (shown in the DA) and also is a spring area. What is not shown in the application is that there are also springs just North of the NE boundary and above it's NE corner. In wetter seasons Springhill Lane is impassable to traffic and difficult to negotiate by foot because of water. Careful consideration would have to be given to how building could be done on a number of those 1 acre lots in the NE.

Can you please advise us of any further developments w.r.t. this subdivision and if and when it will go before a sitting of Council?



The CEO
Armidale Regional Council
Rusden St
Armidale, 2350

Armidale

Dear Ms Law,

Re: DA-16-2019
St Patrick's Estate

We live at Armidale, which is situated on the lower curve, opposite the Ross St entrance, fed through from Oconnor Rd, The Avenue and Markham St. Driving in and out of our property has always been hazardous because of the restricted view both ways from our entry points, and the speed, and similar restricted sight of those already travelling on the road. I know this is also a problem for neighbours. It is quite dangerous.

Should this development proceed, traffic in The Avenue will increase and thus, the danger. Accordingly, we would like to lodge an objection. In doing so, should the council consider proceeding, we ask that an additional access be included, perhaps through The Boulevard, or thereabouts so as to dilute the impact of the traffic flow.

We await your consideration and advice.

Yours Faithfully,

ing
7th March, 2019

John Goodall

From: [redacted]
Sent: Wednesday, 13 March 2019 10:07 AM
To: Council; John Goodall
Subject: Objection for the DA-16-2019 for the 41 Lot Subdivision accessed by 15 Karina Close Armidale

Dear John,

I would like to lodge this objection for the DA-16-2019 for the 41 Lot Subdivision accessed by 15 Karina Close Armidale as a concerned resident ... The Avenue, Armidale. The grounds for my objection is the additional traffic that will be utilising the majority of The Avenue and Ross St as a result of the proposed 41 lot subdivision. My family and I moved to the Avenue because it is a relatively quiet street and safe for children. My children who are aged 7 and 10 currently ride each day to School down the Avenue and utilise Ross St and the unmade road on that street heading west. They also regularly ride around and I walk our dog around the Avenue loop for exercise. The combined impact of further predicted traffic volumes originating from the proposed subdivision and a lack of footpaths means there is a greater danger of incident between pedestrians/cyclists given there will be significantly more vehicles through the Avenue. As cars park on The Avenue hill (extending north/south) a cyclist needs to pass providing sufficient room in case a door is opened and when cars are attempting to pass at the same time there is little room for error. A single car can safely pass during this manouvre.

In addition, there are flaws with the DA, particularly regarding the traffic.

First, the traffic impact assessment report (Appendix H) prepared by Boresch Project Services (October 2018) contains a few important points to note that are vital:

- "The immediate connection from the site to the sub-arterial road network is likely to be via Karina Close, The Avenue and Ross Street". This will result in a bottle neck as vehicles enter Ross St. and turn right into Markham heading south. That intersection has not been appropriately assessed. The numbers don't allow for the influx of vehicles entering Ross St from the west in any proposed and current developments. The use of Sutherland Ave. and direction of traffic that way would resolve this issue. Also that the Greater Northern Railway will have negligible impact on traffic and the installation of boom gates was happening. The Armidale Central Business District can be accessed via Dangarsleigh Road and Kentucky Road then Waterfall Way. Similarly to access UNE these options are appropriate.
- Figure 3: The Avenue / Ross Street T-intersection is not actually the correct intersection. This is a picture of the Avenue T intersection only as the Avenue extends south to Ross St. There is a dog leg intersection where The Avenue, Ross St and Markham St all intersect. Appendix 2 of the traffic impact assessment is a Council Assessment of The Avenue T intersection. It indicates the location of the traffic assessment at 10m east of Cunningham Crt. Vision of the intersection of Ross St and The Avenue is impeded by trees and houses at that location. There will be a bigger impact of vehicles converging on that Ross St/Markham St especially if 53 A, B or C is developed in the future. In addition, the information was collected almost 15 years ago and is out of date.
- The traffic count assessment carried out by Armidale Dumaresq Council was between 4-28th July 2005 and is grossly out of date. The traffic impact assessment states peer review of the data has confirmed that this data, whilst older, is more than enough for consideration of this application. It does not take into consideration the timing of the assessment nor any increase in housing and population growth on The Avenue. In addition, as the winter school holidays were 2nd July through to 17th July in 2005 the majority of the assessment was carried out in the school holiday period, likely to be when many people would have been away on holiday to a warmer location. Therefore,

the traffic assessment was carried out in a time when it would be expected that there were fewer vehicle movements and is not a good indication of peak traffic flow. The traffic assessment would not have counted a typical school time, nor typical peak hour times as there could be expected to be less people around.

- Figure 2: is the intersection of Karina Close and The Avenue, the report refers to the results of the manual traffic count and a different intersection (The Avenue (north and south bound with Ross St.). There appears to be a lack of assessment for vehicles using The Avenue at the Karina Close intersection.
- The document refers to Brad Pollard's manual traffic count for the intersection of The Avenue and Ross Street on Tuesday 2 December 2014 (in Appendix 3). However, the report states the assessment was carried out on Tuesday 25th November, 2014 between 8am and 5.30pm where the following peak hours were derived from the count data. • Morning peak hour: 8.00am to 9.00am • Afternoon peak hour: 4.30pm to 5.30pm It appears the assessment. When was the assessment carried out ?
- I suggest the reason there is a lack of correlation between the data from the 2014 and 2005 studies is that a) the initial assessment was carried out during a winter school holiday period where it could be expected there would be fewer vehicles, and b) The November (or December 2014, whichever is correct) assessment would be in alignment with daylight saving hours in a usual working week. NB: the numbers are much greater in more recent times and therefore the historic data is out of date and largely out of usual working trends.

I do not have an objection to the subdivision nor environmental assessment/outcomes in general but do request further thought is put into the traffic issue. The traffic should not be diverted through The Avenue nor access the quiet road at Karina Close. The traffic should enter through Sutherland Avenue, via Dangarsleigh and Old Gostwyck Roads. The traffic impact summary performed by Matthew Ferris of Kelley Covey (Appendix 4) indicates this to be an appropriate route. The conservative estimates by Kelley Covey indicated an additional 270 vehicles/day for the two intersections using Sutherland Avenue and that both the intersections of Dangarsleigh Road/Old Gostwyck Road and the Old Gostwyck Road/Sutherland Ave. are not expected to have a significant impact on the efficiency of operation of either of the intersections analysed.



John Goodall

From:
Sent:
To:
Subject:

Re the below objection. Neither I nor any associate have made any political donations or gift to Council or a Council employee at any time!

Sent: Sunday, March 10, 2019 10:15 AM
To: 'council@armidale.nsw.gov.au' <council@armidale.nsw.gov.au>
Cc: 'jgoodall@armidale.nsw.gov.au' <jgoodall@armidale.nsw.gov.au>
Subject: Objection to parts of proposed development application 19-16

Dear Council

I wish to formally object to one aspect of this development application, that is the access to and from Karina Close.

I would firstly like to note that if this application was approved it would affect all residents of The Avenue and possibly The Boulevard, Ross Street and O'Connor Road. These residents were not advised of this DA (as affected residents they should have been) and I am sure that most would have the same objection as this one had they been informed. I would request that the objection phase be extended and council advise all residents of the abovementioned streets of this proposal and give them a chance to have their say. I am told that only 3 residences were informed whereas this access affects the whole of the abovementioned streets

The Avenue and its small offshoots (St Patricks Estate) were designed the way they are to provide a high quality neighbourhood to residents. Ross Street and O'Connor road are the only egress. People who bought here (and paid a premium to do so) did so on the basis of current quality of the neighbourhood including traffic flow. I have seen a traffic study from 2014 that gives a traffic count in The Avenue and Ross Street of 777 cars in the morning and 895 cars in the evening. If Karina close is allowed as an access point and considering residents cars, visitors cars, service vehicles etc this flow could increase by more than half again. Not only would you have residents of this proposed estate coming through The Avenue, but it would encourage everyone from that side of town to use this access as it is a shorter trip. In the construction phase, heavy vehicles will use this access point to the estate for house construction. This could possibly go on for many years given the phased development.

There is an alternative – Sutherland Avenue which is a sensible and viable alternative without disturbing the neighbourhood of St Patricks Estate. This access to town if sealed and made viable would be a very sensible alternative for the hundreds of possible vehicle movements each day. The fact of the matter is if Karina Close is opened up, people WILL NOT use Sutherland Avenue as Karina Close is a more direct and shorter alternative even if Sutherland Avenue is available.

Karina Close, The Avenue, Ross Street and O'Connor road were never meant to handle this volume of traffic.

Not only this, but the residents who bought in St Patricks Estate did so on the basis of the current peace and tranquillity of the neighbourhood which will be ruined if the Karina Close access is allowed. This could also potentially effect housing prices causing them to drop. We are not against development, we just do not believe that you have to adversely affect another neighbourhood for this to occur.

As stated we do not object to this development on the whole. Our only objection is the opening of Karina Close as an access point for the reasons stated above.

Regards



Virus-free. www.avast.com

Received 29/3/19

Armidale NSW 2350

11th March 2019

Ref: Development Application No: DA-16-2019

Property: 15 Karina Close Armidale NSW 2350, 38 Sutherland Avenue Armidale NSW 2350, 5 Karina Close Armidale NSW 2350

Development Description: Subdivision: 7 to 41 lot residential Subdivision

To John Goodall, Program Leader – Building and Development,

I write to you, to confirm my objection to the development application no: DA-16-2019 on the grounds of:

- Traffic generation
- Pedestrian safety
- Noise disturbance
- Residential Landscape

Traffic Generation

A traffic study was undertaken on The Avenue on 2nd Dec 2014 to support application no: DA-16-2019. The results of the survey showed **777 traffic movements** between the hours of 7am to 10am and **895 traffic movement** between the hours of 3pm to 6pm. A total of **1,672 traffic movements** in the survey period.

Since the 2nd Dec 2014, there has been an additional dwelling erected in Merino Terrace, which enters and exits via The Avenue. This would further contribute to the traffic movements reported in the survey dated 2nd Dec 2014.

The proposed development suggests an additional 41 residential developments. This could increase traffic movements in The Avenue by some 40%, taking potential traffic movement to **2340 traffic movements** for the same time parameters measured in the survey dated 2nd Dec 2014. This is an absurd number of traffic movements, and surely not what The Avenue was designed for, particularly as there is only one exit strategy southbound until you reach Markham St.

Pedestrian Safety

As you may be aware, The Avenue does not have any foot paths. Consequently, residents (adults and children) are often walking the streets of a morning and evening, before and after work/school. With a potential 40% increase in road traffic as a direct result of application no: DA-16-2019, the increase to the resident's safety therefore increases by 40%. This is completely unacceptable. Could you just imagine an incident occurring on Halloween's night as children walk the streets between the survey hours of 3pm and 6pm door knocking on house doors to collect candy, and one of them is hit by a

Armidale NSW 2350

motor vehicle, due to a 40% increase in traffic and The Avenue not having safe footpaths for them to walk on.

Noise Disturbance

With a potential increase in traffic movements of 40% comes an increase of noise disturbance of 40%. Road traffic noise is one of the most ubiquitous urban development pollutants.

Studies in the EU (July 1 2014 – Chalmers university of Technology) which state that traffic noise is the second biggest environmental problem after air pollution. Traffic noise is today linked to stress related health problems such as stroke and heart disease. Noise is unwanted sound. It is a pollutant and a hazard to human health.

Residential Landscape

The Avenue is a no through enclave. It is a dead-end street with only one inlet/outlet and residents have paid a premium for this private exclusive enclave. Cul de sacs are normally created in planning to limit through traffic in residential areas. Opening up The Avenue to additional traffic and noise significantly alters the landscape for the residents of The Avenue. The advantages of the cul-de-sac over through streets are that they are quieter and safer for children; they provide the potential for more neighbor interaction, there is a greater sense of privacy, residents have a greater ability to distinguish neighbors from strangers and there are generally lower burglary rates. The exclusivity, the privacy and therefore security parameters all change once The Avenue is opened up. It is irreversible, and these benefits the residents of The Avenue currently enjoy, and paid a premium for, are gone forever.

I do hope you take these concerns seriously as the manner in which this development application has been promoted concerns me greatly. To my knowledge, only 3 residents of The Avenue have been made aware. I only became aware of this development recently and it was through general conversation with a neighbor. Even residents of Karina Close were until this weekend, unaware of any such development. As you could only imagine, we, the residents of The Avenue, and surrounding areas, are all very concerned about this proposal and the extremely poor way it has been advertised.

I would like to think there is no impropriety involved. However, with staff of council (in the planning department) trying to join a closed Facebook group, a Facebook group that has been designed for the purpose of robust neighbor discussion regarding application no: DA-16-2019, the concerns of the residents are heightened. Particularly when it is discovered that the council staff member, from the council planning department, who tried to make the request to join the closed group is also Facebook friends on the developer, Mr Chapman.

For your information, this matter has also been referred to the local member Adam Marshall so that he is now aware of the activities that are currently in progress regarding application no: DA-16-2019.

Regards

pg. 2

Armidale NSW 2350

Armidale NSW 2350

Armidale NSW 2350

11th March 2019

Ref: Development Application No: DA-16-2019

Property: 15 Karina Close Armidale NSW 2350, 38 Sutherland Avenue Armidale NSW 2350, 5 Karina Close Armidale NSW 2350

Development Description: Subdivision: 7 to 41 lot residential Subdivision

To John Goodall, Program Leader – Building and Development,

I write to you, to confirm my objection to the development application no: DA-16-2019 on the grounds of:

- Traffic generation
- Pedestrian safety
- Noise disturbance
- Cul de Sac

Traffic Generation

A traffic study was undertaken on The Avenue on 2nd Dec 2014 to support application no: DA-16-2019. The results of the survey showed **777 traffic movements** between the hours of 7am to 10am and **895 traffic movement** between the hours of 3pm to 6pm. A total of **1,672 traffic movements** in the survey period.

Since the 2nd Dec 2014, there has been an additional dwelling erected in Merino Terrace, which enters and exits via The Avenue. This would further contribute to the traffic movements reported in the survey dated 2nd Dec 2014.

The proposed development suggests an additional 41 residential developments. This could increase traffic movements in The Avenue by some 40%, taking potential traffic movement to **2340 traffic movements** for the same time parameters measured in the survey dated 2nd Dec 2014. This is an absurd number of traffic movements, and surely not what The Avenue was designed for, particularly as there is only one exit strategy southbound until you reach Markham St.

Pedestrian Safety

As you may be aware, The Avenue does not have any foot paths. Consequently, residents (adults and children) are often walking the streets of a morning and evening, before and after work/school. With a potential 40% increase in road traffic as a direct result of application no: DA-16-2019, the increase to the resident's safety therefore increases by 40%. This is completely unacceptable. Could you just imagine an incident occurring on Halloween's night as children walk the streets between the survey hours of 3pm and 6pm door knocking on house doors to collect candy, and one of them is hit by a

pg. 1

Armidale NSW 2350

motor vehicle, due to a 40% increase in traffic and The Avenue not having safe footpaths for them to walk on.

Noise Disturbance

With a potential increase in traffic movements of 40% comes an increase of noise disturbance of 40%. Road traffic noise is one of the most ubiquitous urban development pollutants.

Studies in the EU (July 1 2014 – Chalmers university of Technology) which state that traffic noise is the second biggest environmental problem after air pollution. Traffic noise is today linked to stress related health problems such as stroke and heart disease. Noise is unwanted sound. It is a pollutant and a hazard to human health.

Cul-De-Sac

The Avenue is a Cul-de-sac. It is a dead-end street with only one inlet/outlet and residents have paid a premium for this private exclusive enclave. Cul de sacs are normally created in planning to limit through traffic in residential areas. Opening up The Avenue to additional traffic and noise significantly alters the landscape for the residents of The Avenue. The advantages of the cul-de-sac over through streets are that they are quieter and safer for children; they provide the potential for more neighbor interaction, there is a greater sense of privacy, residents have a greater ability to distinguish neighbors from strangers and there are generally lower burglary rates. The exclusivity, the privacy and therefore security parameters all change once The Avenue is opened up. It is irreversible, and these benefits the residents of The Avenue currently enjoy, and paid a premium for, are gone forever.

I do hope you take these concerns seriously as the manner in which this development application has been promoted concerns me greatly. To my knowledge, only 3 residents of The Avenue have been made aware. I only became aware of this development recently and it was through general conversation with a neighbor. Even residents of Karina Close were until this weekend, unaware of any such development. As you could only imagine, we, the residents of The Avenue, and surrounding areas, are all very concerned about this proposal and the extremely poor way it has been advertised.

I would like to think there is no impropriety involved. However, with staff of council (in the planning department) trying to join a closed Facebook group, a Facebook group that has been designed for the purpose of robust neighbor discussion regarding application no: DA-16-2019, the concerns of the residents are heightened. Particularly when it is discovered that the council staff member, from the council planning department, who tried to make the request to join the closed group is also Facebook friends on the developer, Mr Chapman.

For your information, this matter has also been referred to the local member Adam Marshall so that he is now aware of the activities that are currently in progress regarding application no: DA-16-2019.

Regards

pg. 2

Armidale NSW 2350

Armidale NSW 2350

pg. 3

John Goodall

From: [redacted]
Sent: Friday, 15 March 2019 11:32 AM
To: Simon Murray; Council; Dorothy Robinson; Peter Bailey; Jon Galletly; Diane Gray; Libby Martin; Andrew Murat; Debra O'Brien; Margaret O'Connor
Subject: Submission in regards to DA-16-2019
Attachments: site.docx

Dear Councillors,

Further to my previous email, I have had a time to read a little more thoroughly the report relating to DA-16-2019, 15 Karina Close, Armidale.

I was unable to find in the report for the DA the relevant AHIMS search reports relating to Aboriginal Heritage that was provided for consideration as part of the application. I am assuming they were provided separately to council.

I would like to make councillors aware that in either late 2017 or early 2018 an Aboriginal site was registered in Braund Street, Armidale, quite close to the proposed development. This site was a scarred tree. I have attached a document showing the location as seen in the AHIMS basic search. I am unaware if the proposed development has had an Aboriginal Heritage assessment performed but thought councillors should be provided with the full spectrum of available information.

Kind regards,

Armidale



Environment
& Heritage

AHIMS Web Services

My User Profile

+ My Organisations

My Searches

AHIMS Basic Search

Extensive Search

Extensive Search by Shape
Files

Search/Request
Archaeological Reports

Search/Request Site Cards

Arrange Visit

License Agreement Data
Request

Due Diligence Code of
Practice

AHIMS Basic Search

Search Type Search by Lot/DP Eastings and Northings Latitude and Longitude Map Batch Search

Search using Map



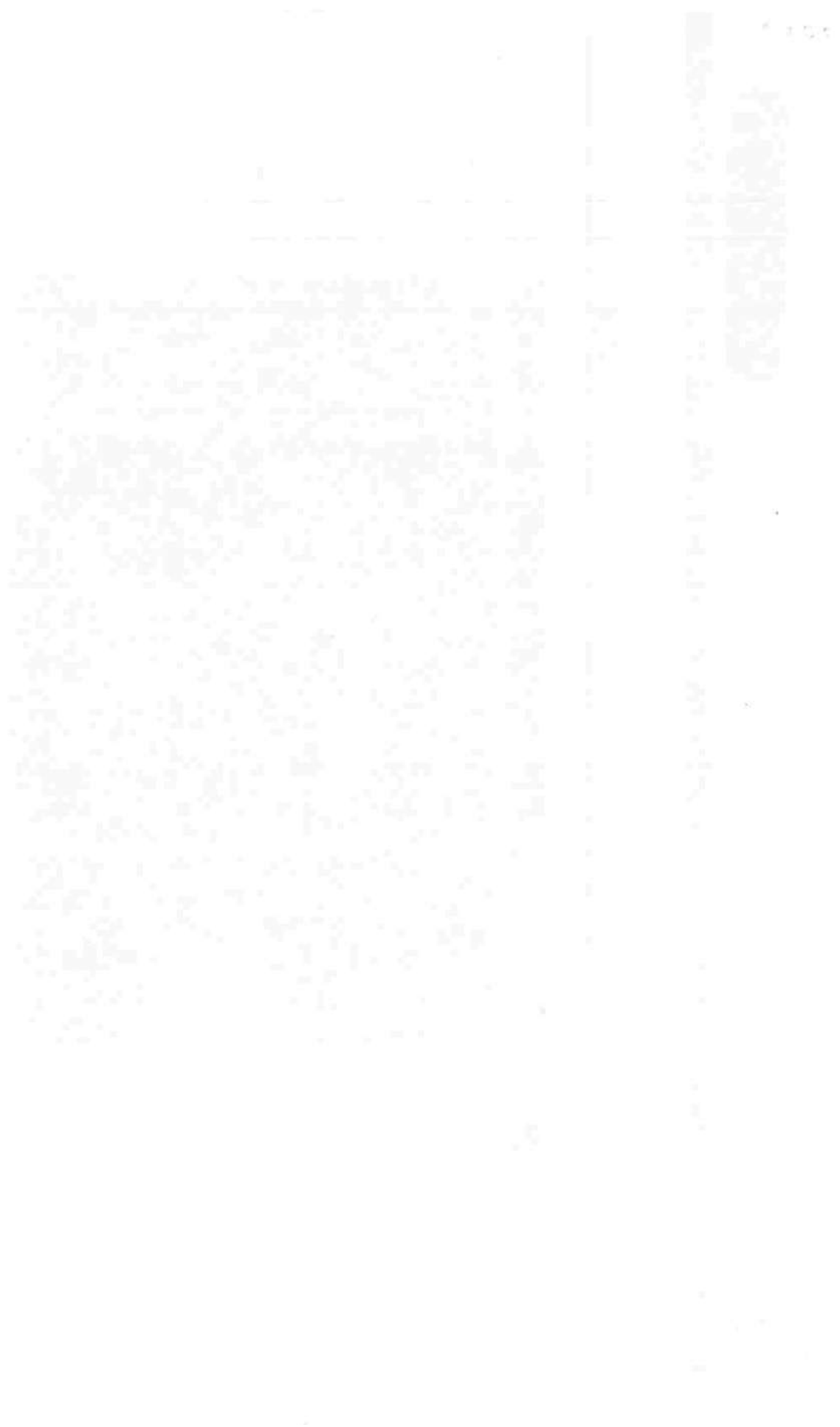
Coordinates

Lat From : -30.5409
To : -30.5304
Long From : 151.6441
To : 151.6607
Buffer : 50 m

Map Search Area:
Use zoom, pan or drawing
tools to select a search
area.

[More: Map](#)

[Back](#) [Search](#) [Start Again](#)



John Goodall

From:
Sent: Thursday, 21 March 2019 10:22 AM
To: John Goodall
Subject: Fwd: Re DA-160-2019 DEVELOPMENT OF PROPOSED SUBDIVISION 41 Lot Residential Subdivision
Attachments: Email.pdf

Sent from Samsung tablet.

----- Original message -----

Date: 20/3/19 5:12 pm (GMT+10:00)
 To: arc_councillors@armidale.nsw.gov.au
 Subject: Re DA-160-2019 DEVELOPMENT OF PROPOSED SUBDIVISION 41 Lot Residential Subdivision

Dear Sir,

I would like to take this opportunity to voice my objections to the proposed development :

Council's notification to residents RE Proposed Devolpment was very late and in a lot of cases
 Not all residents received any news of the proposed D A - 16 - 2019 SUBDIVISION.
 I only had news of this from a neighbor approx one week ago!

I live : The Avenue and I am concerned about the extra amount of traffic load that would be
 Placed on our street if access to the NEW Estate came in from Karina Close. I think the main
 Access to the area should be from the Eastern side from SPRINGHILL LANE and SUTHERLAND
 AVENUE, Looking into the future as main traffic access from the Intended Subdiviision on the
 Western side of the Soudan Heights below and around the water tanks area will also place
 Excessive traffic Loading on Markham Street as a main route into town.

I think the bottom end of Markham Street gets busy enough with traffic from the Industrial
 Area and Waterfall Way, as well as existing residents. It clearly makes sense to have the main
 Access to the proposed development D A - 16 - 2019 from the Eastern side to spread the traffic
 Loading down the C.B.D. from both sides of South Hill area.

I am not opposed to The Development , this is progress for Armidale , I am concerned mainly
 About spreading the traffic Loading around evenly, so to have easy access to C.B. D. SCHOOLS
 SHOPS etc. This is GOOD for all residents of Armidale.

Most Concerned Resident

Sent from Samsung tablet.

John Goodall

From:

Sent: Monday, 11 March 2019 4:49 PM
To: Council
Subject: Comment on application 253527

For the attention of the General Manager / Planning Manager / Planning Department

Application 253527
Address Armidale, NSW 2350
Description Subdivision - 7 to 41 Lot Residential Subdivision
Name of commenter
Address of commenter 2350 ARMIDALE
Email of commenter

Comment

Re THE PROPOSED SUBDIVISION ST PATRICK'S SITE ARMIDALE

Firstly I would like to comment on the lack of communication between the council and the property owners in THE AVENUE to advise us of this proposal, as was the case with residents in KARINA CLOSE, THE BOULEVARD, and ROSS STREET. Please note all of the mentioned streets would be heavily impacted by the increased traffic in the long term, but more importantly the impact of heavy vehicle traffic on the existing infrastructure.

I have only been informed of the proposed DA-160-2019 SUBDIVISION today 11th March by a very concerned NEIGHBOUR.

I do agree to the point of entry and construction access would be best from the SUTHERLAND AVENUE side of the planned Estate so as not to overload the existing AVENUE and adjoining streets with Heavy Vehicle Traffic.

This comment was submitted via PlanningAlerts, a free service run by [the OpenAustralia Foundation](#) for the public good. [View this application on PlanningAlerts](#)



11-03-2019

The Mayor,
Armidale Regional Council,
Dear Sir,

We would like to formally object to the proposed access from the Development Application concerning Karina Close. The new sub-division has Sutherland Avenue as another access but coming into The Avenue via Karina Close would be more quicker for the residents of the new sub-division. Thus the increase of traffic (Heavy vehicles etc.)

We of St. Patricks estate are concerned that we were not notified of any such Development Application

We are concerned that the safety of The Avenue, The Boulevard, Ross street, O'Connor Rd and all smaller off streets if this access is approved. It would increase traffic (heavy and domestic) to an unsafe level. With the increase of traffic, we feel that the resale price of existing properties would drop. When we bought 44 The Avenue we were told that there would be no further development once St. Patricks Estate was fully developed. This did not include any more sub-divisions.

Where is this proposed sub-division going to get it's water supply from, we Avenue have had low pressure since we built in 1990. We have complained to Council on numerous times but were told that we are very close to the minimum pressure and nothing was done, it has since dropped again in pressure to which we have complained once again to Council on or about 27-02-2019, but nothing happens. With extra houses drawing water from the water tanks that are on top of The Avenue, what happens to our pressure.

Another concern is how the roads are going to be affected with extra traffic.

We are not objecting to the subdivision itself, but only the access.

Sincerely,



Armidale 2350

28 March 2019

John Goodall
Program Leader – Building & Development

By email to council@armidale.nsw.gov.au
Copy: arc.councillors@armidale.nsw.gov.au

OBJECTION to Development Application -16-2019

I object to this development application for the following reasons:

- Traffic Impact Assessment for this proposed subdivision does not include additional traffic to and from the recently approved development of 33 blocks between Ross Street and Benjamin Way.
- The road network between Markham Street and The Avenue via Ross Street does not have capacity to absorb additional traffic generated by another large subdivision.
- Access to the development via Karina Close will add significant traffic to The Avenue. Karina Close is not designed for heavy traffic flow. Additional traffic may also include residents of Old Gostwyck Road and Dangarsleigh Road using the new road network as a short-cut to the Airport.
- Property values in Karina Close, Merino Close and The Avenue will decrease due to a no-through road being converted to a through road attracting high traffic flow. Existing residents paid a premium for properties in this area due to being on a no-through road.
- Major noise impacts during the construction phase of this subdivision, with heavy vehicles frequenting building sites from 7:00am.
- The construction phase of the 33 lots immediately to the west of The Avenue will also impact significantly on noise levels for The Avenue residents whose properties back this development.
- Safety concerns for residents exiting The Avenue via Ross Street should a Critical Incident arise. Additional traffic from the proposed development would place significant strain this road network and inhibit Emergency Services.
- Concerns that roads and fencing will inhibit wildlife movement (kangaroos, echidnas, koalas)

Proposed alternative access points:

- Springhill Lane
- Sutherland Avenue
- Ross Street through Lot 24

Yours sincerely

John Goodall

From: Simon Murray
Sent: Tuesday, 19 March 2019 9:56 PM
To: Council
Cc: Simon Murray
Subject: For attention Mr John Goodall, Program Leader - Building and Development

Dear Mr Goodall ,

Re: DA -16- 2019 Development description: Subdivision - 7 to 41 Lot residential subdivision

We are writing to raise our concerns and objection to the above proposed subdivision.

At the outset, we would like to acknowledge that nobody welcomes development in their own 'back yard', and we are aware that letters such as this must be both expected and commonplace to you every time a development proposal is announced. While it is admittedly difficult for us to be objective, we believe that the objection set out below would be considered valid by any impartial observer and, as such, is worthy of your consideration.

The Avenue is generally regarded as a desirable area of town to live in, a circumstance contributed to by it's elevated location and tranquil, residential character. Many residents, including us, chose to build a house and to live here due to it being a no-through road, resulting in low traffic flow and it being a quiet, safe neighbourhood in which to raise our children.

The proposed access to the subdivision in question via Karina Close will **completely** change the area, to the detriment of all that live here. We are not talking of a minor and reasonably foreseen change here; nobody could have imagined that a residential block in a Cul-de-sac would be bought up for development as vehicular access to a large subdivision! In anticipating increased traffic flow should this development proceed, we are not just considering the vehicles of residents of the new subdivision, but also current residents of Old Gostwick Road, Dangarsleigh Road and Kelly's Plains area who will undoubtedly find the new access road a most convenient short cut to town and to the Airport. In short, The Avenue will be destined to become a busy thoroughfare.

Apart from the radical change to the character of the area that increased traffic flow will necessarily bring in terms of noise and general loss of peacefulness, the proposed development is likely to significantly reduce the appeal of the area to potential buyers and therefore the value of ours and others' properties. When making decisions on this matter, would you please take into account that the homes on The Avenue likely represent the single greatest financial asset of a significant number of Armidale residents, who therefore stand to take a considerable loss in current value (reportedly estimates of as high as \$150,000) should the development be allowed to proceed. Speaking personally, with retirement and possible down-sizing looming, this is a distressing possibility for us.

While others will doubtless cite numerous reasons why this development should not proceed - most of which, we are sure will be valid - our submission is that this is simply not a reasonable change to impose on a significant number of residents, whose existences will be negatively impacted upon to a greater or lesser degree, depending on the location of their homes. We do not believe that Armidale needs this development; there are already several new subdivisions in progress and Armidale's population is not growing substantially. In denying this development, Council will hardly be denying people much-needed building blocks or housing - that is already available in abundance!

Thank you for your time in reading and considering this letter; we await your comments with interest.

Yours sincerely,

... Avenue
Armidale 2350 NSW
Australia

Mr. John Goodall
Senior Planner
Armidale Regional Council

Dear Mr. Goodall,

RE: Development Proposal, Application No. DA -16-2019
15Karina Close Armidale NSW 2350, Sutherland Avenue
Armidale NSW 2350, 5 Karina Close Armidale NSW 2350.

Development Description: Subdivision- 7 to 41 Lot Residential Subdivision.

Further to your letter dated 21st February 2019 in relation to the proposal subdivision.

No doubt you have received many objections to the proposed development, whilst we are not opposed to Armidale moving forward with residential development in fact we are supportive of development. Whilst we are not against development this current proposed residential subdivision in our view is poorly researched particularly with traffic flow, discussions and decisions must be amenable to all residents that the proposed development will have to those currently bordering or in close proximity to the proposed development land.

Our Objections and Suggestions

Are:

A: Karina Close was designed and constructed as residential a cul-de-sac not a through road. Current residents purchased their land with the assurance and belief that Karina Close would remain a residential Cul-De-Sac and have designed and constructed their home to suit a Cul-De-Sac.

B: The Avenue and Karina Close roads are not designed / constructed for large volumes of traffic in particular heavy vehicles. Large volumes, trade and Heavy vehicles above 2Tonne will destroy the pavement particularly turning from Karina Close into The Avenue the road is also far too narrow for large vehicles.

C: The increased traffic flow would destroy the Peace and Quiet of the neighborhood, particularly the way the proposed subdivision is currently designed.

Springhill Lane is currently a track, not a sealed road; Sutherland Avenue is not designed to carry large volumes of traffic, hence forcing all the traffic via Karina Close and The Avenue. One would hope Council consider applying common sense by considering design alteration for either blocks 15, 38, 39, removing the Cul-De-Sac, and continue the proposed street to Springhill Lane or redesign the Cul-De-Sac as a through Road, through block 23 which would move traffic to Ross Street.

Within this proposed subdivision, will Council be up grading Springhill Lane and the eastern section of Ross Street to fully functional roads??

Another concern relating to traffic, will residents and those who use Dangarsleigh Road use the new subdivision as a short cut via The Avenue to travel to the Airport and /or businesses in the Miller and Mann Street Industrial Area??

D: We have environmental concerns regarding the proposed septic systems within subdivision, will the waste water flow into the water course or will there be a pump up system to the current sewerage system??

E: Our House and Land borders the proposed subdivision land LOT 22. When purchasing our home we were advised by the real estate agent and confirmed by Armidale Dumaresq Council Staff a particular area of land starting from Ross Street (200mtr wide) which includes the proposed lot 22 was designated as a wild life corridor by the National Parks and Wild Life as Koala habitat, hence houses could not be built nor trees removed within this corridor. There was a National Parks and Wild Life sign attached to the fence in Ross Street advising the corridor. The owner of the land in Ross Street that joins lot 22 of the proposed subdivision has verbally confirmed there is a wild life corridor to protect Koala's through his property and the now Lot 22 of the proposed new subdivision.

Thank you for the opportunity to put our views and concerns relating to the above referenced subdivision.

Should you have any questions or queries please do not hesitate to contact us.

Yours Sincerely

28th March 2019

Mr John Goodall
Program Leader – Building & Development
Armidale Regional Council

Development Application DA-16-2019 : Residential Subdivision

Dear Mr Goodall

After belatedly receiving notification of the proposed development with access through Karina Close Armidale I wish to respond with the following points;

- We question the opening of Karina Close cul-de-sac in a residential area giving access to a rural subdivision.
- Original Covenant: The block in Karina Close designated to be converted to an access road was bought by the Chapmans (developers) as a house block 2135m² in 1996 zoned residential A:902/DP857276. The driveway/easement next to this block is access to the acreage above St Pats south hill (not permitted to be subdivided). Permission should not be granted to annexe part of the house block adjacent to the easement in order to build a road. Land owners on either side of the Chapman's block in Karina Close purchased their land and homes with the understanding they were beside another house block.
- Devaluation: House blocks in The Avenue and Karina Close were purchased with the understanding we would live in the St Patricks estate accessed by a loop road and cul-de-sacs. Should a through road be opened house values will drop (some real estate agents suggest a loss in current value of \$100 00 - \$150 000) and we have been misled when purchasing our land and homes. Is the council prepared to decrease the rates we pay to compensate?
- Traffic Flow: We do not believe an acceptable study of traffic conditions and the dangers of increased traffic flow through Karina Close, The Avenue and the corners of Ross Street/Markham Street intersection and The Boulevard/Ross Street corner have been presented and request the traffic engineer consider and report on the increased volume and flow of traffic.
- Safety Issues: Local emergency services have not been approached for their assessment of the access points to the subdivision – we call on the Armidale Regional council traffic engineer to conduct proper research in this matter
- We note that the 'keep left' sign at the Ross Street/Markham Street entrance to The Avenue is frequently replaced as a result of being knocked down by vehicles underestimating the angle of the corner.
- The area zoned E3 will be affected dramatically by this development risking wildlife such as Koalas, Echidnas, Kookaburras and smaller native species. The 'reserve' included in the development as a Koala corridor does not adjoin their habitat to the hill south of the

development where they currently move freely. Roads and fencing will inhibit their movement and place them at risk. We request a current environmental impact report.

- Residents of Old Gostwyck Road, Dangarsleigh Road and Kelly's Plains are already expressing their intent to use the new development road as a short cut to the airport and west Armidale. Has this been considered in your traffic flow?
- Concern with the standards of facilities in the new subdivision – will it be sealed roads with curb and guttering, will there be underground power in keeping with St Patrick's estate.
- Septic systems instead of sewerage mains? If there isn't the infrastructure in place to support these new homes then perhaps there needs to be further investigation.

Alternative access points

- Main entrance should be off Sutherland Avenue
- Extra access off Ross Street
- Braund Street access to Springhill Lane

We were disappointed to find that council directed their first round of development notices to a select few residents of The Avenue and none were sent to the residents of Karina Close at that time. A second round of letters were then sent out once residents started contacting the council demanding information on the development. Later a third batch of letters were posted to the remaining residents including ourselves. We believe this restricted mail out resulted in a lack of community notification and consultation.

We request the Armidale Regional Council consider the impact of this poorly presented development and that other than being a money spinner by the developers and additional rates income for council explain why it can possibly be of benefit to our community to have access via The Avenue and Karina Close.

Thank you for your consideration of our submission

Yours sincerely

Sally Hunt and Michaela Morgan

Armidale NSW 2350

ph

John Goodall

From:
Sent: Friday, 29 March 2019 4:33 PM
To: Council
Cc: Simon Murray
Subject: Proposed subdivision DA 16 / 41 lots via The Avenue and Katrina Close

Dear, John Goodall and Simon Murray

My name is

My biggest concern is the extra traffic , most of the Avenue is on a bend which makes it difficult coming in and out of properties.

At the moment most cars move to the wrong side of the road to avoid collision.

The Council would need speed humps to slow the traffic in the Avenue area.

I cannot see why the development needs to come to top the hill in the Avenue then to go down the hill to Ross Street .

As there is no foot paths in the Avenue most people walk along the road , this also becomes a safety issue.

The best access is of Ross Street ,this is not a stock route as people are saying, it is agreement with Council that I was involved with when I worked for local lands services .

Ross Street is a Council road un used or maintained why not use it.

The only reason for access through the St Patrick's estate is financial gain to the developer.

My other concern is changing residential zoned land A 902/DP 857276 to become a road access off Karina Close for this development.

Will it stop other developers doing the same in other adjoining areas to link into The Avenue ,there is a lot of adjoining farm land.

Regards

Sent from my iPad

27 March 2019

John Goodall
Program Leader
Building & Development

Dear Mr Goodall

Re: Development Application DA-16-2019 Subdivision – 7-41 Lot Residential Subdivision

It has come to our attention by other neighbours that the above Development Application has requested access through Karina Close and The Avenue. We have not received any notification about the development and live on The Avenue which will be affected significantly by extra traffic.

We are not opposing to the development but feel there are better alternatives than coming through Karina Close via The Avenue.

We would like to raise our concerns about the planning:

- The traffic assessment did not acknowledge the two School busses and one town bus that pickup and drop off morning and afternoon on the corner of Karina Close and The Avenue.
- We chose to purchase our block in The Avenue as it was a quiet and peaceful area with many families and children with minimal traffic. There was no through roads at the time of purchase and on the original St Pat's Estate plans the block in question in Karina close was a designated house block. No other house block in the estate has been given approval to subdivide and become a road.
- There were strict covenants and stipulations on the blocks purchased in St Pat's Estate and disagree that the Karina Close residential can now be turned into a road.
- If Karina Close is made a through road to The Avenue, this will open up access to other rural roads, such as Kelly's Plains Road, Dangarsleigh Road and Old Gostwyck Road. Those residents will be able to access The Avenue through Karina Close, which will increase traffic flow on top of the forty new blocks in the subdivision.

We request a further Independent Traffic Assessment to be conducted to not only include the 40 new blocks, but the other rural residents that live on Kelly's Plains Road, Dangarsleigh Road and Old Gostwyck Road, that will have access to The Avenue via Karina Close.

We also would like consideration for alternative access points on Springhill Lane, Ross Street Lot 24, Braund Street intersection with Ross Street.

We strongly object to the through Road in Karina Close, on Planning Grounds as it will open up The Avenue, not only to the new subdivision but to the rural residents that live on the Eastern Side of Armidale.

Thank you for your time.

Regards

Yours faithfully,

John Goodall

John Goodall

From:
Sent: Wednesday, 20 March 2019 8:52 AM
To: Council; smuarry@armidale.nsw.gov.au; droninson@armidale.nsw.gov.au; Peter Bailey; Jon Galletly; Diane Gray; Libby Martin; moconnor@armidale.nsw.gov.au; Ian Tiley; Bradley Widders
Subject: DA-16-2019 Development Description: Subdivision – 7 to 41 Lot Residential Subdivision

DA-16-2019 Development Description: Subdivision – 7 to 41 Lot Residential Subdivision

I wish to raise an objections to this proposal.

Access via Karina Close will disturb the peace and tranquillity of the neighbourhood.

The access in Karina Close was originally designated a house block. Neighbours on either side purchased their blocks with the understanding they were buying next to a house block, not a road.

The council did not notify all residents at the same time, reducing the amount of time those residents who received notification later had to consider the proposal and respond with their objections

The Reserve included in the development as a Koala corridor does not adjoining their habitat to the hill south of the development where they currently move freely. Roads and fencing will stress the koala population and this shouldn't be allowed to occur.

Rural living blocks as indicated in the DA means livestock and supplied would be travelling through an urban area. This is not happen when their more appropriate alternatives.

Access should be off Springhill Lane, it could also be provided off Ross Street through Lot 24, at the intersection of Braund and Ross Streets. Karina Close could be designated for emergency vehicles only.

#Pump out septic tanks are not acceptable in a water shed that feeds into a stream system that flows through a significant part of the City of Armidale.

#Residents in St Patrick's estate enjoy the quite that is afforded by the low traffic flow in the area due the area being a no through road.

he Avenue, Armidale

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John Goodall

From:
Sent: Friday, 29 March 2019 4:02 PM
To: John Goodall
Subject: DA-16-2019 - 41 Lot Subdivision - Objection

Attn John Goodall
Program Leader
Building & Development
Armidale Regional Council

Hi John

Re DA-16-2019 41 Lot Residential Subdivision

I current own and live at 1111 Avenue (on the corner of Karina Close) Armidale and
I wish to lodge my objection the above DA on the follow grounds:

1. Traffic flow - Currently Karina Close has less than 10 movements per day and is a quiet little street. The approval for 41 residential blocks to be served with the extension of Karina Close would take that number to close to 200 movements which I consider totally unsatisfactory. This would spoil the whole neighbour hood which we chose for the quiet nature of the area.
2. Septic systems in cities are unacceptable given the odour problems and overflow issues particularly on a sloped terrain. Sewerage system should be a requirement for the DA;
3. The Road access through Karina Close will must definitely cause Property Values to fall;
4. I believe the existing access road at the end of Karina Close is not wide enough to accommodate a access road and hence the adjoining block A: 902/DP857276 owned by the applicant being zoned as a housing block should not be in any way used to facilitate an access road into the proposed subdivision. Access could be provided off such streets as Sutherland, Springhill or Ross streets which would have less detrimental effect on the area.

Your taking into consideration all aspect of these and many other negative impacts on the Karina and The Avenue residents should therefore have the DA applicants reassess the subdivisions access road.

Kind regards

Armidale NSW 2350

Sent from Windows Mail



28th March 2019

Attention: John Goodall
Program Leader
Building and Development
Armidale Regional Council

DA-16-2019 DEVELOPMENT OFF KARINA CLOSE, ARMIDALE

Dear Mr Goodall

I write to you to raise our concerns on the proposed development off Karina Close, Armidale NSW. Whilst not against the subdivision itself I object to the access being granted off Karina Close, Armidale.

I call for an independent traffic assessment to include O'Connor Road and Markham Street intersections with Ross Street due to the increase in traffic accessing St Patrick's estate. Previous traffic assessment does not acknowledge the three Edwards school buses that already pick up in The Avenue during the mornings and set down in the afternoon.

Access via Karina Close – we live on the corner of Karina Close and The Avenue. The reason we built here was the peace and tranquillity of being on a cul-de-sac and a loop road with no through access. I am concerned of the possible devaluing of our properties and loss of amenity.

The possibility of 40 septic systems is not suitable in our city over such a steep land area – the developer should be directed to install a sewerage system. Pump out septic tanks should not be acceptable in a water shed that feeds into a stream system that flows through a significant part of the City of Armidale. In the flood assessment there is no indication of the water flow from a significant flood event from the area of The Avenue being taken into account.

I request to see an environmental impact report on the wildlife affected and the wildlife corridors adjacent to Karina Close. My wife and I are elderly and when I came in person to the council during the proper morning hours the staff although pleasant

at the counter, could not arrange for someone to meet with me. I feel that as we received our letter regarding the proposal dated later than our neighbours that I have not been given proper time to investigate the proposal fully.

I also wonder whether opening the St Patricks estate that was sold to us as a closed subdivision is breaking the original covenant to which we all abided when building our home. Opening Karina Close by using part of a house block is not acceptable. Providing access to another subdivision, although mentioned as rural may lead to a drastic increase in traffic flow for which the original subdivision is not designed. I am concerned that it will become a through road for the residents of the Old Gostwyck Road / Kelly's Plains area on their way to town and the airport.

Please reconsider using The Avenue and Karina Close as an option to access the proposed subdivision. Investigate other access points of Springhill Lane and Ross Street.

I look forward to hearing from you in response to my submission.

Yours faithfully

→

Armidale NSW 2350

John Goodall

From: [REDACTED]
Sent: Thursday, 14 March 2019 11:55 PM
To: Council
Subject: Development Notification DA-16-2019

Dear Mr Goodall,

I write this email in regard to Development Notification DA-16-2019 15 Karina Close, specifically our concern regarding the extension of Karina close to access the proposed sub division. We believe the additional car movements (possibly 100+) daily will create congestion at the intersection of Karina close and The avenue as well as additional hazards with fast moving traffic travelling down the avenue into town. During the indicated peak times of 8.00am and 4.00pm School busses pick up from the end of Karina Close blocking traffic views.

The submitted plans indicate that the majority of stage 1 is in the vicinity of Sutherland Avenue. Will Sutherland Ave also become a road access for the subdivision? Its not entirely clear from the documents provided. We believe the main access for the subdivision should be via Sutherland Ave which would require upgrading by the developer as part of the subdivision development. The steep grade from Karina close into the subdivison will also result in vehicles travelling at higher speeds into the subdivision from Karina close.

We do not oppose the development of the subdivision however believe the impacts of the access through Karina Close should be carefully considered.

Thank you for your consideration

Regards

Armidale NSW 2350

13/3/2019

Armidale Regional Council
135 Rusden Street
Armidale NSW 2350

Good Morning John

Re: Development Notification – Application No: DA-16-2019

As the owner Close Armidale I would submit the following -

While supporting the need of new housing estates in Armidale and the need of the council supporting progress I would like to submit the following objections to the above-mentioned project.

1. The intended access through Karina Close will dramatically impact on the residents of that street as well as the whole of the St Patricks Estate through massively increased traffic movement. The quiet and secluded living environment of the estate will be impacted adversely as well as the safety of children which in turn will lead to possible down valuing of the properties in this estate.
2. The residents in the house facing Karina Close will have hundreds of car headlights shining directly into their front windows every day with obvious adverse effects.
3. A massive retaining wall will need to be built to take the road joining on to Karina Close which will have negative visual impact on the view from my block of land.

Surely there is better access options for the development of this new estate.

Yours sincerely

269

DATE REC'D	28
DOC NO.	A1-2019-035
FILE NO.	DA-16-2019
REFERRED TO	JG

ARC

14 MAR 2019

RECEIVED

Re Development Application DA 16-2019

I am not convinced that Armidale needs yet another subdivision and question the effect of increase in number of residential buildings on the environment, vacancy rates and property values.

It is also a shame to see such fertile agricultural land going under a subdivision.

I have read through the DA and have the following concerns

Concerns:

A 41 Lot subdivision approximately 3-4 kms from the centre of the city of Armidale should have sewer infrastructure included in the preparation when water pipes, underground electricity, NBN?, roadworks, curbs and guttering are being prepared. We are in the 21st Century, there should be forward planning. Otherwise the problems seen in the area of eastern Lynches Rd, Hillview Rd, Sattlers Rd, Braund St (even closer to the centre of Armidale) will be replicated, where there is no sewer and owners have problems with smell and runoff from uphill properties at times. To "retrofit" that area with sewer would be very awkward and the sale of sections of Elliot make future infrastructure access even more difficult. DA 16-2019 would create the same problems for the future.

In the northeastern section of DA 16-2019 there is a low lying basin (which is identified in the Flood maps. I have lived in this area since 1984 and have seen flooding on a number of occasions with this basin completely underwater and quite deep as water rushed across Springhill Lane into the adjoining property to the east and under the railway line. This water joins Black Gully and runs through The Armidale School. The DA has a cul de sac planned for this basin. When flooded it would be particularly dangerous for children. In addition, any effluent pump out systems would be completely submerged and contaminated effluent would then be washed through eastern Armidale,

On my property, I run a sheep flock which requires drinking water from the spring fed/ rain fed dam. The subdivision without connection to a sewer may contaminate rain water runoff and spring water.

The gully on the north of the subdivision needs environmental protection. Most of the section in my property, I have fenced off and planted with native vegetation and plan more to the east of this nature strip. West of my nature strip, the gully is severely eroded and I think should be fenced off both for safety reasons when in flood, but also to allow tree regeneration.

There would be a great opportunity for the Council to incorporate a walking track across the DA from St Pats estate to Sutherland Avenue and Springhill Lane and not just a footpath next to a road. There are no public recreational areas in the DA.

There is also no wildlife corridor in the DA. Kangaroos move through this area to my spring-fed dam especially in drought conditions. Koalas are seen in this area and I am hopeful that the plantings I have done and the plantings done by Eric and Astrid Baker west of my property, as well as the



Armidale Regional Council,
135 Rusden Street,
Armidale NSW 2350

155	
DATE REC'D	19.3.19
DOC NO.	2112019/05883
FILE NO.	DA-16-2019
REFERRED TO	J.600016
COMPLETED DATE	

Armidale, NSW, 2350
10th March, 2019

Re: DA-16-2019, 15 Karina Close, Armidale, NSW, 2450.

To whom it may concern: -

I am writing to formally object to the current proposed access to the development, DA-16-2019, that is the access to the development through Karina Close via The Avenue.

I currently reside at 15 Karina Avenue and am concerned firstly about the impact that heavy vehicles involved in the development of the site will have and secondly, the ongoing increase in traffic once the development is completed.

There are no footpaths in The Avenue, nor anywhere in the St Patricks estate. Pedestrians have to walk on the very uneven ground or on the side of the road. When our children were small, we had to push their pram on the side of the road and other parents still currently have to do this, putting themselves and their children at risk. I myself frequently walk and run in the area and have to do this on the road. The addition of heavy vehicles during development, which on the current proposal will take several years, and then the increase in traffic in The Avenue and its surrounds, as the only access point to the proposed development will greatly increase the risk to pedestrians.

The increase in traffic also intensifies the risk to those persons driving and turning right from the bottom of The Avenue, into the link to Ross Street. I myself have had several near misses trying to turn right at this intersection as traffic often comes down the hill at a speed much greater than the speed limit and the corner is a blind corner. You cannot see the oncoming traffic until the very last second. I am also aware of at least two incidences where the speed of traffic around this area has

resulted in damage (in one a fence and house were severely impacted and the other a car hit a tree...fortunately not a pedestrian).

Entry to the development via Sutherland Avenue and Springfield Lane during construction and once completed, would provide safer, more suitable access, rather than allowing the opening up of Karina Close. Opening up Karina Close affects residents in the entire St Patricks estate, including The Avenue and its offshoots; The Boulevard; Ross Street as well as O'Connor Road and the southern end of Markham Street. It would greatly increase the risk to both pedestrians and existing traffic as well as making it unpleasant for current residents.

It makes sense to limit the noise, risk and traffic impacts both during development and once the development is completed on a large number of residents by not allowing this to happen and instead having access to the proposed development via Sutherland Avenue and Springfield Lane. I urge council to reconsider this aspect of the development.

I look forward to hearing Councils response to my submission.

I would also like information as to why residents of The Avenue and its surrounds were not informed by council of this development as all who live in the St Patricks Estate will be affected by the current proposed access.

This correspondence will be sent by email to council and in printed form to ensure that it is not "lost" or otherwise misplaced.

Regards,

regrowth occurring along the gully in the Endres's property (west, south west of me) will thicken and provide a safe corridor for arboreal species. During this severe drought, the town of Armidale, because of its water supply, is in an almost unique position in regional NSW of being able to provide an oasis for animals and birds searching for water. The Council could promote itself as a safe haven and view subdivisions through the eyes of our native birds and animals.

These ad hoc developer developments ignore community needs. Translator Hill could have had wonderful walking, bike riding tracks and wildlife corridors connecting St Pats to Translator Rd and Lynland Park estate. But alas all these developments remain isolated for foot traffic.

The residents of Karina Close, The Avenue in St Pats will be severely affected by increased traffic and especially during the development. They have paid premium prices for their position and it is unfair to turn a "Close" into a major thoroughfare. Similarly, the residents of Sutherland Avenue will be impacted by traffic, but also dust from their unsealed road.

Armidale

NSW 2350

13/03/2019

John Goodall

From:
Sent: Wednesday, 20 March 2019 9:26 PM
To: Council
Cc: Simon Murray; droninson@armidale.nsw.gov.au; Peter Bailey; Margaret O'Connor; Bradley Widders
Subject: DA-16-2019 15 Karina Close, Armidale

Attention: John Goodall, Program Leader - Building and Development

I have sent an e-mail previously to John Goodall.
 However, on my return to Armidale after a week away, I am notified that many residents have shared my concern about this development, and raised many other issues as well.

The use of Karina Close (note that it was originally called a "Close", meaning that it was not ever intended to be a through road!!), and then, as a consequence, The Avenue, as the main thoroughfare, is totally unacceptable. Inevitably it would become the main road to the airport and beyond, for cars from Dangarsleigh Road and further afield.
 To even think of that is inconceivable.

Other significant points raised are :
 The use of septic systems which feed into a public waterway downstream,
 The flood prone nature of the lower levels,
 Loss in value of existing houses in The Avenue due to altered use of the road,
 Rezoning of a house block to become a road, how was this approved by Council?

If alternative access roads were developed
 Eg. Main entrance off Springhill Lane
 Extra access off Ross Street through Lot 24
 Braund Street intersection with Ross Street
 And Karina Close as an emergency access with restricted traffic flow only
 Then this would remove some major objections .

Also, because of the fact this insufficient notification was given to residents, and insufficient time to respond allowed, I request an extension to the time before submissions end.

Here below, is my original e-mail, to John Goodall

I am a resident of The Avenue, and as such have a considerable interest in how this development will effect the quality of life in the area.
 While I am delighted to see that there is provision to preserve the significant natural eucalyptus scrub that adjoins my back fence, I am concerned on some other issues.

The access to this development will mostly be via Karina Close, as it is the shortest route to City. This will cause a significant increase in the amount of traffic in The Avenue, Changing it from a quiet family friendly street, to a busy thoroughfare.

Compounding this traffic congestion, will be the devious route from The Avenue, to either Markham Street, or O'Connor Street. Both routes are dog leg in shape, and the one to Markham Street is particularly narrow!
 While I realise there is a road planned on the eastern side, I cannot see it being the exit of choice for many cars.

As far as I can understand, it seems that very few residents of The Avenue have been notified of this development, and there has been NO posted notice in Karina Close, where those residents will be most effected. Surely people have a right to be made aware of such a significant change to their surroundings!! (ie a main road past their front door)
 My other concern is for the high density section of the development.
 I understand that the lower area where those houses are planned, becomes very wet and boggy in rainy times, making it difficult to build on.
 The Avenue has roughly 100 houses. By putting in 40 new allotments, traffic flow will be increase by more than one third - not inconsiderable.
 I do hope you realise how significantly it will change the pleasant surroundings in The Avenue.
 Yours sincerely,

Sent from my iPad

124

DATE REC'D. 14-3

DOC NO. 41-2019-05605

FILE NO. 415-249

REFERRED TO. JG

COMPLETED DATE



Armidale NSW 2350

13 March 2019

Chief Executive Officer
 Armidale Regional Council
 PO Box 75A
 Armidale NSW 2350
 E: council@armidale.nsw.gov.au

Attention:
 Mr John Goodall
 Program Leader – Building & Development
 E: jgoodall@armidale.nsw.gov.au

To whom it may concern

Submission (Objection) in relation to -

Development Application Number: DA-16-2019
Located at: 15 Karina Close, Armidale NSW 2350
Described as: Subdivision – 7 to 41 Lot Residential Subdivision

I refer to Mr Goodall's letter dated 21 February 2019 advising that Council has received the above-described development application.

I am the owner and occupier of the property ^venue, Armidale which adjoins the southern boundary of the site the subject of the development application (refer Figure 1).

I wish to make a submission objecting to the proposed development.

Objection Overview

I believe that the proposal is contrary to the objectives of the relevant land use zones under the Armidale Dumaresq Local Environmental Plan (LEP) 2012 and that it will have a significant adverse impact on my property in particular.

Unfortunately, it appears that little if any consideration has been given to the potential impacts on existing properties fronting Sutherland Avenue or on Sutherland Avenue itself associated with a development of the scale proposed.

The Site Analysis Report in particular does not identify relevant land use conflicts, including those resulting from the proposed layout which incorporates a new road and directs significant traffic flows along my northern boundary (refer Figure 2).

The report does not explicitly address the edge conditions i.e. the relationship of the proposed development to adjoining properties, and consequently does not provide recommendations for mitigation to address the conflicts arising.

In addition, the Traffic Impact Assessment does not fully address all relevant issues associated with the proposal, including the broader implications of a new road connection between Karina Close and Springhill Lane / Sutherland Avenue.

R5 Large Lot Residential Zone and Compliance with Objectives

My property and adjacent properties along Sutherland Avenue are included in the R5 Large Lot Residential Zone under the LEP.

The Objectives of the zone are:

- To provide residential housing in a rural setting while preserving, and minimising impacts on, environmentally sensitive locations and scenic quality.
- To ensure that large residential lots do not hinder the proper and orderly development of urban areas in the future.
- To ensure that development in the area does not unreasonably increase the demand for public services or public facilities.
- To minimise conflict between land uses within this zone and land uses within adjoining zones.

Contrary to the objectives above, I contend that the proposal as currently designed:

- Will have an adverse impact on the rural setting and does not preserve, nor minimise impacts on scenic quality;
- Will unreasonably increase the demand for public services or public facilities; and
- Will increase conflicts between land uses.

E4 Environmental Living Zone and Compliance with Objectives

That part of the subject site adjoining my property is included in the E4 Environmental Living Zone under the LEP.

The Objectives of the zone are:

- To provide for low-impact residential development in areas with special ecological, scientific or aesthetic values.
- To ensure that residential development does not have an adverse effect on those values.
- To provide for a limited range of uses that does not adversely affect the special environmental values or residential amenity of the area.

Contrary to the objectives above, I contend that the proposal as currently designed:

- cannot be characterised as low-impact residential development; and
- will adversely affect the residential amenity of the area.

Rationale for Objection

Further to the above, my reasons for determining that the proposal is contrary to the objectives of the relevant zones and that it will have adverse impacts on my property and others along Sutherland Avenue include the following:

- a) The proposal involves a significant increase in the number of lots and more importantly dwellings on the subject site thus exacerbating the potential for land use conflicts and other adverse impacts, including relating to the rural setting, scenic qualities and residential amenity.
- b) The proposal relies on the use of Springhill Lane and Sutherland Avenue as the Stage 1 access, directing all new residents down a quiet narrow country lane and away from their likely primary destinations within the City.
- c) The proposal does not clearly identify the expected standard of road construction within the development or of the external road system that the development connects to; there is an expected miss-match in the case of the proposed Road 5 connection to Springhill Lane and from there to Sutherland Avenue.
- d) Neither Springhill Lane, nor Sutherland Avenue, nor the relevant intersection, are currently constructed to a standard sufficient to cater for the projected additional traffic from the development in Stage 1 and beyond; the Traffic Impact Assessment only addresses the impact on select intersections some distance from the subject site, not on other essential elements of the existing road network.
- e) The proposal does not clearly identify the proposed arrangements at the intersection of proposed Road 5 with Springhill Lane and of Springhill Lane with Sutherland Avenue, including how existing access to adjacent properties will be accommodated.
- f) The direct connection between Springhill Lane / Sutherland Avenue and Karina Close incorporated in the current layout provides the opportunity for traffic from the wider catchment to short-cut through the development rather than using the existing major road network; the Traffic Impact Assessment does not account for this undesirable possibility.
- g) The proposed lot layout relies on a 20 metre wide road along my northern boundary; the proposed Road 5 long section indicates that the road will be in the order of 0.5m above the existing ground level thus exacerbating the negative impacts associated with a busy road in this location.
- h) The location of the new road and the required upgrades to Springhill Lane / Sutherland Avenue and the expected associated increased traffic flows will have a significant adverse impact on my property, particularly given the relationship of my home to those boundaries.
- i) The proposal will significantly reduce my privacy, it will also have a significant impact on the peace and quiet enjoyed by myself and other residents in the neighbourhood, and as a consequence will likely reduce the value of my property.

In addition to the above:

- The Water Supply Feasibility Report shows a water main being constructed through my property which is inappropriate; the subdivision plan included within the report is also inconsistent with that for which approval is sought.
- The On-Site Wastewater Management Plan appears inconclusive in terms of soil suitability for proposed disposal methods on certain proposed lots within the development.
- The Site Analysis Report and Traffic Impact Assessment do not identify and address all issues / impacts associated with the proposal as mentioned previously.

Objection Summary

My objection to the proposal may be alleviated if:

- proposed Lot 40 was extended southward to adjoin my northern boundary as is effectively the case now (refer Figure 2); and
- proposed Road 5 was terminated near the western boundary of proposed Lot 7.

I cannot support any proposed lot layout which relies on a new road along or near my northern boundary, nor that provides for a connection from the development to Springhill Lane / Sutherland Avenue.

I look forward to Council's favourable consideration of my submission and will be happy to discuss relevant matters if appropriate in due course.

I would also like to be consulted in regard to any proposed layout changes before a decision is made in relation to the matter.

Yours sincerely



Figure 1: Aerial Photograph

(Extract below highlights current intersection etc arrangements outside 40 Sutherland Avenue)



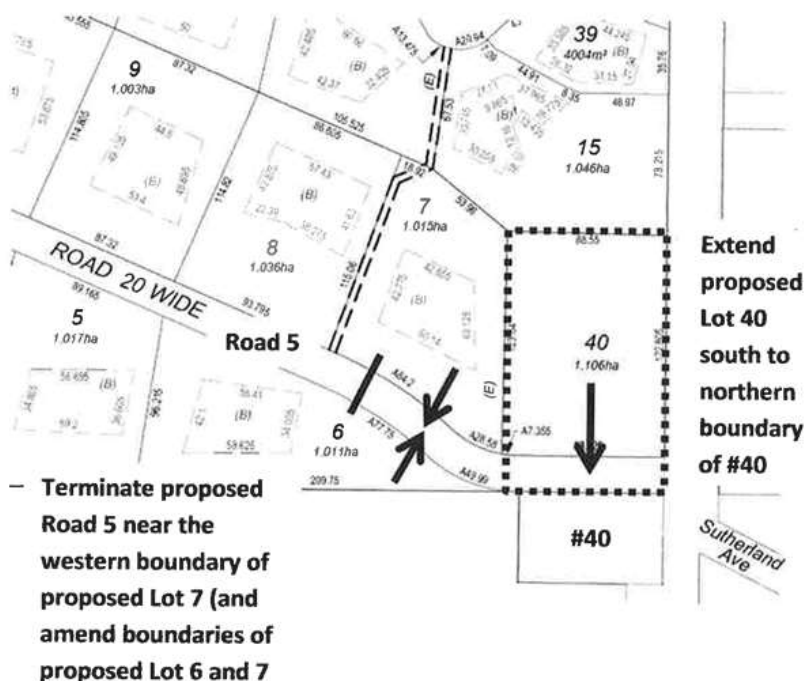
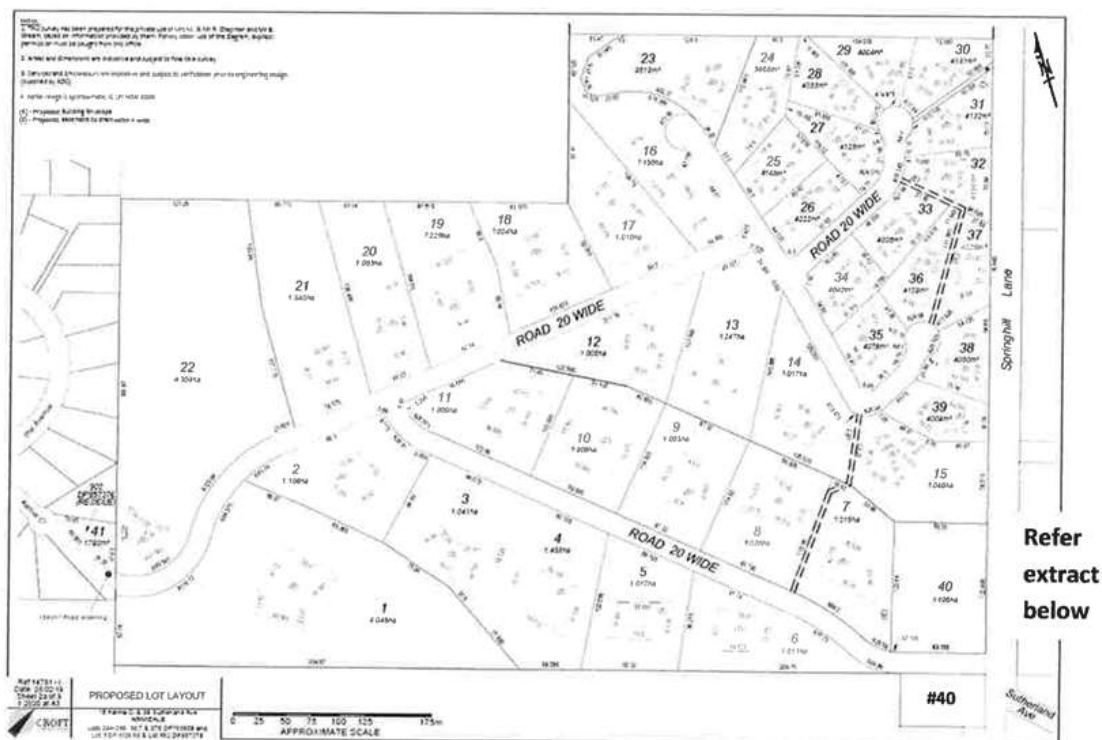
Submission (Objection) in relation to DA-16-2019

Page 5 of 6



Figure 2: Proposed Lot Layout

(Extract below shows requested layout modifications adjacent to 40 Sutherland Avenue)



Planning Department and
Councillors
Armidale Regional Council
135 Rusden Street
Armidale
NSW 2530

he Avenue
Armidale
NSW 2350

Development Application DA-16-2019

We wish to make you aware of a number of strong objections that we have with regard to the proposed development above. As a resident of the area who will be affected by the development we are of the view that the proposed development will have a serious impact on our standard of living.

We are officially lodging our opposition to the development application DA-16-2019 due to, but not limited to, the following concerns.

Our specific objections are as follows:

- a) There is an expectation that due to the value of properties in the surrounding area reducing there will be a clear reduction in rates in line with the reduction of land values.
- b) Increased traffic from not only the residents that will reside there, but through traffic from residents that travel from the south eastern area of Armidale to the New England Highway, Airport, and new industrial area adjacent to the airport. Also the O'Connor Road area and the Markham Street intersections with the New England highway at peak times.
- c) The site access proposals are not in accordance with acceptable standards and would lead to potential safety hazards in relation to increased foot and vehicular traffic.
- d) The potential damage and noise that heavy excavation and building machinery would have on the existing roadways and residents.
- e) The proposal would harm the current amenities enjoyed by local residents who have purchased and currently have the right to enjoy a quiet and safe residential environment.
- f) The scale and design of the proposed development is entirely out of keeping with the current residential environment of The Avenue and is entirely out of character resulting in a detrimental effect on the local environment
- g) The proposed development will significantly alter the fabric of the area and amount to serious cramming of the local roads amid the above mentioned loss of green space leading to overdevelopment of the area in question.

- h) The proposal lacks identified green space and shows no consideration for the environmental characteristics of the site which encompass the native wildlife habitats and the site of the sacred red tree identified in the NSW Government Environment and Heritage search – Attached.
- i) The council map of Armidale dated 1997 clearly shows larger access roads in Ross Street, Spring Hill lane and Sutherland Avenue and not The Avenue which supports alternative access roads are available.
- j) The proposed subdivision is made of land that includes areas that are not currently zoned.
- k) The proposed subdivision, by reason of its size, siting and design would represent an un-neighbourly form of development, detrimental to the amenities of the occupiers of the adjoining residential properties, and adjoining “St Patrick’s Estate” properties particularly by reason of the poor access.
- l) The lack of clarity from council staff and throughout the proposal documents of 2 plans from the application which shows 5 stages of the development that seem to be out of any type of identified order. The entrance for the 4th stage is the furthest stage from the Avenue and Springhill Lane runs right next to it. Stage 1 is right next to Sutherland Avenue. Supporting that alternative suggestions for roads have not been considered.
- m) The lack of initial information regarding the proposed development being withheld from adjoining property owners and the mere fact residents had to request an extension of time for submissions of objections.
- n) The land in question incorporates a steeply sloping bank and is prone to significant moisture in adjoin properties leads us to believe that there may still be some form of watercourse running beneath the land. We have concerns about the impact of the proposed development on surrounding properties in terms of drainage as well as ground stability.

We seek assurance that we will be notified of any upcoming meetings that are directly related to this proposal as we believe the proposal to contravene the policies and process of the Armidale Regional council zoning.

In conclusion we would also like to request that, should the application be approved, the council consider using its powers to enforce controlled hours of operation and other restrictions that might make the duration of the works more bearable. The proposed access site of the development is very small and contained so we would ask that consideration be made about how and where construction vehicles and staff would gain access to the site for unloading and parking without causing hazards or inconveniencing neighbours.

We would be grateful if the council would take our objections into consideration when deciding this application.

The Avenue
Armidale NSW 2350

042

DATE REC'D.....
DOC NO. <u>AI-2019-05005</u>
FILE NO. <u>DA-16-2019</u>
REFERRED TO.....



ARMIDALE 2350

9 March 2019

Armidale Regional Council

Rusden St.

ARMIDALE 2350

Dear Councillors

DEVELOPMENT APPLICATION DA -16-2019 –KARINA CLOSE

We wish to lodge some comments on this proposed development as it concerns the residents of The Avenue. We would ask you to consider the following:

Access: This is our major concern, and we would ask that you give it high priority in considering the application. The plan as submitted seems to divert all traffic from the development through Karina Close and then The Avenue. The Close is a very small street [even the garbage truck enters it in reverse] and The Avenue is not designed for heavier traffic which would be diverted into it. As you would be aware, there is only one immediate exit at the bottom of the Avenue, via Ross Street into Markham Street. There has been at least one occasion when a heavy fall of hail has blocked the steep section of the Avenue, rendering it impassable because of ice.

Access via Sutherland Avenue appears to be available but this would mean residents would be required to travel an unsealed road, over a railway crossing on the Dangarsleigh Road, before reaching the southern approach to Armidale. A long way round, when the more direct route through The Avenue would be more appealing. A better way would be to up-grade the eastern end of Ross Street and adjacent cross streets, thus providing easier and less convoluted access, not only to the residents of the new development but also to the present households of this area.

Water supply: The present situation in our area delivers a limited water pressure to existing households; unless significant improvement is planned for the new development the supply could prove inadequate in emergencies. We would also ask what provision will be made for sewerage connections to the development. We have been told that a septic system may be employed and this seems inferior for an area so close to the city.

Environmental concerns: If this proposed development proceeds according to the plan there will be a significant increase in heavy traffic during construction, with much movement of machinery through this residential street, increased noise and dust pollution.

Extensive clearing of the estate has been carried out in past years, and every effort should be made to ensure that the remaining trees are preserved. The area has a significant population of kangaroos, as well as echidnas, possums and birdlife.

We look forward to learning more of this development as it impacts on the residents of the immediate area. Council's communications to the residents impacted by this proposed development have so far been very limited.

Yours faithfully,

A handwritten signature in dark ink, appearing to be 'J. Smith', is centered below the 'Yours faithfully,' text.

527

DATE REC'D	28/3/19
DOC NO.	A1/2019/06671
FILE NO.	DA-16-2019
REFERRED TO	J Goodall
COMPLETED DATE	

ARC
28 MAR 2019
RECEIVED

Mr. John Goodall,
Program Leader - Building & Development,

Re proposed new subdivision DA-16 -19 7-41 lot subdivision

Dear Sir,

My husband and I have lived at The Avenue for the past 15 years. We particularly purchased in this area because it was peaceful and reasonably secluded and therefore a good area to live in our retirement.

We are not adverse to this subdivision. We are not against progress in Armidale. Although a possible road accessing through St. Patrick's Estate has upset us greatly because it seems unreasonable and unnecessary.

We are very opposed to accessing the subdivision via Karina Close which will definitely disturb the peace and tranquility of our neighbourhood, and change the benefits and reason we chose to purchase in this area.

We live on a corner which already has safety problems because people speed around the corner. My great grandson had a lucky escape recently from a speeding car. Having additional trucks and heavy vehicles using these roads for many years is almost unthinkable for us.

Our opposition is definitely the traffic access through Karina Close which is a house block on the original St. Patrick's Estate. And we question the opening of the cul-de-sac for a road in a residential area to give access to a part rural subdivision. We believe this would set a precedent because no other block on the Estate has been allowed to subdivide due to the caveats on our land. We question why the goal post might move so far for this development?

We have difficulty understanding why Sutherland road and Springhill Lane wouldn't adequately meet the traffic needs of 41 lots. It isn't fair to wreck Karina Close, The Avenue and other adjoining roads instead of accessing Springhill road.

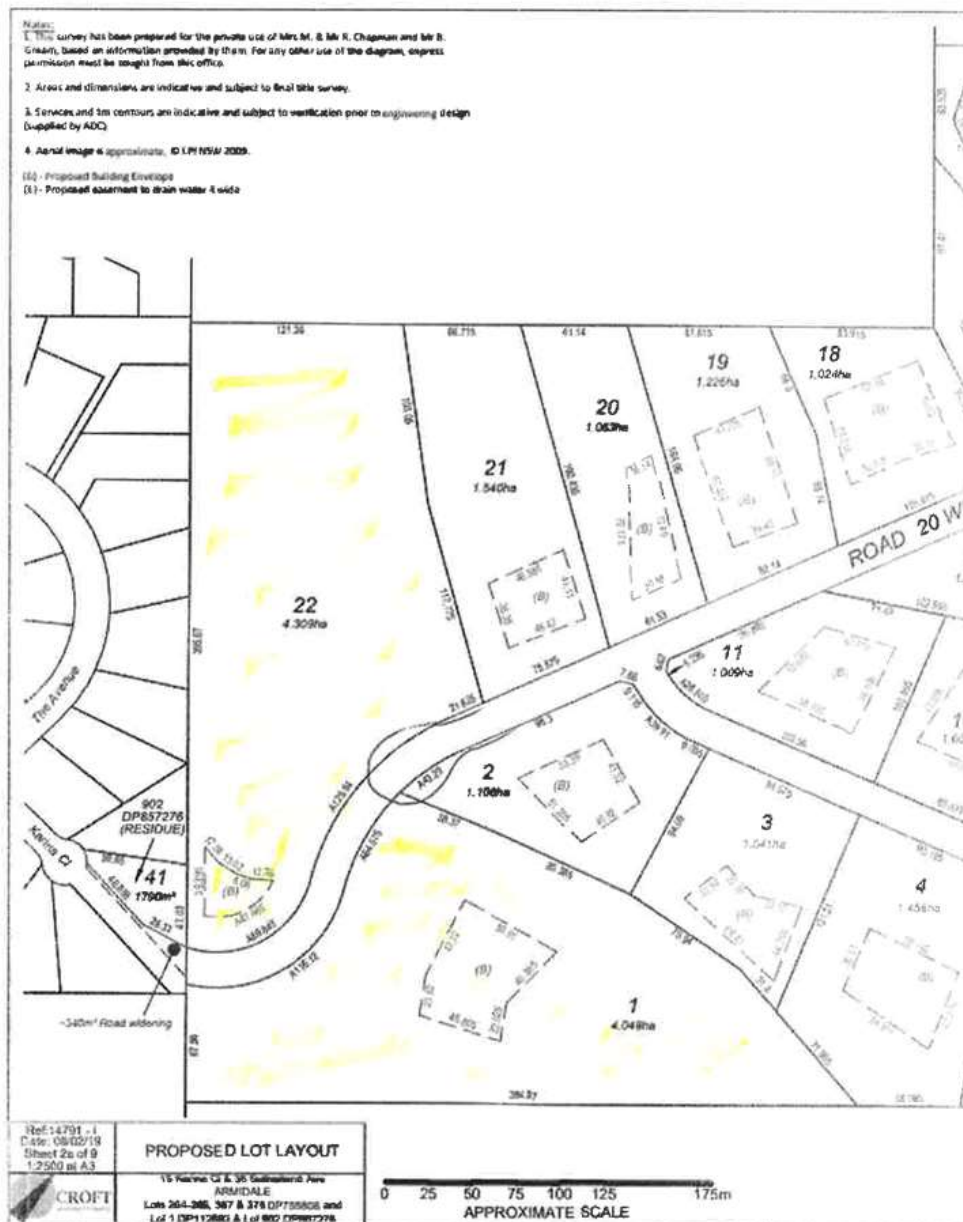
Would you please look at the staging process chosen because if a roundabout was made on the major through road from Sutherland through the middle of the subdivision as outlined on the plan there is still access for all blocks, as shown on the attached plan.

We would appreciate your careful consideration of our requests and forward this letter to whoever is relevant.

Kind regards

25/3/19

Attachments



There will be years of construction with trade and delivery trucks travelling in and out daily.

We will not only lose our quiet and peaceful neighbourhood which the reason we live here,

QUESTIONS OR DISCREPANCIES FROM DA-16-19 APPLICATION AND OUR OPINIONS ON THE IMPACT A THROUGH ROAD FROM KARINA AND THE AVE WOULD HAVE ON PRESENT RESIDENTS.

points in no particular order

5.7 SUITABILITY OF THE SITE The Developer would ensure that the subdivision would NOT result in any impact on any adjoining landowners

Comment - We believe this will greatly impact on all landowners within Karina and The Avenue and broader area if a through road from Karina is allowed to be built.

5.9 THE PUBLIC INTEREST It is considered that the public interest WOULD NOT be jeopardised because of this development.

Comment - We believe that the whole public area between St. Patricks Estate and quite a large surrounding area will be greatly affected if a road is allowed to join the 2 subdivisions together. Having an access road through Karina would totally change the peace and tranquility of our area. There are 2 roads nearest to the main area of the subdivision, Sutherland and Springhill Lane which could be used and thereby keep the subdivision contained within the same area.

2.8 NOISE consideration of noise and relevant mitigation measures will be addressed within the construction application of the subdivision

Comment - This doesn't clarify the situation for the residents who live within St Patricks Estate and surrounds who will be affected by road and building construction for many many years. The Avenues road surface is already failing to cope with the present traffic and would fall apart with heavy vehicles preparing for roadwork and building on the subdivision

7. The proposal acts as a BUFFER between rural land uses and higher density residential development.

Comment - A definition of the word buffer is "a person or thing that forms a barrier between incompatible or antagonistic people or things".

A proposal to open the new estate with a road through Karina, The Avenue or surrounding areas doesn't sound correct by our understanding of the word buffer. It appears to create more the opposite by connecting the 2 areas in a negative way

SEPP - EXEMPT AND COMPLYING DEVELOPMENT CODES 2008. Part of Lot 902 is required for road widening. This reduction of area required for road widening is still consistent with the average lot size within the locality.

Comment - Lot 902 land forms part of the land within St. Patricks Estate and there has always been a covenant that the lots could not be subdivided. A recent request to Council by a present owner to split a large lot was declined approved by council because of the covenant. Lot 92 therefore would be within the same legal covenant.

Also the application is stating road widening and the request seems more than widening and enters the rural area

via a very steep incline which one would assume will need a huge amount of filling and when completed would leave other blocks and houses metres below the road.

Most present residents in St. Patricks Estate don't have a problem with the subdivision except having a road accessing this new estate via our estate and causing additional traffic problems and years of noise, trucks and heavy vehicles. We don't understand why this should be allowed to impact on present residents.. Except that the developers want this but in our opinion don't need the extra road.

SEPP RURAL LANDS 2008 Subdivision permissible given that, the subdivision is within an area identified for residential subdivision to retain other areas of LGA that are more viable for agricultural production and WILL NOT IMPEDE ON THE CURRENT OR FUTURE VIABILITY OR ECONOMIC ACTIVITY WITHIN THE LOCALITY OF OTHER AREAS.

Comment - Those residents living on St. Patricks Estate believe it will negatively affect our area if a through road joins the 2 areas together, and would seem completely unnecessary to all St Patrick residents and it is unclear why the developer would choose this access.

5.3 DEVELOPMENT NEAR ZONE BOUNDARIES Stated on the application as not relevant.

Comment - We disagree that there is no relevance to those homes nearest the boundaries and how this will impact on how they have chosen to live.

0.2 FRONTAGE TO A PUBLIC ROAD To ensure that all new lots are provided with adequate FRONTAGE to a public road for safe access and provision of utilities services.

Comment - We believe that in order to maintain the integrity of Karina and The Avenue road frontages for each block of the new estate could be more easily achieved with a roundabout within the new subdivision between the 2 rural lots of lot 1 and lot 22 as shown on attachment. This would protect surrounding blocks being overshadowed by a very steep and high road and lessen the affect on our peace and quiet in our area.

In conclusion:

As residents of The Avenue we would appreciate Council's earnest consideration to stop this subdivision being allowed to have a new road access from St Patricks Estate through the new estate and thereby causing extra traffic flow and noisy heavy trucks to track by our houses for years to come.

We offer alternative suggestions for your consideration that we believe could be more suitable for the majority of residents in this area. (attached).

25th March, 2019

17th March 2019,

Armidale 2350

The General Manager,
Armidale Regional Council,

We wish to formally object to one aspect of development application; DA-16-2019, for 15 Karina Close and 38 Sutherland Avenue Armidale, which is the vehicle access to and from Karina Close and into The Avenue from the proposed subdivision. We have no other objection to the proposed development.

The subdivision plan submitted to Council in this DA showing proposed lots of land basically has all the streets flowing into Karina Close, then The Avenue a residential area. Is this a residential development or a rural development?

If it is a residential development the attached DA does not indicate any green spaces, parks or paths or connection to sewage as required by Council's current regulations for subdivisions over 20 blocks. If it is a rural subdivision it should have vehicle access via rural roads, and not residential areas.

Considerations before approving this application

- The developer to make use of Springhill Lane as second access point into the proposed estate rather than Karina Close.
- A shared walkway/bicycle path with adequate lighting be constructed by the developer to connect the new sub division into Karina Close, with bollards to prevent vehicle access. A removal bollard could be incorporated for emergency vehicle access into the proposed subdivision.

- A new independent traffic assessment be done of The Avenue including all traffic flowing in and out via Ross Street and The Boulevard, at a time that is not in school or university holidays.
- If Council approve this development application with traffic access via Karina Close that the speed limit in The Avenue be reduced to 40km.
- If Council approve this development application with traffic access via Karina Close, the developer to pay for concrete walkways all the way down and around The Avenue, to protect pedestrians from the additional traffic.
- If Council approve this development application with traffic access via Karina Close, the developer pays for permanent traffic calming devices along The Avenue in particular near the top of the street, prior to blind left-hand corner.
- If Council approve this development application with or without traffic access via Karina Close, that all heavy vehicles during the construction phase use Sutherland Avenue for access.

During 1997 we moved to Armidale and after searching for that special place to live, build our home, raise our family, and retire we chose to purchase land in The Avenue. The appeal at the time was that, The Avenue did not go anywhere and hence no passing traffic and very little traffic noise. Our home is located at the very top of the loop of The Avenue and is a beautiful quite part of town, with at the most 10 to 12 vehicles driving past our home each morning and afternoon during peak periods.

Other neighbours have purchased their homes over the years, paying higher property prices for the quite location.

Houses for sale in the area are in fact still advertised as "Armidale's most prestigious residential location".

The proposed vehicle access into Karina Close from the proposed subdivision will destroy, our current quite lives and devalue our properties, as The Avenue will

become just another busy street in Armidale. We do not want that to happen, as The Avenue is currently a special place to live, and we do not believe the developers proposed DA with vehicle access via Karina Close should be approved; negatively affecting and disturbing the peace and tranquility of our lives and neighborhood with extra traffic, and noise.

Vehicle traffic past my home each morning will increase by 700%.

We are so concerned about the proposed extra traffic that on Saturday 16th March, we joined 38 other concerned residents of The Avenue and surrounding streets meeting in Karina Close to discuss the proposed development.

We are avid walkers of the surrounding area, along with many other people, day and night, some of which are young families with prams, pets and the elderly, taking on the challenge of the steep hill.

The Avenue is a beautiful leafy street full of trees, hence the name, however due to the amount of tree's and the size of some of them, which have grown in recent years, it is impossible to walk along the footpath in many places, not only due to the trees, but also the uneven surfaces. The side of the road is perfectly safe with the amount of traffic currently that goes up and down The Avenue and it is easily and safely managed.

If this development is approved with vehicle access via Karina Close, this will change significantly. Vehicles will have access to The Avenue via this new subdivision as well as many other people that live in other subdivisions such as Lynland Park, future subdivisions and other rural properties surrounding who will drive via Sutherland Ave, new subdivision and into The Avenue for shorter access to the western side of town. Once the Armidale super school is constructed even further traffic will be expected to take this short cut, with teachers, students and parents travelling the route.

The safety of all walkers, joggers and bike riders will be compromised. This will add several hundred vehicles using The Avenue both morning and night, as well as the large amount of Trades people who will be driving up and down for years to come while completing the development.

Our concern about the pedestrian's using the road is that there is no other provision in place for them; such a walk-ways or parklands that are built in other parts of Armidale to accommodate estates on busy roads.

In addition, there are places with insufficient footpath space to build walking paths on if the application for this estate with access from Karina close goes ahead. This leaves no other option but to walk on an extremely busy roadside.

The Avenue is 11 metres wide, if a vehicle is parked legally parallel to the kerb on either side of the road, (our small vehicle is 2 metres wide), that leaves only 6.5 metres of road for two vehicles to pass, in addition to allowing 1 metre clearance for any bicycles and avoiding pedestrians. Out of only four houses on the very top of The Avenue, due to teenage children we have 15 resident vehicles then add visitors most days. A result of creating such a narrow road as a major thoroughfare road will create a risk to local residences lives and property without doubt.

Currently during the morning and afternoon school bus run's either the buses or passing vehicles are forced to cross the centre line of the roadway to pass either stopped buses or parallel parked vehicles.

Over 20 years ago, St Patrick's Estate, which includes The Avenue, was first planned and approved, with whatever the subdivision regulations were back then.

Times have changed, and new subdivision developments are required to keep pace, which now include the provision for wider roads and bicycle lanes.

I note in the "Armidale Regional Council Engineering Design Code Specification D1 Geometric Road Design (Urban and Rural) "

Part of which states:

"D1.02 AIMS

1. The provision of a road system within a subdivision is to be designed so as to achieve the following aims:
 - Provide convenient and safe access to all allotments for pedestrians, vehicles and cyclists.

It also includes the below table which indicates that Local, Access and Local Collector streets should be 20 metres wide, and also gives the number of vehicles per day for each type of street.

It is evident when the St Patrick's Estate was approved it did not meet these new requirements, in that The Avenue is only 11 metres wide, as is Ross Street, the southern end of both Markham Street and O'Connor Road. In fact, Markham Street does not become wider until after Lynch's Road.

GEOMETRIC ROAD DESIGN

	1 Right of Carriageway (Private property Access)	2 Access place	3 Local Street	4 Access Street	5 Local Collector	6 Major Distributor	7 Rural Residential
LEP 2012 Zone	R1, R2	R1, R2	R1, R2	R1, R2	R1, R2	R1, R2	R2, R5
Maximum no. of potential tenements	2 ET	4 ET	50 ET	150 ET	150 to 500 ET	N/A	100 ET
Vehicles/day	0 to 20	0 to 20	20 to 200	>200	>2000		400
Carriageway width (m) and Seal type	4 (gravel)	4 (gravel) (A)	6 (sealed)	6 (sealed) (C)	7 (Sealed) (C)	9 (Sealed) (C) (7m carriageway edge line marked)	6 (sealed) (C)
Shoulder width (m)	0.5 (unsealed)	1	1 (0.5m seal)	1 (0.5m seal) (D)	1 (0.5m sealed)	1.2 (1m sealed)	1 (0.5m sealed) (D)
Road Reserve width (m)	10	Existing	20	20	20	30	20
Design Speed (km/h) Minimum	N/A	20	40	60	80 (E)	80	40
Design Speed(km/h) Desirable	NA	40	60	80	80	100	60
Longitudinal grading Max/Min	20%	16%/1%	16%/1%	12%/1%	12%/1%	12%/1%	16%/1%
Crossfalls - normal	3%	3%	3%	3%	3%	3%	3%
Superelevation (%) (max)	N/A	N/A	Up to 3%	Up to 3%	Up to 3%	Up to 7%	Up to 7%
Minimum Pavement Design Traffic ESAs	N/A	3×10^5	3×10^5	1×10^6	1×10^6	2×10^6	3×10^5
Atypical road in ARC LGA	Access driveway within boundary of one handle lot	Coakes Street	Rosemeath Rd	Hook Subdivision, Old Goswyc Road?	Oonganagh Rd (to Old Goswyc Rd), Roscivale Rd	Waterfall Way	Lakeview Drive

Table D1.4 - Characteristics of Roads in Rural Residential Subdivisions

The Development application includes a "Statement of Environmental Effects" document, part of which states:

"Access and Traffic

A traffic impact assessment has been completed for the proposal and is provided for review by Council. It surmised that the existing road network has the capacity to absorb the additional traffic generated by the proposed subdivision and as such will not have an adverse impact on existing residential development or road network capability."

Further it contains a "Traffic Impact Assessment"

Part of which states:

"The immediate connection from the site to the sub-arterial road network is likely to be via Karina Close, The Avenue and Ross Street. It is expected that most of the traffic will have origin destinations to the northeast towards the Armidale Central Business District. Some traffic will have origin destination to the northwest towards the University of New England.

In terms of traffic impact, it is therefore considered that the local road network that will be directly impacted on by the proposed development includes;

- Karina Close,
- The Avenue;
- Ross Street; and
- Sutherland Avenue."

This document indicates the key intersections 1. Karina Close / The Avenue; and 2. The Avenue / Ross Street.

I expect that the majority if not all traffic will flow into Karina Close, then The Avenue, and not Sutherland Avenue.

A traffic count was completed back in November 2014, and they deemed the morning peak hours of 8.00am to 9.00am and afternoon peak to be 4.30pm to 5.30pm. The vehicle count determined 126 vph in the AM peak and 113 vph in the PM peak.

Total vehicle numbers recorded between 7.00am and 10.00am, 777 vehicles.

Total vehicle numbers recorded between 15.00 and 18.00, 895 vehicles.

The Traffic Impact Statement is flawed, and out of date, it does not appear to include traffic that continued into The Boulevard, Ross Street then O'Connor Road, or entering from O'Connor Road.

The document further states:

The below information on Road Capacity, which indicates a Local road has a 200 vehicles per hour environmental goal and a 300 maximum. A Collector road having 300 vehicles per hour environmental goal and 500 maximum.

This data I assume relate to roads constructed of the new standard of 20 metres width and not The Avenue's existing 11 metres width.

5. Road Capacity

The capacity of urban roads is generally determined by the capacity of intersections. However, Table 4.6 of the RTA's *Guide to Traffic Generating Developments* provides some guidance on the capacity for local access. The table is reproduced below.

Table 4.6
Environmental capacity performance standards on residential streets

Road class	Road type	Maximum Speed (km/hr)	Maximum peak hour volume (veh/hr)
Local	Access way	25	100
	Street	40	200 environmental goal 300 maximum
Collector	Street	50	300 environmental goal
			500 maximum

Note: Maximum speed relates to the appropriate design maximum speeds in new residential developments. In existing areas maximum speed relates to 85th percentile speed.

Further the document states:

"Unfortunately, there are no constructed footpaths or cycles ways in The Avenue, Karina Close or Ross Street with pedestrians having to use the road or grassed verges."

The document further states:

"8 Traffic Generation

In accordance with the requirements of the Roads and Maritime Services Guide to Traffic Generating Developments the following traffic generation has been derived for the proposed development.

Daily vehicle trips 9 trips per dwelling/lot

Peak hour vehicle trips 0.85 trips per dwelling/lot

Therefore, the development will generate the following traffic generation

Daily vehicle trips 378vpd; and

Peak hour vehicle trips 36vph.

It is considered likely that the AM and PM peak traffic periods for traffic generated by this development will coincide with the existing peak hour traffic periods on the local road network."

This data indicates almost an additional 380 vehicles travelling up and down The Avenue, but these figures would not include additional vehicles from other subdivisions travelling through via Sutherland Avenue.

Further, it indicates that it would only generate 36 vehicles trips during the peak hour trips at full development. We dispute this figure as the average home has at least two vehicles, and the norm is both partners work, so we expect this number to be more like 80 to 100 vehicles during the peak hours.

We do not believe The Avenue, due to its narrow width can safely accommodate the expected additional traffic flow coming from the proposed estate.

In addition, we believe Council has recently approved a 30-block subdivision of the Hanna family, located off The Avenue and down to Ross Street, which will create further traffic flow down Markham Street from Ross Street.

We believe a better option would be to make use of Springhill Lane as an additional entry point into the subdivision from Sutherland Avenue to the proposed estate, with the expected traffic affecting far fewer residents and spreading the traffic flow. This is no different to the current layout of The Avenue in which there are two entry points being via The Boulevard and Ross Street, with the major part of The Avenue only have the one access road from Ross Street travelling south.

Or

Springhill Lane into Ross Street, then O'Connor Road or into Braund Street, Lynch's Road.

Springhill Lane appears from taking measurements using NSW State Sixmaps web site to be 30 metres wide, which is clearly wide enough to accommodate a new road access.

This would take any bottleneck traffic pressure out of the St Patrick's Estate, due to the proposed subdivision road being 20 metres wide down to The Avenue's 11 metres wide.

This decision alone could save Armidale Regional Council significant financial expense in road repairs to, The Avenue, Markham Street and O'Connor Road. Possible construction of roundabouts at the intersections of Markham Street and Lynches Road and also Markham and Kentucky Streets to assist with traffic flow.

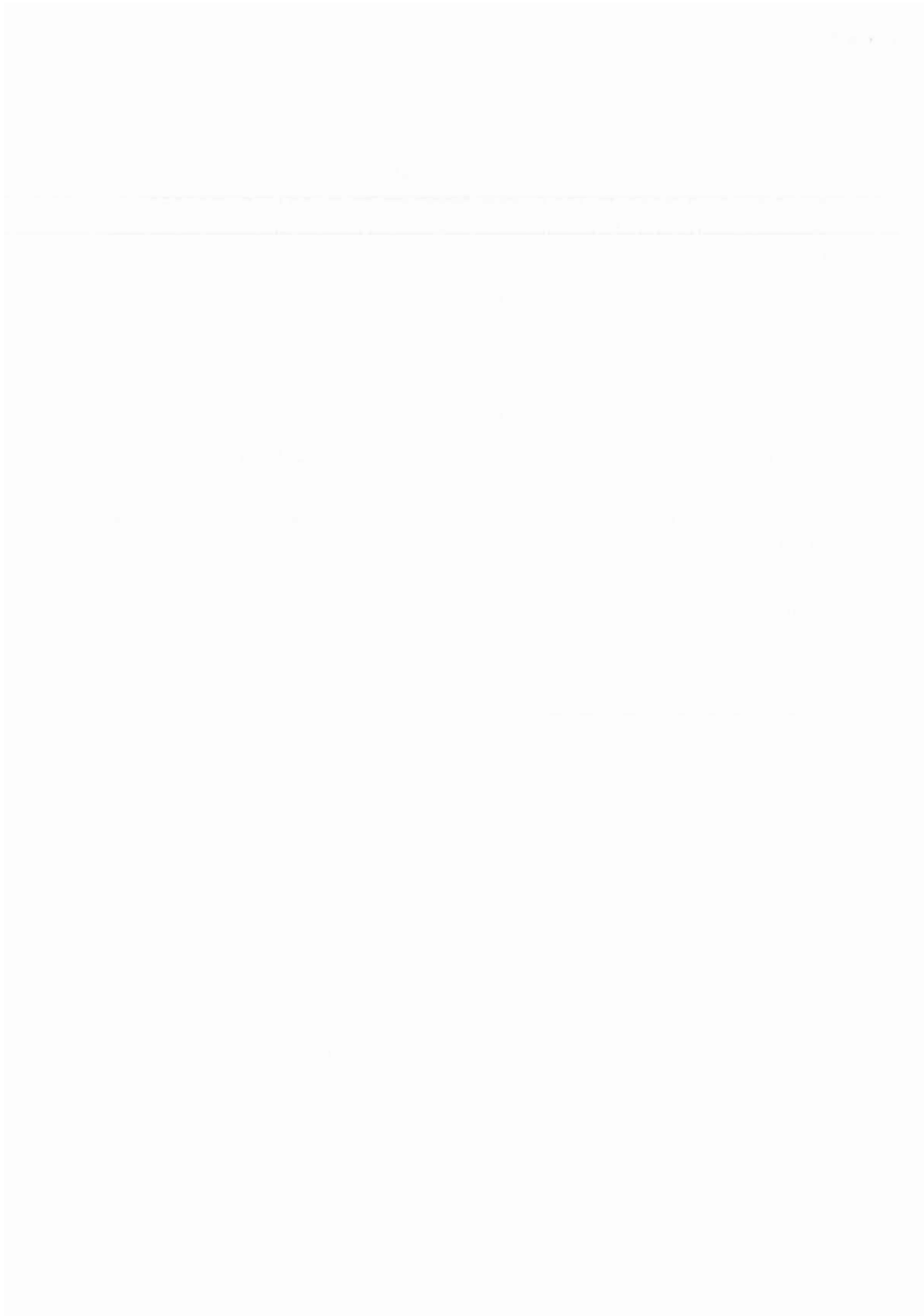
Wildlife cannot be prevented in The Avenue as we have farmland behind most houses. We live on the very top part of The Avenue where the road takes a sharp left bend around the circle, this creates several blind spots in the road. Vehicles at times take that bend at speed and on occasions we have had to take different sorts of wildlife to the vets after being hit by vehicles.

Only recently we have had to dispose of two dead kangaroos from the front of our home. Increasing the traffic flow in this beautiful part of town is going to cause more injury to the New England wildlife which is a huge attraction to living in Armidale.

This risk to both the local residents and Wildlife could easily be prevented if Springhill Lane was made into an access road for this new development.

We and all the concerned residents would like advance notice when this matter may go before a Council meeting for discussion to enable our attendance, and ensure our concerns are raised.

Your sincerely



John Goodall

From:
Sent: Wednesday, 13 March 2019 9:24 PM
To: Council; John Goodall
Subject: KARINA CLOSE SUB DIVISION

To Whom it may concern,

I have been considering the proposal for the new sub division off Karina Close and would like to raise the following points.

1. The increase of traffic to The Avenue and the effect this will have on the neighbourhood including possibly a decrease in house values. With an extra 40 houses in the subdivision this will at least double the traffic flow in The Avenue if you take into account minimum of 2 cars per house, with say 3 to 4 coming and goings per day will have a huge impact on the street and surrounding ones. A solution is to look at a another entrance of Ross Street which has a lot less traffic. Also been a father of 2 young children it is a concern to me having brought a property in a quieter area to which can be so easily turned into a "highway".
2. While I support the need for more housing estates in Armidale I would like to think that the guidelines for building in this new estate are governed by what The Avenue is so that there isn't a downgrading to the area.
3. I also understand from what I have seen that a large wall to retain the landfill to support the road of Karina Close is required, and I feel this is not fair on existing property owners in the area that will potentially have an outlook very much reduced to a standard old brick wall and potentially could have other issues such as drainage and water runoff problems.

I trust some serious consideration is given to the traffic flow to the whole area in view of a fair and considerable outcome for everyone involved in the neighbourhood.

If you have any questions please don't hesitate to contact me.

Regards,

Armidale NSW 2350

5329			
DATE REC'D 26/3/19	AT 2019/06068		
DUG NO.		ARC	
FILE NO. DA-16-2019		20 MAR 2019	ARMIDALE
REFERRED TO John Goodall			N.S.W. 2350
COMPLETED DATE		RECEIVED	17.3.2019
RE			
SUBDIVISION / DA-16-2019.			
SUBMISSION FROM			

DEAR SIR/MADAM.

WE WISH TO INFORM YOU THAT WE HAVE NO OBJECTION IN PRINCIPLE TO THE PROPOSED DEVELOPMENT. WE DO HOWEVER WISH TO JOIN OUR FELLOW RESIDENTS AND NEIGHBOURS IN OBJECTING TO THE IMPACT OF HEAVY VEHICLES ON THE AVENUE AND SURROUNDING ROADS. THE TRAFFIC IMPACT STATEMENT IS VERY CLEAR THAT THE AREA WILL BE INUNDATED WITH VERY LARGE AMOUNTS OF HEAVY AND SEMI HEAVY WORK VEHICLES. LONG TERM RESIDENTS ENDURED THE FINAL STAGES OF THE AVENUE DEVELOPMENT. THEY REMEMBER THE NOISE, DUST, CONSTANT TRAFFIC AND BUILDINGS SHAKEN. THE DWELLINGS AT THE JUNCTION OF MARKHAM ST AND THE AVENUE WILL BE AFFECTED GREATLY AS WILL THAT SECTION OF STREET. IT'S CONSTANTLY CRACKING NOW.

WE HAVE BEEN ASSURED THAT STAGE 1 IS STARTING FROM SUTHERLAND AVE. BUT I ASSUME THAT STAGE 1A IS TO ENABLE ACCESS FROM KARINA CLOSE. WE WOULD LIKE ASSURANCES THAT THE DEVELOPMENT WILL CONTINUE AS STARTED FROM DANGERSLEIGH RD.

YOURS SINCERELY

P.T.O

WE HAVE SINCE BEEN INFORMED OF
SERIOUS MATTERS IN RELATION TO THIS
AND WISH TO ADD OUR VOICE TO THE
CONCERNS RAISED

DA-16-2019 Development Description: Subdivision – 7 to 41 Lot Residential Subdivision

At 2pm Saturday 16th March, 38 concerned residents of The Avenue and surrounds met in Karina Close to discuss the proposed development of 40 blocks nearby. It was heart-warming to see so many people make the effort to support our cause at such short notice.

The following points were raised:

- Call for an independent traffic assessment to include O'Connor Road and Markham Street intersections with Ross Street due to the increase in traffic. Previous traffic assessment deeply flawed and does not acknowledge the 3 Edwards school buses that pickup in The Avenue am and set down in afternoon.
- Access via Karina Close will disturb the peace and tranquillity of our neighbourhood; the reason many purchased in this area was due it being a no through road. Many young families will lose the security that our neighbourhood is quiet with low traffic flow.
- Having a 'through road' will cause house values to drop in The Avenue and Karina Close (some real estate agents suggest \$100 000 - \$150 000 loss in current value)
- The access in Karina Close to be used as a road was indicated as a house block on the original St Patrick's estate. People on either side purchased their blocks with the understanding it was another house block
- Unreasonable amount of time to consider the application as letters from Armidale Regional Council were mailed out in three stages and not all residents received a letter.
- We note that the 'Keep Left' sign at the northern entrance to The Avenue off Markham Street is frequently replaced as a result of being knocked down by vehicles travelling too fast for the corner.
- Questioning the opening of the cul-de-sac in a residential area to give access to a rural subdivision
- Residents of Old Gostwyck Road, Dangarsleigh Road and Kelly's Plains are already expressing their intent to use the new development road as a short cut to town and the airport, we say no
- The Reserve included in the development as a Koala corridor does not adjoin their habitat to the hill south of the development where they currently move freely. Roads and fencing will inhibit their movement
- The block in Karina Close designated to be converted to an access road was bought by the Chapman's as a house block 2135m² in 1996 zoned residential A: 902/DP857276. This should not be divided to become a road – no other house block in St Patrick's estate has been allowed to subdivide.
- Rural living blocks as indicated in DA means livestock and supplies would be travelling through a residential subdivision, we say no.
- 40 Septic systems not suitable in our city over such a large steep land area, developer should install sewerage system. Pump out septic tanks should not be acceptable in a water shed that feeds into a stream system that flows through a significant part of the City of Armidale. If council does not have sufficient infrastructure in place to support all these new homes then the development should be stopped.
- In the flood assessment there is no indication of the water flow from a significant flood event from the area of The Avenue being taken into account.
- Due to the lack of community notification and consultation, we request an extension to the time before submissions end. Council directed letters to a select number of residents before questions

we were asked and another round of letters sent out giving affected residents less than the required time to respond.

Alternative access points:

- Main entrance should be off Springhill Lane
- Extra access off Ross Street through Lot 24
- Braund Street intersection with Ross Street
- Karina Close as an emergency access only with restricted traffic flow to emergency vehicles only

Emails can be sent to John Goodall, Program Leader – Building & Development
council@armidale.nsw.gov.au plus all the councillors.

Please email a copy of your objection correspondence to the Councillors – there is concern that they are not receiving the full brief of objections to the development.

Encourage all residents to write a letter to be emailed or dropped in to council by 20th March - Wednesday 4pm.

Regards

Please email a copy of your objection correspondence to the Councillors – there is concern that they are not receiving the full brief of objections to the development.

smurray@armidale.nsw.gov.au

droninson@armidale.nsw.gov.au

pbailey@armidale.nsw.gov.au

jgalletly@armidale.nsw.gov.au

dgray@armidale.nsw.gov.au

lmartin@armidale.nsw.gov.au

dobrien@armidale.nsw.gov.au

moconnor@armidale.nsw.gov.au

itley@armidale.nsw.gov.au

bwidders@armidale.nsw.gov.au

Could also contact the State Minister for Planning & Infrastructure with a copy of the map and noted objections.

Please be proactive and write a submission to council before 20th March 2019.

Include as many objections and alternative access suggestions as you agree with to save our peaceful area and prevent loss of amenity.

**URGENT**

Armidale NSW 2350

March 19th, 2019

Attention: John Goodall
Armidale Regional Council
P O Box 75A
Armidale NSW 2350

008	
DATE REC'D	16/3/2019
DOC NO	A1/2019/06050
FILE NO	DA-16-2019
REFERRED TO	J Goodall
COMPLETED DATE	

Dear Mr. Goodall,

REFERENCE: OBJECTIONS TO - DA-16-2019

We refer to the above-mentioned DA 16 -2019 and advise that we agree with the relevant objections and comments made by the majority residents at the 16th March 2019 meeting as per the attached sheet marker "A".

Furthermore, an extra objection is the fact there is the DA -79-2018 development of resident land at Ross Street that will make the traffic problems more serious and annoying unless Ross St is extended to an exit and entrance at Judith Street and Kelly Plains Road.

Yours sincerely,

URGENT

DA-16-2019 Development Description: Subdivision – 7 to 41 Lot Residential Subdivision**"A"**

At 2pm Saturday 16th March, 38 concerned residents of The Avenue and surrounds met in Karina Close to discuss the proposed development of 40 blocks nearby. It was heart-warming to see so many people make the effort to support our cause at such short notice.

The following points were raised:

- Call for an independent traffic assessment to include O'Connor Road and Markham Street intersections with Ross Street due to the increase in traffic. Previous traffic assessment deeply flawed and does not acknowledge the 3 Edwards school buses that pickup in The Avenue am and set down in afternoon.
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- Having a 'through road' will cause house values to drop in The Avenue and Karina Close (some real estate agents suggest \$100 000 - \$150 000 loss in current value)
- The access in Karina Close to be used as a road was indicated as a house block on the original St Patrick's estate. People on either side purchased their blocks with the understanding it was another house block
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- We note that the 'Keep Left' sign at the northern entrance to The Avenue off Markham Street is frequently replaced as a result of being knocked down by vehicles travelling too fast for the corner.
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- 40 Septic systems not suitable in our city over such a large steep land area, developer should install sewerage system. Pump out septic tanks should not be acceptable in a water shed that feeds into a stream system that flows through a significant part of the City of Armidale. If council does not have sufficient infrastructure in place to support all these new homes then the development should be stopped.
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dobrien@armidale.nsw.gov.au

moconnor@armidale.nsw.gov.au

itiley@armidale.nsw.gov.au

bwidders@armidale.nsw.gov.au

Could also contact the State Minister for Planning & Infrastructure with a copy of the map and noted objections.

Please be proactive and write a submission to council before 20th March 2019.
Include as many objections and alternative access suggestions as you agree with to save our peaceful area and prevent loss of amenity.

John Goodall

From:
Sent: Tuesday, 19 March 2019 12:52 PM
To: Council
Subject: DA-16-2019 Development Description: Subdivision - 7 to 41 Lot Residential Subdivision

DA-16-2019 Development Description: Subdivision – 7 to 41 Lot Residential Subdivision

We wish to object to the current development proposal to the east of The Avenue. We are not against the development per se, however it appears to be deficient in a number of areas and should **not** be approved in its current form.

Our objections are;

1. It is our opinion that the traffic assessment is **deeply flawed** in a number of respects. This includes the claim that Edwards buses do not use the St Patricks Estate area – this is **not** factually correct. Surveys carried out for one day on 2nd December 2014 (UNE students likely in recess) and 24 days in July 2005 do not reflect the current all year traffic usage and particularly at **peak usage times**. The NSW statute covering acceptable traffic loads presumably do not take into account intersections such as that found on the road that joins The Avenue to Ross Street and into Markham Street? This is a very **dangerous** and problematic section of road which has already experienced one car crash into a private home and anecdotally a number of near misses. The southern end of Markham Street is very narrow, has no lane markings and therefore is not able to accommodate four car widths. If cars are parked on either side of the road (as is often the case) there is insufficient space to allow passing traffic. This situation will become even **worse** when the already approved development to the west of St. Patricks Estate commences as traffic from there will be flowing into this same intersection. Likewise the intersection of Ross Street with the southern end of O'Connor Road is a dangerous intersection and with increased traffic will only become more so.
2. Creating a potential of **through** traffic from St Patricks Estate is a significant **loss of amenity** that many folks (including ourselves) expected to have in a secluded residential area. This must be expected to **impact land values**. A rural subdivision such as the proposed development should not be allowed to have regular heavy vehicle traffic accessing it through a quiet residential estate. In our opinion **emergency** vehicle access only should be allowed through an easement in Karina Close but other traffic should be **excluded** as we believe is the case behind The St Patricks orphanage.
3. There is an existing road easement adjoining the development (Springhill Lane) which has been gazetted for a long time - **why is it not being used for access?** It is our belief that the development should not be allowed to proceed without access being enabled through Ross Street to Springhill Lane. It would appear that the original town planners made this allowance and it should be enforced.
4. In the flood assessment report there seems to be no indication of the water flow from a significant flood event flowing from the area of The Avenue being taken into account. It seems clear to us that in the event of a significant storm at least some of the houses in the proposed development will be flooded. Unless some provision for increased flow under the railway embankment or other mitigation strategies are created then it will be **inevitable that flooding will occur**.
5. We are surprised that pump out septic tanks are acceptable in a water shed that feeds into a stream system that flows through a part of the City of Armidale. They may be allowable in rural subdivisions but how is it they are allowed in a highly populated area? We recall the outbreak of Hepatitis in the Martins Gully area many years ago which required the Armidale City Council to put the sewer through that area.

Declaration: We have never made any donations to a local councillor or a Council employee.

Yours Respectfully

The Avenue, Armidale

IV

John Goodall

From: [REDACTED]
Sent: Tuesday, 26 March 2019 9:25 AM
To: John Goodall; Council
Cc:
Subject: TRIM: Fwd: DA_16_2019 Development for Karina Close and Sutherland Ave

HP TRIM Record Number: AI/2019/06480

To Whom It May Concern

[REDACTED], Armidale, would like to submit the following to Armidale Regional Council, in relation to the DA_16_2019

We appreciate the desire for building development within the Armidale region and do not have objections in principle. However, we are very concerned that due process has not been followed for those residents in Sutherland Ave and Springhill Lane who have had little or no written notification about the proposal which directly impacts upon them. While there are fewer residents in this area, we all have equal rights to those of any other and none that I have spoken to are aware of the proposal. We were only made aware through Facebook and anecdotal conversation early last week. We do not consider this to be a reasonable nor appropriate notice from Council when considering the impact the sub-division will have on the Sutherland Ave and Springhill area and its residents.

The most significant factor for us as a family was to move to an area with a country feel, a quiet location and access to the city. This sub-division will have a huge impact on the rural aesthetics of the area and comment or "surmise" to the contrary demonstrates inadequate justification.

The eastern side of St Patricks Estate, including the Lynland Park and recent large block developments all reflect the rural amenity of its zoning. We do not believe a development of 40 blocks will be in keeping with other developments in the area and believe a development with no more than 20 blocks should be approved.

Our understanding is that the main access to the sub-division has been given as Karina Close. However, access to Sutherland Ave has been mentioned yet details relating to such access are brief at best. Given the strong objections by the Karina Close community and their move to have access changed to Sutherland Ave, we would ask that all residents in Sutherland Ave and Springhill Lane receive correct and proper notification by Council relating to all aspects of the proposal. This is particularly relevant for any new information that might be made as a result of further deliberations both before and after March 29.

We ask that the following points are noted and request a response to each.

- 1) As unsealed, unlit and single carriageways, Sutherland Ave and Springhill Lane are completely unsuitable in their current form for any increase in traffic, particularly larger service vehicles.
 - i) What are the plans for these road reserves and carriageways.
 - ii) If any, what measures are to be taken to ensure both are of an adequate standard in terms of quality and safety, particularly given the impact of the dirt and dust created for the 3 houses situated in the immediate proximity.
 - iii) Does the Council agree that any change to both these carriageways will significantly change the aesthetics and the rural character of the area as a whole?
- 2) Stage 1 of the development is in the south-eastern corner of the sub-division.
 - i) Given nature of the proposal, what is the proposed staging of the roadways in the sub-division as a whole?

ii) More particularly, what is the anticipated access for vehicles servicing Stage 1 of the development?

3) There is significant concern from all involved that traffic wanting to skirt around Armidale on the southern side will redirect through the sub-division, including heavy vehicles.

i) What consideration has been given to such traffic?

ii) What, if any measures could/should be taken to keep this at a safe and reasonable level?

4) There is evidence of an older Traffic Impact Survey that includes the intersection of Dangarsleigh Rd and Old Gostwyck Road. This does not take into account the sub-divisions that have been completed in recent years in the Kelly's Plains and other southern areas.

i) What research or studies have been undertaken for traffic impact since this development?

5) There has been no Traffic History or Impact on Safety Study presented for the intersection of Dangarsleigh Rd and Old Gostwyck Road itself. It is a very difficult intersection with poor visibility (in terms of both the angle of the intersection and the trees) heading north down Old Gostwyck Rd to the intersection. We are aware of and there is evidence of at least two accidents in the last 3 years where vehicles have missed the intersection completely and gone through the opposite fence (narrowly missing a telegraph pole).

i) In the light of the increased traffic already seen and anticipated, has there been consideration to modify this intersection to reduce the danger?

6) Lastly, given the above, and the objections about which we are aware from the Karina Close community, we ask that a public meeting is convened where all concerned residents are adequately notified in writing so they might be able to hear the views of all stakeholders while having the opportunity to voice their own.

I appreciate your consideration of the above, and look forward to your response.

Regards



Armidale, NSW, 2350 Australia

CM: AINT/2022/09473



Draft Community Recognition Policy

ADOPTED BY COUNCIL: [DATE TO BE COMPLETED BY GOVERNANCE]

1. PURPOSE

This policy aims to outline the available opportunities and programs through Armidale Regional Council's Community Recognition Program in acknowledgement of contributions made to the community and the achievements of individuals, groups or organisations associated with the Local Government Area (LGA).

2. APPLICATION

The provisions of this policy apply to all decisions to confer formal and/or informal city honours and to provide guidance to Council officers implementing decisions made under this policy.

3. POLICY INTENT

The main objective of this policy is to acknowledge and celebrate significant contribution to the Armidale region or for attaining excellence by an individual or groups in their chosen field.

4. COMMUNITY STRATEGIC PLAN OBJECTIVES

Community Outcome 1 – Community programs, services and facilities meet the needs of the community and provide a safe place to live

Community Outcome 2 – Events and cultural activities provide the community with an opportunity to celebrate the unique culture and lifestyle of the region

Community Outcome 4 – Services and activities are provided for all ages and segments of our community to promote life-long learning, healthy living and community well-being.

5. POLICY

At an organisation-wide level, recognition will be acknowledged through the following categories. A number of other awards are presented throughout the year attached to specific projects.

Keys to the City/Town

The granting of the Keys to the City is a symbolic presentation that represents the highest honour that a city can confer on an individual or an organisation. In the case of individuals who have given a particularly high level of long-term service and contribution to the community over and above the criteria outlined for the Australia Day Awards.

The Keys to the City is traditionally presented by the Mayor at an appropriate official Ceremony/Civic Reception to acknowledge the achievement/contribution of an individual or organisation in furthering the ideals of the city. It may be awarded to recognise outstanding achievement in sport, community or humanitarian work by a resident of the Armidale Regional Council Local Government Area at an International or National level.

Council may bestow particular recognition which can take the form of the "Key to the City" of Armidale, Key to the town of Guyra or other recognition as deemed appropriate. The Award is decided by Councillors by way of majority vote in an open session of Council meeting.

The granting of the "Key to the City" is a symbolic gesture but has no formal entitlements. It can be compared to the awarding of a medal in military terms and is a demonstration of recognition by the Council. Whilst not material in nature, it is a tangible expression of appreciation of the civic authorities on behalf of the City, coupled with the conferment of an honour which is not lightly given.

The award or key itself can be produced in various formats but will always include a suitable message indicating when, to whom and for what reason(s) the key has been presented.

Criteria for Keys to the City:

- Recipient should be closely affiliated with the city by way of birth or that the contribution was significant to the city.
- Achievement/contribution was proven to raise the profile of the city.
- Award should be awarded equitably.
- Presentation of the award should not set precedents outside of the set criteria.
- Award will only be presented once to any one person or group.
- The Mayor is the only authority to grant the award.
- A deceased person can be nominated for a posthumous award.

Examples:



Freedom of Entry to the City

"Freedom of Entry to the City" is defined as a right which may be conferred by a Local Government Authority upon a military unit, authorising that unit to march through the streets of the city on all ceremonial occasions with swords drawn, bayonets fixed, drums beating, guidon flying and band playing.

The granting of the "Freedom of Entry to the City" represents the highest honour that the city can confer on a military unit. A memento is presented at a ceremony by the Mayor.

The Community Recognition Procedure includes the full ceremonial procedure to be followed at the presentation of "Freedom of Entry to the City".

Civic Reception

A Civic Reception is appropriate for important dignitaries, celebration of an important event or occasion of major significance. The Mayor, in conjunction with the General Manager, shall have discretion to determine whether a civic reception or ceremony is to be held. The Mayor shall have the discretion to determine whether a gift shall be presented.

Civic Receptions shall be hosted in the Council Chambers or other appropriate venue. The official reception will usually be followed by a morning or afternoon tea or dinner with appropriate catering.

The standard invitation list for civic and ceremonial functions should include all Councillors and partners, General Manager and partner, senior staff and partners, along with civic and community representatives considered by the Mayor, in conjunction with the General Manager, to be appropriate.

Certificates of Appreciation/Certificates of Achievement

In cases where a living individual, group or organisation has given outstanding service to the community, or has attained an outstanding achievement in a field of endeavour including but not limited to sport, the arts, the environment, community projects, academia, the Council may elect to present a Certificate of Appreciation or Certificate of Achievement.

Certificates will be issued from the Mayor via the Council's Marketing and Communications department to ensure consistency.

Australia Day Awards

The Australia Day Awards are the Council's primary mechanism for recognising outstanding community contribution. The awards are presented at functions commemorating each Australia Day in Armidale and Guyra and include the categories of:

- Citizen of the year
- Young Citizen of the year
- Senior/Elder Citizen of the year
- Community Service Award
- Sportsperson of the year award
- Contribution to sports and Recreation Award
- Art, Culture or Drama Award
- Community Event of the Year Award
- Environmental Citizen of the Year Award

Nominations are received each year and judged by the Australia Day Committee. Council's role is to actively encourage nominations for the Awards, and ensure the recipients are given due recognition through public acknowledgment at the official functions.

New England Sports Awards

The regional Awards event is held in November each year and is coordinated by the Armidale Regional Sports Council. The Awards recognise sporting excellence, participation, coaching or administration in sport.

Presentations include the Senior Sportsperson of the Year, Junior Sportsperson of the Year, Senior and Junior Teams of the Year. Local volunteers are also recognised through the Contribution to Sport Awards.

Volunteer Recognition

An annual function is held in conjunction with the International Volunteers Day in December to acknowledge the contributions of volunteers. The work of volunteers is also recognised during National Volunteer Week in May each year. The NSW Volunteer of the Year Award is also promoted locally and throughout the New England/Northern Inland region. The volunteer recognition activities are coordinated through the Armidale Volunteer Referral Service.

Youth Awards

The Youth Awards aim to provide positive promotion of local young people aged 12 – 24 years. They recognise young people's achievements across a range of areas including, academic, sports, the arts and their community involvement. The awards are generally organised by a group of young people in partnership with Council's Community Services area.

Naming of Local Roads and Places

Council has a Local Road and Place Naming Policy which outlines the available opportunities to acknowledge significant contributions to the community and the achievements of individuals or groups associated with the LGA.

The Geographical Names Board of NSW guidelines for the determination of place names and the Transport Roads & Maritime Services Naming of Roads and Bridges Policy should be referenced when deciding on the naming of roads, bridges and places.

It should be noted that Council does not permit the spreading of ashes, or placement of personal items as a dedication at any of its parks, sportsgrounds and natural areas.

Council Parks and Reserves

Council has a Memorials Policy which aims to guide the management of public dedications in a clear and consistent manner to ensure staff can effectively manage the different and often emotive reasons for these dedications.

Honour Boards

Honour Board/s recognise Australian Olympians and Order of Australia recipients who are residents of the Local Government Area. Olympians are members of Australia's rich sporting family and the Order of Australia is the principal and most prestigious means of recognising outstanding members of the community at a national level.

Celebrating a 100th Birthday

Recognise individuals who have achieved the milestone with nominees receiving a congratulatory letter from the Mayor.

6. LEGISLATIVE REQUIREMENTS

The Mayor is authorised under Section 226 of the Local Government Act 1993: “to carry out the civic and ceremonial functions of the mayoral office.”

7. REVIEW

This Policy will be reviewed every four years from the date of each adoption of the policy, or more frequently as required.

8. REPORTING

Formal honours as identified in this policy will be reported in the Annual Report.

9. RESPONSIBLE OFFICER

The General Manager is the sponsor of this policy and must be consulted on all formal honours requests. The Executive Office is the owner of the policy.

10. ROLES AND RESPONSIBILITIES

Formal Honours include:

- Key to the City
- Freedom of Entry to the City

Granting of formal honours requires the approval of the Mayor in consultation with other Councillors and the General Manager. If the majority of Councillors concur with the recommendation, the formal city honour will be granted.

The responsibility for implementation, recording and reporting is outlined in the Community Recognition Procedure (AINT/2022/12014). All requests for recognition received by Council from the community must in the first instance be actioned by the Officer Responsible as outlined in the Procedure.

11. RELATED PROCEDURES

- Community Engagement Policy
- Civic And Ceremonial Functions and Representation Policy
- Councillor and Staff Interaction Policy
- Mayoral Robe and Chain Policy
- Media Policy
- Model Code of Conduct Policy.

APPROVAL AND REVIEW

Responsible Business Unit	Executive Office	
Responsible Officer	Executive Office	
Date/s adopted	<i>Council Executive</i> [updated by policy owner]	<i>Council</i> [DD Mmmm YYYY]
Date/s of previous adoptions	8 February 2017	
Date of next review	[Four years from last adoption]	
CM Reference		



Draft Community Recognition Procedure

APPROVED BY: XXXXX DATE: XXXXX

1. CONTEXT

These procedures assist in managing the opportunities and programs contained in Council's Community Recognition Program, which acknowledge contributions made to the community and achievements of individuals, groups or organisations associated with the Local Government Area (LGA).

Employees are to follow the guidelines outlined in this procedure when managing requests.

2. PARENT POLICY

These Procedures are to be read in conjunction with the Community Recognition Policy (the Parent Policy).

3. STATEMENT OF PROCEDURES

The Community Recognition Procedure spans a number of different areas of the organisation. As a result the categories of recognition and subsequent procedures are outlined overleaf in detail in Table 3.1.

4. REPORTING

Formal honours (Key to the City and Freedom of Entry to the City) will be reported in the Annual Report.

5. REVIEW

These Procedures will be reviewed every four years or in-line with the review of the parent policy and at other times as required. Changes to the Procedure that are consistent with the parent policy can be approved by the Policy Owner.

CM: AINT/2022/12014

TABLE 3.1

Award	Frequency	Timeframe for Assessment	Nomination	Decision authority	Criteria for Assessment	Notification	Acknowledgement		Officer Responsible	Gift	Indicative Budget
							Event	Ongoing			
Keys to the City	Ad hoc	Minimum 12 Weeks	To the Mayor	Nominations are assessed against criteria by the Mayor in consultation with Chairs of Key Pillar Working Groups. If a nomination is accepted, the Award is decided by Councillors by way of a Mayoral Minute and a majority vote in an open session of Council and presented at an appropriate official ceremony by the Mayor.	<ul style="list-style-type: none"> Recipient should be closely affiliated with the city by way of birth or that the contribution was significant to the city. Achievement/contribution was proven to raise the profile of the city. Award should be awarded equitably. Presentation of the award should not set precedents outside of the set criteria. Award will only be presented once to any one person or group. The Mayor is the only authority to grant the award A deceased person can be nominated for a posthumous award. 	<p>Letter to nominator and/or nominee advising of nomination and requesting attendance at future event</p> <p>Note: Nominee may wish to remain undisclosed or recipient may not wish to attend ceremony.</p> <p>Where an award is recommended for someone who has died, the nominated person's next-of-kin is contacted and asked whether they wish to accept an award on their behalf.</p>	Dedicated Function	Website	Exec Office (nomination process) & Events Coordinator (Function)	Framed certificate and commemorative memento (Key, Plaque or similar)	<\$1,000
Freedom of Entry	Ad hoc	Minimum 12 Weeks	To the Mayor	Mayor	Recipient must be a military unit that has a demonstrated association with the city of Armidale or to a town or village located within the Local Government Area	Direct liaison with Mayor/Executive Office	Specific outdoor event or existing military event such a gazetted national day of remembrance or significant anniversary	Website / Plaque in Central Park	Exec Office (Mayor Liaison) & Events Coordinator (Function)	Signed deed with Common Seal from Armidale Regional Council	<\$1,000
Civic Reception	Ad hoc	4 weeks	To the Mayor	Mayor and General Manager	A Civic Reception is appropriate for important dignitaries, celebration of an important event or occasion of major significance	Direct liaison with Mayor/Executive Office	Dedicated Function	Website	Exec Office (Mayor Liaison) & Events Coordinator (Function)	As determined by the Mayor	<\$1,000
Certificates of Appreciation/Achievement	Ad hoc	2 Weeks	N/A	Mayor	Living individual, group or organisation has given outstanding service to the community, or has attained an outstanding achievement in a field of endeavour including but not limited to sport, the arts, the environment, community projects, academia	Email notification	N/A	N/A	Communications and Engagement	Certificate	Non-Discretionary
Australia Day Awards	Annual	12 Weeks	ARC Website	Community: Australia Day Committees in Armidale and Guyra	Assessment criteria is outlined on the Australia Day Awards nomination form. Criteria is specific to the nomination category	Letter to nominee advising of award and requesting attendance at future event	Forms part of formalities within the agenda of Australia Day proceedings	Website / Honour Board	Events Coordinator	Certificate	\$8,000
New England Sports Awards	Annual	4 Weeks	Sought by Council Officers via Sports Council	Community: Sports Council via minuted recommendation from Committee	Senior Local Team of the Year Senior Regional Team of the Year Senior State Team of the Year Senior Team of the Year Winner	Letter to nominee advising of award nomination and requesting attendance at future event	Dedicated Function	Website	Sports & Recreation Development Officer	Trophy	<\$500

CM: AINT/2022/12014

Award	Frequency	Timeframe for Assessment	Nomination	Decision authority	Criteria for Assessment	Notification	Acknowledgement		Officer Responsible	Gift	Indicative Budget
							Event	Ongoing			
					Junior Local Team of the Year Junior Regional Team of the Year Junior State Team of the Year Junior Team of the Year Winner						
Volunteer Awards	Annual	4 Weeks	Sought by Council Officers through direct consultation with the community	Council Officers	These are run in conjunction with the National Volunteer Week Awards and the Alwyn Jones Community Service Award. A volunteer who has given outstanding service and/or contributed substantially to the community through their volunteering work	Letter/email to nominee advising of award nomination and requesting attendance at future event	Dedicated Function	Website	Coordinator Volunteer Referral Service	Certificate	<\$1,000
Youth Awards	Annual	4 Weeks	Sought by Council Officers through direct consultation with the community	Council Officers and Community	Recognise outstanding achievement or contribution by young people (aged between 12-24) in our Local Government Area, in the areas of (including but not limited to) volunteering, visual arts, academic, leadership, commitment & perseverance, and sports	Letter to nominee advising of award nomination and requesting attendance at future event	Dedicated Function	Website	Coordinator Community Services	Certificate	Non-Discretionary
Naming of Roads & Places	Ad hoc	N/A	Council Officers	Council Report	As per Property Addressing and Naming our Roads and Places Policy	As per Property Addressing and Naming our Roads and Places Policy	Nil	N/A	Roads and Parks	N/A	Non-Discretionary
Council Parks and Reserves	Ad hoc	N/A	Council Officers	Council Report	As per Memorials Policy	As per Memorials Policy	Nil	N/A	Roads and Parks	N/A	Non-Discretionary
Honour Board for Olympians and OAM Recipients	Ad hoc	Minimum 12 Weeks	To the Mayor via the ARC Website or via Councillor	Mayor	As per formal advice/confirmation of accolade (Olympic medal of OAM being awarded)	Direct liaison with Mayor & a letter of congratulations	Nil	Website/Plaque in CAB and inscription	Communications, Marketing and Events	N/A	<\$200
Celebrating a 100th Birthday	Ad hoc	2 Weeks	To the Mayor via the ARC Website or via Councillor	Mayor	Confirmation of date of birth required	Letter of congratulations	Nil	N/A	Executive Office	Certificate	Non-Discretionary

6. APPENDIX

Freedom of Entry to the City – Ceremonial Procedure

1. Inspection of Parade by Mayor and Commanding Officer.
2. Address by Mayor.
3. The General Manager reads the Grant conferring the Freedom of Entry to the City.

Sample as follows:

On the day of, 20... we extend to the Officer Commanding and Members of the (military unit). Greetings.

Whereas many of our citizens have served with pride in your distinguished band, which by its great achievements has built up honourable traditions.

*In appreciation of your great services to our sovereign, our nation and our city, the Mayor of Armidale Regional Council confers upon the (military unit) the privilege, honour and distinction of the **Freedom of Entry to the City** with the right of entry on ceremonial occasions in full panoply with swords drawn, bayonets fixed, drums beating, guidon flying and band playing and that the Common Seal of the Council be affixed to such deed.*

In witness whereof the Common Seal of the Council of the Armidale Region was hereto affixed on the day of, 20..... in the presence of

.....
(name)
Mayor

.....
(name)
General Manager

4. The Mayor presents Grant and city flag to the Parade Commander, who replies on behalf of the military unit.
5. Military unit exercises its right of entry.
6. Military unit marches with swords drawn, bayonets fixed, drums beating, guidon flying and band playing.
7. The parade is challenged by the Acting Marshall with the words:
"Halt! Who comes here?"
8. The Commanding Officer replies "(Military unit), exercising their right and privilege to pass throughout the city with swords drawn, bayonets fixed, drums beating, guidon flying and band playing".
9. Acting Marshall "I acknowledge your right and privilege – pass (Military unit) with the Mayor and city's authority".

CM: AINT/2022/12014

APPROVAL AND REVIEW		
Responsible Business Unit	Executive Office	
Responsible Officer	Executive Office	
Date/s adopted	<i>Council Executive</i> [updated by policy owner]	<i>Council</i> [DD Mmmm YYYY]
Date/s of previous adoptions	N/A	
Date of next review	[Two years from last adoption]	
CM Reference		



AUDIT, RISK AND IMPROVEMENT COMMITTEE

Held on

Thursday, 17 March 2022
11 am - 2 pm

at

Council Chambers

PRESENT: Phil Thomas (Chairperson), Michael O'Connor,
Jason Masters.

IN ATTENDANCE: Kelly Stidworthy (Manager Financial Services), Simone Mooketsi (Manager Governance and Strategy), Brad Munns (Financial Accountant), Darren Schaefer (A/ Chief Officer Corporate and Strategy), Alex Manners (Chief Officer Assets and Services), James Roncon (General Manager), Ruben Burke and Mark Griffiths (BDO – Payroll Audit Item only), Stacey Drew (Minute Taker)

Note: Jason Masters joined the meeting 11.15am, James Roncon joined the meeting at 12pm, Darren Schaefer left the meeting at 11.50am.

MINUTES

Armidale Regional Council
Audit, Risk and Improvement Committee
Thursday, 17 March 2022 Page 2

1. APOLOGIES

Hannu Akerman, Coordinator Knowledge.

2. CONFIRMATION OF PREVIOUS MINUTES -

**CONFIRMATION OF THE MINUTES OF THE AUDIT, RISK AND IMPROVEMENT COMMITTEE
MEETING HELD ON 16 NOVEMBER 2021**

RECOMMENDATION:

That the minutes be taken as read and be accepted as a true record of the Meeting.

3. DECLARATIONS OF INTEREST

All members of the Committee declared their standing conflicts of interest.

4. APPROVAL FOR MANAGEMENT TO BE PRESENT

Approval was granted by the Committee for members of management to be present. It was noted responsibility of Simone Mooketsi for the internal audit function due to the resignation of Carlos Chica.

5. ADMINISTRATION REPORTS

5.1 Agenda - matching Charter Requirements - March 2022 *Ref: AINT/2022/09804 (ARC22/500)*

2. OFFICERS' RECOMMENDATION:

That the Committee note the detailed Agenda, matching to the Charter Requirements.

5.2 ARIC Action Items Report March 2022

Ref: AINT/2022/09840 (ARC22/5007)

2. OFFICERS' RECOMMENDATION:

That ARIC notes the report summarising the actions taken on action items arising from ARIC meetings.

ARIC members should complete the Code of Conduct training. Michael O'Connor requested the ARIC be forwarded a link to complete the Code of Conduct training.

An update of Pulse implementation and training was provided to ARIC by Simone Mooketsi, Manager Governance and Strategy.

Armidale Regional Council
Audit, Risk and Improvement Committee
Thursday, 17 March 2022

Page 3

5.3 ARC BDO Internal Audit - Payroll (Final) Report - Mar2022Ref: AINT/2022/08784 (ARC22/5)

1. Purpose

The Payroll Internal Audit was conducted by BDO Internal Audit between November 2021 and March 2022. The objective of this Internal Audit is to review the adequacy of Council's current payroll practices, identify any risks and mitigating controls, improvement opportunities and provide practical recommendations. The Internal Audit Report including recommendations and management responses is attached for the Committee's review and noting.

Noted.

Questions of Jason Masters to be addressed in a report to the next meeting. Simone Mooketsi to provide Annie Harris with questions for response in relation to risk management of Council's workforce demographics.

5.4 Internal Audit Plan - Calendar of Proposed Reviews 2021-2022Ref: AINT/2022/09910 (ARC.

2. OFFICERS' RECOMMENDATION:

That ARIC note:

- a. The status of the Annual Internal Audit Plan 2021 / 2022
- b. A suggested list of items subject to future prioritisation.

ARIC is supportive of the Internal Audit Plan, subject to resourcing.

5.5 Internal Audit Services

Ref: AINT/2022/09512 (ARC22/5007)

2. OFFICERS' RECOMMENDATION:

That the Audit Risk and Improvement Committee:

- a. Note the content of this report and provide advice and recommendation to Armidale Regional Council on the best way of structuring the internal audit function.
- b. Support exit from the shared services agreement with Glen-Innes-Severn and Uralla Shire Councils. Council should agree to these terms in writing.
- c. Grant a three month extension on all open audit recommendations.

a. Note and support.

- b. Support and endorse. Michael O'Connor has requested he be advised when

Armidale Regional Council
Audit, Risk and Improvement Committee
Thursday, 17 March 2022 Page 4

- conversations have been had with other councils.
c. Endorse.

5.6 Status of Outstanding Audit Recommendations - March 2022 *Ref: AINT/2022/09182 (ARC22/5007)*

2. OFFICERS' RECOMMENDATION:

That the Committee note the status of the Outstanding Audit Recommendations as at March 2022.

Chair requested that date change history to be recorded in the paper moving forward . Noted.

5.7 Presentation of Audited Financial Statements and Audit Reports Year Ended 30 June 2021

Ref: AINT/2022/09185 (ARC22/5007)

2. OFFICERS' RECOMMENDATION:

That the Committee note the report on the presentation of the audited Annual Financial Statements for the year ended 30 June 2021.

Noted

Darren Schafer exited the meeting 12pm.

5.8 Audit 2021 – Engagement Closing Report and Final Management Letter

Ref: AINT/2022/09192 (ARC22/5007)

2. OFFICERS' RECOMMENDATION:

That ARIC note the NSW Audit Office's final Engagement Closing Report and final Management Letter relating to their audit for the year ended 30 June 2021.

Noted

5.9 Risk Management Road Map - Status update

Ref: AINT/2022/08783 (ARC22/5007)

2. OFFICERS' RECOMMENDATION:

That ARIC note the status update of the Council's Risk Management Roadmap 2020-2023 and its implementation.

Endorsed Note endorsement included a 3 month extension on the timeframes for implementation of the roadmap milestones.

Armidale Regional Council
Audit, Risk and Improvement Committee
Thursday, 17 March 2022

Page 5

5.10 Draft Risk Management Policy

Ref: AINT/2022/08777 (ARC22/5007)

2. OFFICERS' RECOMMENDATION:

That ARIC provide feedback and endorsement to the updated Council Risk Management Policy. The updated policy will need to proceed to Council for approval in accordance with Council's Policy Framework.

Chair recommended a change to particular language of the policy. Michael O'Connor provided additional notes to Simone Mooketsi for inclusion.

Endorsed

5.11 Council Risk Appetite Statements

Ref: AINT/2022/09490 (ARC22/5007)

2. OFFICERS' RECOMMENDATION:

That ARIC note the Council's Risk Appetite Statements which were articulated by the Council Executive Leadership Team (ELT).

Endorsed.

5.12 Review and Update Corporate Risk Register

Ref: AINT/2022/09652 (ARC22/5007)

2. OFFICERS' RECOMMENDATION:

That ARIC note the progress of the process of reviewing and updating the Council Corporate Risk Register.

Noted & Endorsed.

Question on Notice taken by Governance and Strategy Manager further commentary/report to be provided to the next meeting regarding explanation of the table and the controls appearing to be ineffective.

5.13 Environmental Sustainability Advisory Committee – Minutes of Meetings. Ref: AINT/2022/

2. OFFICERS' RECOMMENDATION:

That the Committee note the Minutes of the Environmental Sustainability Advisory Committee

Armidale Regional Council
Audit, Risk and Improvement Committee
Thursday, 17 March 2022

Page 6

(ESAC) meetings held during August, October and November 2021.

Noted.

5.14 Performance Improvement Order Update & Draft Organisation Improvement Plan

Ref: AINT/2022/09190 (ARC22/5007)

2. OFFICERS' RECOMMENDATION:

That the Committee :

- Note the content of the Performance Improvement Order Final Report submitted to Minister Hancock on 4 December 2021; and
- Note the first draft of the Organisational Improvement Plan including items from Finance, Procurement, ICT, Records, Governance and Strategy.

Noted and endorsed

5.15 2021/22 First Quarter Budget Review

Ref: AINT/2022/09189 (ARC22/5007)

2. OFFICERS' RECOMMENDATION:

That the Committee:

- a. Note the 2021/22 First Quarter Budget Review.
- b. Note the amendments, as resolved by Council at its November 2021 meeting, to the 2021/22 budget in accordance with the Quarterly Budget Review Statement for the period 1 July 2021 to 30 September 2021 tabled at the attachment.

Noted

5.16 2021-2022 Second Quarter Budget Review

Ref: AINT/2022/09183 (ARC22/5007)

2. OFFICERS' RECOMMENDATION:

That the Committee:

- a. Note the 2021-2022 Second Quarter Budget Review.
- b. Note the proposed revised 2021-2022 budget produces an operating surplus of \$3.1 million on a consolidated basis and an unrestricted cash forecast of \$3.5 million.
- c. Note the proposed reduction in capital expenditure from \$66m to \$47m as a result of the budget review and that this may require further overall downward amendment at the next budget review due to range of impacts on the organisation, such as natural disasters and Covid, that has impacted on project resourcing.
- d. Note that Council at its February 2022 Meeting resolved to amend the 2021-2022 budget in accordance with the Quarterly Budget Review Statement for the period 1 October 2021

Armidale Regional Council
Audit, Risk and Improvement Committee
Thursday, 17 March 2022 Page 7

to 31 December 2021 tabled at the attachment.

Noted

5.17 ARC Calendar of Future Infrastructure Asset Valuations FY2023-FY2030 *Ref: AINT/2022/091*

2. OFFICERS' RECOMMENDATION:

That the Committee endorse the calendar of future Infrastructure Asset Valuations for FY2023-FY2030.

Endorsed

5.18 Finance Induction Presentation Slides for Councillors – March 2022 *Ref: AINT/2022/09816*

2. OFFICERS' RECOMMENDATION:

That the Committee note the Finance Induction Slides recently presented to the new Councillors and the Financial Improvement Plan prepared in July 2021. Management welcomes discussion and insight from the ARIC Members to help address some of the current challenges faced by Council.

Noted

5.19 End of Term Report 2020/2021

Ref: AINT/2022/09186 (ARC22/5007)

2. OFFICERS' RECOMMENDATION:

That the Committee note the Armidale Regional Council End of Term Report 2021.

Noted

5.20 Annual Report 2020-2021

Ref: AINT/2022/09187 (ARC22/5007)

2. OFFICERS' RECOMMENDATION:

That the Committee note the Armidale Regional Council's Annual Report 2020-21.

Noted

5.21 State of the Environment Report

Ref: AINT/2022/09188 (ARC22/5007)

2. OFFICERS' RECOMMENDATION:

Armidale Regional Council
Audit, Risk and Improvement Committee
Thursday, 17 March 2022 Page 8

That the Committee note the Armidale Regional Council State of the Environment Report 2021.

Noted

5.22 Integrated Planning and Reporting - Delivery Program 2018-2022 and Operational Plan 2021-2022 Progress Report - July to December 2021 Ref: AINT/2022/0918

2. OFFICERS' RECOMMENDATION:

That the Committee note the Delivery Program 2018-2022 and Operational Plan 2021-2022 Progress Report for the period July – December 2021.

Request from the Committee for an explanatory email on Council's governance process of managing the progress of the status in particular the "needs attention & critical" to moving to being "on track".

Noted.

6. GENERAL BUSINESS

CULTURE UPDATE -

There being no further business the Chairperson declared the meeting closed at 1.35pm.



TRAFFIC ADVISORY COMMITTEE

Held on

Tuesday, 5 April 2022
10am

at

Committee Room/Goto

In attendance

Committee Members:

Mr Hans Hietbrink (Rep. Member for Northern Tablelands)
Ms Wendy Wallace (TfNSW)

Council Staff:

Ms Susan McMichael (Councillor Rep)
Mr Graham Earl (ARC Technical Officer)
Ms Belinda Ackling (Minute Taker)
Mr Ian Chetcuti (Ranger)

Others:

Nil

MINUTES

Armidale Regional Council
Traffic Advisory Committee
Tuesday, 5 April 2022

Page 2

1. Apologies / Leave Of Absence
Snr Sgt Paul Caldwell (NSW Police) is an apology, but advised that he has no issues with any of the reports as presented and is happy to take calls if required.
2. Confirmation of Previous Minutes -

CONFIRMATION OF THE MINUTES OF THE TRAFFIC ADVISORY COMMITTEE MEETING HELD ON 1 MARCH 2022

RECOMMENDATION:

That the minutes be taken as read and be accepted as a true record of the Meeting.

3. Declarations of Interest
Nil

4. Business Arising

4.1 Actions from the previous meeting held 1 March 2022 *Ref: AINT/2022/12159 (ARC16/0168)*

2. OFFICERS' RECOMMENDATION:

That the Committee note the actions from the previous meeting

5. Special Event Reports
Nil

6. Correspondence

6.1 Proposed Removal of Roundabout at Intersection Bradley Street and Mackenzie St, Guyra *Ref: AINT/2022/10929 (ARC17/1518)*

RESOLVED

That Council endorse the proposed removal of the raised concrete roundabout at the intersection of Bradley Street and Mackenzie St in Guyra, and that works will be included in the FY22/23 Bitumen Resealing and Asphaltting Program and replaced with a Giveway sign and appropriate line making intersection.

The Motion on being put to the vote was CARRIED unanimously.

6.2 Bus Zone St Marys *Ref: AINT/2022/12198 (ARC16/0168-7)*

Note

Armidale Regional Council
Traffic Advisory Committee
Tuesday, 5 April 2022

Page 3

That the Traffic Advisory Committee note that ARC staff will start the communication process and advise the Councillors, community and affected business and that the Traffic Advisory Committee will once again consider at its June 2022 meeting the recommendation that, the St Marys Bus Zone on the eastern side of Jessie Street be made full time during the School Week.

The Motion on being put to the vote was CARRIED unanimously.

6.3 The Armidale School pedestrian safety in Douglas St. *Ref: AINT/2022/12255 (ARC16/0168-7)*

RESOLVED

That Council note the request made to TfNSW from The Armidale School concerning potential improvements to pedestrian safety in Douglas Street. No issues were observed by TfNSW, the area will be monitored.

The Motion on being put to the vote was CARRIED unanimously.

6.4 The Armidale Autumn Festival

Ref: AINT/2022/12260 (ARC16/0168-7)

Noted :

That Traffic Advisory Committee endorse the requested road closure for the 2022 Autumn Festival of Beards Street between Dangar and Jessie Street and Dangar Street between Rusden and Moore street.

The Motion on being put to the vote was CARRIED unanimously at an out of meeting session.

6.5 Tour de Rocks 2022

Ref: AINT/2022/12270 (ARC16/0168-7)

Noted:

That the Committee acknowledge the new route for Tour de Rocks advice.

The Motion on being put to the vote was CARRIED unanimously at an out of meeting session.

7. General Business

Nil

There being no further business the Chairman declared the meeting closed at 11am.

Armidale Regional Council
Traffic Advisory Committee
Tuesday, 5 April 2022

Page 1



BUSINESS PAPER

TRAFFIC ADVISORY COMMITTEE

To be held on

Tuesday, 5 April 2022
10am

at

Function Room/Goto

Committee Members:

Mr Hans Hietbrink (Rep. Member for Northern Tablelands)
Snr Sgt Paul Caldwell (NSW Police)
Ms Melanie Jones /Ms Wendy Wallace (TfNSW)

Council Staff:

Ms Susan McMichael (Councillor)
Mr Graham Earl (ARC Technical Officer)
Ms Belinda Ackling (Coordinator)
Mr Ian Chetcuti (Ranger)

Others:

Nil

AGENDA

Armidale Regional Council
Traffic Advisory Committee
Tuesday, 5 April 2022

Page 2

The Armidale Traffic Advisory Committee, has no decision-making powers and is primarily a technical review committee. It only advises the Council on matters for which the Council has delegated authority.

The Committee operates under Roads and Maritime Services 'A guide to the delegation to councils for the regulation of traffic'.

In summary:

Roads and Maritime Services (RMS) has delegated certain aspects of the control of traffic on regional and local roads to Council. A condition of this delegation is that Council must refer all traffic related matters to the Traffic Advisory Committee prior to exercising its delegated functions.

The four voting members on the Traffic Advisory Committee are:

- Council's representative (chair)
- RMS representative
- NSW Police representative for the Local Area Command containing the item.
- State Member of Parliament representative for the electorate containing the item.

The meeting does not need a specific quorum, however any advice can only be returned to the Council if the views of NSW Police and RMS have been obtained.

The Traffic Advisory Committee meeting operates as a closed meeting and attendance to the meeting is via invitation only. At times interested stakeholders may address items referred to the Traffic Committee where their information adds value and does not greatly increase the time spent by the Committee on progressing the item. Interested stakeholders always have the opportunity to attend the Council meeting when the minutes of the Traffic Advisory Committee are discussed / determined.

All formal items referred to the Traffic Advisory Committee typically have been fully investigated, consulted (if needed) and proposed actions identified.

Where the Council decides on an item contrary to the Traffic Advisory Committee recommendation, then Council must immediately advise RMS and NSW Police in writing of its decision. The RMS or NSW Police may then lodge an appeal within 14 days to the Regional Traffic Committee.

The Council must not action any item under appeal until the matter has been determined by the Regional Traffic Committee.

Armidale Regional Council
Traffic Advisory Committee
Tuesday, 5 April 2022

Page 3

INDEX

1	Apologies / Leave of Absence	
2	Confirmation of Previous Minutes <i>Traffic Advisory Committee - 1 March 2022</i>	
3	Declarations of Interest	
4	Business Arising	
4.1	Actions from the previous meeting held 1 March 2022	4
5	Special Event Reports	
6	Correspondence	
6.1	Proposed Removal of Roundabout at Intersection Bradley Street and Mackenzie St, Guyra	6
6.2	Bus Zone St Marys.....	12
6.3	The Armidale School pedestrian safety in Douglas St.	19
6.4	The Armidale Autumn Festival.....	21
6.5	Tour de Rocks 2022.....	30
7	General Business	

Armidale Regional Council
Traffic Advisory Committee
Tuesday, 5 April 2022

Page 4

Item:	4.1	Ref: AINT/2022/12159
Title:	Actions from the previous meeting held 1 March 2022	Container: ARC16/0168-7
Author:	Belinda Ackling, Personal Assistant	
Attachments:	Nil	

1. Purpose

That the Traffic Advisory Committee note the actions from the previous meeting.

OFFICERS' RECOMMENDATION:

That the Committee note the actions from the previous meeting

3. Background

That:

- a) Council endorse the Traffic Advisory Committee's recommendation that the road closure requested for the annual ANZAC Day Dawn Service to occur on 25 April 2022 between 5.30 am and 7.00 am, in accordance with the provided traffic control plan.

Organisers have advised of the Council endorsement for the event

- b) Council endorse the Traffic Advisory Committee's recommendation that the rolling road closures requested for the annual Anzac Day March to be held on 25 April 2022 between 10.00am and 12.30pm, in accordance with the provided traffic control plan.

Organisers have advised of the Council endorsement for the event

- c) Council endorse the Traffic Advisory Committee's recommendation that the temporary road closures for the Armidale 2022 ANZAC Day March and Commemoration Service to occur on Sunday 25 April 2022, for Faulkner Street from Dumaresq Street to Beardy Street and the connecting intersections with East Mall and Rusden Street roundabout, be approved in accordance with the provided traffic control plan.

Organisers have advised of the Council endorsement for the event

- d) Council endorse the Traffic Advisory Committee's resolution, that the approval for the Special Event Transport Management Plan for the 'Tour de Rocks' Thursday 7 April, for the occupation and usage of Armidale Regional Council Local Government Area (LGA) local roads only, pending approval for the use of local roads within the LGA of Kempsey Council, and of any regional classified roads from Transport NSW, and any further recommendations from NSW Police.
- e) Council endorse the Traffic Advisory Committee's resolution, that the approval for the temporary closure of Dangar Street between Dumaresq and Kirkwood Streets, from 6am to 9am on Thursday the 7 April 2022.

Organisers have advised of the Council endorsement for the event

Armidale Regional Council
Traffic Advisory Committee
Tuesday, 5 April 2022

Page 5

- f) That Council note the Traffic Advisory Committee's recommendation that Council staff and Tour de Rocks organisers work together on the use of the Kempsey Road given the current road conditions and unpredictable weather.

AND

Note that subsequent to the meeting, the road is no longer suitable for the event and alternate routes have been investigated by staff, event organisers have ridden the suggested routes for suitability with the final advice being:

The 'Tour de Rocks' charity mountain bike ride will be commencing from the public park (Civic Park) in Dangar Street, Armidale Thursday, 7 April 2022. Day 1 starts at 6am at Civic Park and ends at Wollomombi, 36 km East of Armidale at 5pm. Day 2 of the ride commences at Wollomombi at 8am and ends at Guyra Showground, 85 km North West of Wollomombi at approximately 5pm. The final day of the ride commences at Guyra Showground at 6am and ends at Sport UNE, Armidale, 20 km South of Guyra at approximately 2pm.

Organisers have advised of the Council endorsement for the event

- g) That Council endorse the Big Chill Festival which will occur the 14 and 15 May 2022.
- h) That Council endorse the Traffic Advisory Committee's resolution, that the road closures required for the 3 weekends of events for Faulkner Street, between Kirkwood and Dumaresq Street, in conjunction with the Big Chill Festival and, to allow the set up and removal of attractions, including Sunday 8 only, Thursday 12 to Sunday 15 and Thursday 19 – Monday 23 May 2022.
- i) Council endorse the Traffic Advisory Committee's resolution, that a temporary no parking zone to be used for 2 x designated Disability parking spots and a Drop off/ Collection Zone for Taxis and patrons in Dumaresq Street between Faulkner and Dangar Street on Saturday 14 and Sunday 15 May in conjunction with the Big Chill Festival, be approved in accordance with the provided traffic control plan.

Organisers have advised of the Council endorsement for the event

- j) Council endorse the Traffic Advisory Committee's resolution, to decline the request to install a pedestrian crossing at Butler Street between Rusden Street and Barney Street at this time, until after further investigation can occur and align with the Active Transport Plan.

Advice has been provided to the community member



Armidale Regional Council
Traffic Advisory Committee
Tuesday, 5 April 2022

Page 6

Item:	6.1	Ref: AINT/2022/10929
Title:	Proposed Removal of Roundabout at Intersection Bradley Street and Mackenzie St, Guyra	Container: ARC17/1518
Responsible Officer	Chief Officer Assets and Services	
Author:	Ben Smith, Manager Roads and Parks	
Attachments:	1. Public Consultation Submissions Register - Bradley Street Roundabout Removal	

1. Purpose

The purpose of this report is to outline the outcome of the Public Consultation Period in relation to the proposed removal of the existing raised concrete roundabout at the intersection of Bradley Street and Mackenzie St in Guyra, and to recommend a final determination.

2. OFFICERS' RECOMMENDATION:

That Traffic Advisory Committee and Council endorse the proposed removal of the raised concrete roundabout at the intersection of Bradley Street and Mackenzie St in Guyra.

3. Background

As part of the final road remediation works to Bradley Street, it was proposed that the existing raised concrete roundabout at the intersection of Bradley Street and Mackenzie Street in Guyra be removed. A report was submitted to Traffic Advisory Committee in November 2021 and the recommendation was endorsed and presented to Council for noting. Council resolved that the proposal should enter a Public Consultation Period before a final determination is made. The Public Consultation Period has now concluded. Upon review and consideration of submissions received, it is recommended that removal of the roundabout proceed as per the original recommendation.

4. Discussion

A total of 11 submissions from the community were received during the Public Consultation Period. All submissions were in opposition to the proposal. A summary of key opposing arguments is provided below, with a register of complete submissions attached for further information:

- The roundabout is frequently used by motorists to undertake safe and legal u-turns. This assists patrons to find a park along Bradley Street.
- There is no anecdotal evidence of serious accidents at or resulting from the existing roundabout
- Suggestion that removal is a waste of money and that Council should allocate funds to other local roads in worse condition.
- Concern that without a roundabout, motorists will carry out unsafe and/or illegal u-turns in the same location, posing risk to other motorists and pedestrians.

The recommendation to remove the roundabout structure was proposed on the basis of public safety, traffic standards and road maintenance concerns outlined below. These also serve as counter-responses to opposing views received during the Public Consultation Period:

- The roundabout structure needs to be removed in order for the failing road surface within the intersection to be repaired.

Armidale Regional Council
Traffic Advisory Committee
Tuesday, 5 April 2022

Page 7

- The roundabout island profile is well above the standard lip for a mountable island. Large industrial vehicles and transport coaches using the intersection are required to mount and cross the island concrete. Complaint has been received particularly from coaches using the intersection. Such manoeuvres are not bus patron friendly and may lead to tyre damage to vehicles.
- The average daily traffic counts in Bradley Street are 1333 PD south of the intersection and 257 VPD in McKenzie Street. Bradley Street is the priority road as the access to the CBD of Guyra. The traffic counts are considered low and not significant to warrant management with a roundabout.
- In accordance with applicable Austroads Standards, returning the intersection to a standard Tee Intersection is the most appropriate treatment for this location.
- Motorists can undertake legal u-turns within Bradley Street. Alternatively, motorists can travel a short distance around the block in order to re-enter Bradley Street.

5. Implications

5.1. Strategic and Policy Implications

The recommendation aligns with the CSP relation to the effective management of traffic facilities on the road network.

Environment and Infrastructure:

E4 Transport - The Community has access to transport which enables connectivity both locally and outside of the region.

- E4.1: Maintain safe and effective traffic facilities on the road network, through appropriate resourcing, including applying for a Special Rate Variation to maintain and renew roads and bridges to expected service levels.

5.2. Risk

- It is likely that the roundabout is acting as a traffic calming device in terms of speed however no excessive speed has been noted in Bradley Street and this location is not a high pedestrian crossing point.
- No documentation could be found in Guyra records by Council Officers to determine why the roundabout was originally installed. However one public submission received outlined *'The roundabout was installed on a trial basis by Guyra Shire Council (GSC) in 2009. At the time GSC said it was 'a pro-active measure to improve the safety for all motorists, in particular to provide a safe and legal u-turn facility for car and utilities'.*
- Should removal of the roundabout proceed, the traffic behaviour at the intersection should be monitored, with particular attention to illegal or unsafe u-turns. If issues present then a more appropriate solution will be implemented to address issues identified.
- Due to program issues, the roundabout removal and road surface repairs within the intersection cannot be carried out as part of the final asphaltting to Bradley Street. Should the works proceed, they will be carried out separately which will be at a higher cost had they been carried out in parallel.

5.3. Sustainability

The removal of the roundabout will enable Council to repair and maintain the road surface within the intersection.

Armidale Regional Council
Traffic Advisory Committee
Tuesday, 5 April 2022

Page 8

5.4. Financial

Converting the intersection to a standard tee intersection in lieu of reinstating a new roundabout following road surface repair will present a cost saving to Council. Subject to endorsement, the works will be included in the FY22/23 Bitumen Resealing and Asphaltting Program and delivered by ARC Roads and Parks.

6. Consultation and Communication

Public Consultation has been undertaken through Public Exhibition of the proposal as resolved by Council. Submissions received were considered and appreciated, however it was determined that the original recommendation remains justified.

7. Conclusion

It is recommended that Traffic Advisory Committee endorse the proposed removal of the roundabout to Bradley Street in order to address issues of public safety, traffic standards and road maintenance requirements. If endorsed by Council, it is intended that the roundabout works will be included in the FY22/23 Bitumen Resealing and Asphaltting Program delivered by ARC Roads and Parks. Following completion of the roundabout and road resurfacing, linemarking and signage will be installed to convert the intersection to a standard tee intersection.

Attachment 1

Public Consultation Submissions Register - Bradley Street Roundabout Removal

Date Received	Respondent Name	Respondent Contact Details	Submission Details	CM reference number	ARC Initial response date	ARC Comments/Response
29/11/2021	Cameron Way	Cam Gmail <contactcameron001@gmail.com>	Proposed roundabout removal in Guyra No. Its fine if not perfect, not sufficient to justify cost.	AI/2021/26903	15/12/2021	Dear Cameron Way, Thank you for your submission in relation to ARC Traffic Committee's recommendation to remove the Bradley Street roundabout. Your submission has been registered as part of the public consultation process and will be considered as part of ARC's final decision regarding this matter. Regards,
29/11/2021	James Arthur Warren	James Arthur Warren <lenish1@gmail.com>	Dear General Manager, Please accept this submission regarding the proposed removal of the roundabout in Bradley Street Guyra. I am a business owner of the Australian Poetry Hall of Fame at 144 Bradley St, Guyra and this is one of the closest businesses to the roundabout in question. I am opposed to the removal of the roundabout because being situated in close proximity to the roundabout I see that it gets used often as a U-turn place. It makes U-turning much safer having a dedicated roundabout. My concern is that removal of the roundabout will make u-turning on Bradley street much less safe as people will begin to do turns all down the street and this will be dangerous. Having a u-turn roundabout means that people can do a u-turn in on go and also other vehicles have to give way to traffic on the roundabout. However without the round about there are many vehicles that will not be able to turn in one go and will need to do a three point turn which will make for a much more dangerous situation.	AI/2021/26905	15/12/2021	Dear James Arthur Warren, Thank you for your submission in relation to ARC Traffic Committee's recommendation to remove the Bradley Street roundabout. Your submission has been registered as part of the public consultation process and will be considered as part of ARC's final decision regarding this matter. Regards,
30/11/2021	Phil Williams & Sarah Harding	Sarah Harding <saaharding@gmail.com>	Dear Sir We would like to voice our disapproval regarding your decision to remove our only roundabout in Bradley Street Guyra. There are currently very few parking spaces in Bradley Street to service the existing shops and offices. Drivers looking for a 'park' in the main street, normally enter from the northern end of Bradley Street. They drive down one side of the street if they fail to find a 'park' they turn at the roundabout and return up the other side of the street. This is the safest way to turn around in Bradley Street and makes for good driving practice. We have an ageing population who choose to live in a small town so that they can easily access both retail and business outlets. Many are not able to walk from the only carpark in Bradley Street to do their business, they rely on being able to park close to the premises they wish to visit. Should Armidale Regional Council remove the roundabout we feel it will encourage illegal turning in the main street creating a potential accident. We would have thought that council would want to reduce the risk of accidents to both drivers and pedestrians. Yours sincerely Phil Williams & Sarah Harding	AI/2021/27046	15/12/2021	Dear Phil Williams & Sarah Harding, Thank you for your submission in relation to ARC Traffic Committee's recommendation to remove the Bradley Street roundabout. Your submission has been registered as part of the public consultation process and will be considered as part of ARC's final decision regarding this matter. Regards,
1/12/2021	Les Heffernan	Les Heffernan <les.heffernan@hotmail.com>	Dear Sir/Madam, I am not sure if it's true but as read in the paper. I am not sure who's idea it was to remove the very functional roundabout in Guyra but as a local that uses the Main Street 3-4 times a week I find it very useful. I have not heard anyone complain about it since it's installation. The only thing I have heard is questions as to who's stupid idea it is to have the roundabout removed. Was any consultation carried out in the local community or was just something that the engineers came up with for something to do? Please do not remove a practical and functional piece of infrastructure. Concerned citizen	AI/2021/27095	15/12/2021	Dear Les Heffernan, Thank you for your submission in relation to ARC Traffic Committee's recommendation to remove the Bradley Street roundabout. Your submission has been registered as part of the public consultation process and will be considered as part of ARC's final decision regarding this matter. Regards,

Attachment 1

Public Consultation Submissions Register - Bradley Street Roundabout Removal

30/11/2021	Robyn Jackson	bbrianru@bigpond.net.au	<p>Dear Mr Munro,</p> <p>I am writing to you to ask that the decision by the Armidale Regional Council Traffic Review Committee to remove the roundabout on the corner of Bradley and McKenzie Streets, Guyra be revisited.</p> <p>The fact that they would take away a safe and legal u turn beggars belief, and is not realistic given the fact that the parking at Kirk's IGA Store on the northern end of Bradley Street is less than ever.</p> <p>I personally have never seen traffic counters at that location, and use it myself regularly, and always see other motorists turn there as they cruise around looking for a park! I am not the only one who regrets the move by the Traffic Committee, and many would like further discussion on the matter.</p> <p>Hoping you can look at this issue.</p> <p>Yours sincerely Robyn Jackson "Koorabyn" GUYRA</p>	AI/2021/27916	15/12/2021	<p>Dear Robyn Jackson,</p> <p>Thank you for your submission in relation to ARC Traffic Committee's recommendation to remove the Bradley Street roundabout. Your submission has been registered as part of the public consultation process and will be considered as part of ARC's final decision regarding this matter.</p> <p>Regards,</p>
10/12/2021	Sue Ross	office@sueross.com.au/ 0439 606 103	<p>Dear Sir</p> <p>I would like to draw attention to the Council's decision to remove the roundabout in Bradley St and voice my disapproval regarding this decision. There are currently very few parking spaces in Bradley Street to service the existing shops and offices and since I have closed off my private land due to construction work there are even less places for people to park which has caused a lot of unrest and unfair abuse to be aimed at me as most people in town wrongly believe that my land is actually a Council carpark. Once construction is finished my land will only be available for parking to my shop tenants and their clients. Most people looking to conduct business in the CBD will drive up and down the street until they can find a park, and this involves turning at the roundabout near the Post Office and doing an illegal U turn near Fourways or driving around the block. I believe the roundabout is the safest way to turn around in Bradley Street. Rather than removing the existing roundabout I believe the Council should be putting an additional one near Fourways to ensure smooth traffic flow. I would have thought Council should be expending their energy trying to encourage customers to the CBD rather than making it harder.</p> <p>We have an ageing population who choose to live in a small town so that they can easily access both retail and business outlets. Many are not able to walk from the only carpark in Bradley Street to do their business, they rely on being able to park close to the premises.</p> <p>I am hoping that Council will reconsider their decision to remove the roundabout and instead consider installing one on the Fourways corner.</p>	AI/2021/27917	15/12/2021	<p>Dear Sue Ross,</p> <p>Thank you for your submission in relation to ARC Traffic Committee's recommendation to remove the Bradley Street roundabout. Your submission has been registered as part of the public consultation process and will be considered as part of ARC's final decision regarding this matter.</p> <p>Regards,</p>
11/12/2021	Meryl Zuill	my.zuill@btinternet.com	<p>Hello,</p> <p>I do not agree that the roundabout should be removed. No one has ever had a serious accident (if any). It does not appear to be in that much disrepair and it would be a total waste of money better spent on local roads that are an absolute disgrace. For eg Aberfoyle road first turn off on the Ebor road coming from Guyra. Now that is what I call unsafe! Thanks,</p>	AI/2021/27669	15/12/2021	<p>Dear Meryl Zuill,</p> <p>Thank you for your submission in relation to ARC Traffic Committee's recommendation to remove the Bradley Street roundabout. Your submission has been registered as part of the public consultation process and will be considered as part of ARC's final decision regarding this matter.</p> <p>Regards,</p>
11/12/2021	Sue Adams	adams@sue47@esmail.com.au	<p>Hi ARC, Removal of this structure is a waste of precious money. It is unnecessary, the upgrade of Bradley St is not complete.</p> <p>Taking away a structure that slows down the traffic is not in the best interests of the local Guyra community.</p> <p>Living in this great country town for 34 years I feel that as a ratepayer we should have done say in changes that effect us.</p> <p>Regards, Sue Adams. 3 Cave Place, Guyra, 2365.</p>	AI/2021/27763	Undeliverable	<p>Dear Sue Adams,</p> <p>Thank you for your submission in relation to ARC Traffic Committee's recommendation to remove the Bradley Street roundabout. Your submission has been registered as part of the public consultation process and will be considered as part of ARC's final decision regarding this matter.</p> <p>Regards,</p>

Attachment 1

Public Consultation Submissions Register - Bradley Street Roundabout Removal

13/12/2021	Janelle Stewart	jstewart2363@gmail.com	<p>Mr Roncon</p> <p>In the report to council re the above, it stated that your staff could find no documentation as to why the roundabout was installed.</p> <p>An article in the Guyra Argus provides some background.</p> <p>The roundabout was installed on a trial basis by Guyra Shire Council (GSC) in 2009. At the time GSC said it was 'a pro-active measure to improve the safety for all motorists, in particular to provide a safe and legal u-turn facility for car and utilities'.</p> <p>Council needs to be aware that historically this space has been used as turning point in the CBD for many decades prior to the roundabout being formalised. Previously there was an off street turning circle near where the Vinnies building now stands.</p> <p>I believe the removal of the roundabout will just lead to cars doing u turns in the same spot, therefore creating a situation where drivers are forced to perform a significantly more dangerous act.</p> <p>The intersection is at the end of the main part of the CBD and cars invariably drive one way down the street and then turn to go back the other side.</p> <p>While the roundabout may not meet current standards its does fulfill its purpose of providing a safe place to turn. I am unaware of any accidents that have occurred there.</p> <p>I am also aware that large vehicles have difficulty negotiating the tight space, however it was designed so that large vehicles were able to drive over the top.</p> <p>Inevitably, the roundabout's removal will not stop vehicles turning around at this spot - it will just make it more difficult.</p> <p>Janelle Stewart</p>	AI/2021/27918	15/12/2021	<p>Dear Janelle Stewart,</p> <p>Thank you for your submission in relation to ARC Traffic Committee's recommendation to remove the Bradley Street roundabout. Your submission has been registered as part of the public consultation process and will be considered as part of ARC's final decision regarding this matter.</p> <p>Regards,</p>
14/12/2021	Joseph George	J & W George <gbuses@yahoo.com.au>	<p>ARC17/1518 MSG AI/2021/27889 Proposed roundabout removal in Guyra - Submission - Joseph George 14/12/2021 at 3:44 PM</p>	AI/2021/27889	15/12/2021	<p>Dear Joseph George,</p> <p>Thank you for your submission in relation to ARC Traffic Committee's recommendation to remove the Bradley Street roundabout. Your submission has been registered as part of the public consultation process and will be considered as part of ARC's final decision regarding this matter.</p> <p>Regards,</p>
15/12/2021	Helen McDonald	bandhmacdonald <bandhmacdonald@gmail.com>	<p>I object to the removal of the above roundabout, even if it doesn't meet current standards. My reasons are as follows:</p> <p>As a resident living at 131 Bradley Street, I watch approximately 75% of traffic drive down to the roundabout and "do a u turn". I feel that this will still occur, with a reduced level of safety if the roundabout is removed.</p> <p>If the roundabout is removed, the alternative is for drivers to use the adjacent vacant block, ie, they will drive onto the block, turn around and drive back onto Bradley Street. This is also a, potentially, less safe alternative.</p> <p>Please consider the above when making your final decision.</p> <p>Helen MacDonald</p>	AI/2021/27934	15/12/2021	<p>Dear Helen McDonald,</p> <p>Thank you for your submission in relation to ARC Traffic Committee's recommendation to remove the Bradley Street roundabout. Your submission has been registered as part of the public consultation process and will be considered as part of ARC's final decision regarding this matter.</p> <p>Regards,</p>

Armidale Regional Council
Traffic Advisory Committee
Tuesday, 5 April 2022

Page 12

Item:	6.2	Ref: AINT/2022/12198
Title:	Bus Zone St Marys	Container: ARC16/0168-7
Author:	Belinda Ackling, Personal Assistant	
Attachments:	1. Report - Proposed Changes to Parking in Jessie St adjacent to St Mary School 2. St Marys School Bus Zone map 1 3. St Marys Bus Zone Rusden St Turning Movements	

1. Purpose

The purpose of this report is to request the Traffic Advisory Committee reconsider the proposal that the St Marys Bus Zone on the eastern side of Jessie Street be made full time during the School Week and start consultation with the community and key stakeholders.

2. OFFICERS' RECOMMENDATION:

That the Traffic Advisory Committee advise the Councillors, community and affected business and that the Traffic Advisory Committee will once again consider at its May 2022 meeting the recommendation that, the St Marys Bus Zone on the eastern side of Jessie Street be made full time during the School Week.

3. Background

At the Traffic Advisory Committee held 4 August 2020 the committee was presented with the attached report with the recommendation to consider:

- a) That the St Marys Bus Zone on the eastern side of Jessie Street be made full time during School Week.*
- b) That the parking on the western side of Jessie Street be made 2hr in accordance with the parking strategy.*

Business owners attended the meeting and expressed their concerns as below:

6.1 Proposed Changes to Parking in Jessie St adjacent to St Mary School Ref: AINT/2020/25265 (ARC16/0168-5)

John Nash to Stuart Boggs expressed their concerns for the parking changes adjacent to St Mary School, advising they believe the installation of a full time bus zone takes away kerb side parking restricting potential parking for businesses in times when the school is not operating or the bus zone is not applicable. They advised a lot of visitors coming into Armidale and using this area to visit the gallery and the Goldfish Bowl & believe and they generally make mistakes not knowing the area. In Covid19 times this has added to struggling business.

It was also advised that they believe that traffic using this area becomes confused with the signs and bus zone times, with congestion being worse in the afternoon where morning tend to flow much better. They have seen up to 6 buses at one time in the afternoon which causes issues. Parking in the bus zone does not occur very often. Parking on the western side parking has

Armidale Regional Council
Traffic Advisory Committee
Tuesday, 5 April 2022

Page 13

changed from 1 hour to 2 hours and would like this changed back to 1 hour to provide a better turn over of customers for businesses.

Q- If the western side of the street - if it is reduced to 1 hour ,will this help business will this give patrons enough time to conduct business?

A – reverting this back to 1 hour would be much more helpful to business meetings are generally under an hour.

Q-How would you control the buses.

A–bus schedule movement spread out their drop off times.

- *Advised of the how the schedule is set for buses requiring approval from TfNSW and why their timing is required.*

Police explained there is a generic problem of people not wanting to walk to a location specially when there is 20 parking spaces available adjacent to their businesses. Police explained that visitor are better at parking and obeying the rules in a new area, it is locals who tend to push restrictions and having multiple signs people tend to ignore them.

John Nash to Stuart Boggs left the meeting for the committee discussed the issue resulting in the below recommendation to Council.

RECOMMENDATION:

- a) That a part time Bus Zone be installed on the northern end of Jessie Street closest the intersection with Rusden Street, equivalent to 24.4 mtr or 4 car parking spaces operational during School Zone hours between 8am to 9.30am and 2.30pm to 4pm, and then revert back to general ½ parking outside of the School Zone times.*
- b) That a full time Bus Zone equivalent to 42.3 mtr or 3 bus parking spaces operate full time during School Days in Jessie Street (following the part time Bus Zone) be installed.*
- c) That the parking on the western side of Jessie Street be left at 2hr, in accordance with the parking strategy.*

4. Discussion

Council continues to receive complaints concerning cars parked in the bus zone by both bus companies and a phone call conversation with the principal of St Marys School has also requested that Council take action.

Council rangers have been gathering statistics on bus zone patrols for St Marys.

Since 1 March 2021 there has been approx. 150 school days due to COVID. Rangers have conducted approx. 58 morning patrols and issued 153 tickets (2.63 tickets per patrol).

5. Implications

5.1. Strategic and Policy Implications

The recommendation aligns with the CSP relation to the effective management of traffic facilities on the road network.

Environment and Infrastructure:

E4 Transport - The Community has access to transport which enables connectivity both locally and outside of the region.

Armidale Regional Council
Traffic Advisory Committee
Tuesday, 5 April 2022

Page 14

- E4.1: Maintain safe and effective traffic facilities on the road network, through appropriate resourcing, including applying for a Special Rate Variation to maintain and renew roads and bridges to expected service levels.

5.2. Risk

- The continued illegal parking of vehicles in an active bus zone will potentially end up in a serious accident involving buses or children/pedestrian.
- Customers visiting the business on the western side of the Jessie Street will not have the convenience of the 4 parking bays on the eastern side of Jessie Street.

5.3. Sustainability

- Demonstrating potential efficiencies to be gained through service delivery with a full time parking zone.

5.4. Financial

No financial implications are being considered with this report

Budget Area:	nil						
Funding Source:							
Budget Ref: (PN)	Description	Approved Budget	Actual	Committed	Proposed	Total Forecast Expenditure	Remaining Budget
	Nil	Nil	Nil	Nil	Nil	Nil	Nil

6. Consultation and Communication

Council has received numerous complaints concerning illegal parking and consider the recommendation to install a full time bus zone during the school week in 2020. Business were invited to attend the Traffic Advisory Committee to discuss any concerns against the proposal. A briefing note will be presented to the Councillors and further consultation will be completed with major stakeholder and the community advising of the upcoming proposal if the Committee endorse the recommendation.

7. Conclusion

That the Traffic move forward with the process to advise that the proposal that the St Marys Bus Zone on the eastern side of Jessie Street be made full time during the School Week and start consultation with the community and key stakeholders.

Attachment 1**Report - Proposed Changes to Parking in Jessie St adjacent to St Mary School**

Item: 6.1 **Ref:** AINT/2020/25265
Title: Proposed Changes to Parking in Jessie St adjacent to St Mary School
Container: ARC16/0168-5
Author: Belinda Ackling, Personal Assistant
Attachments: 1. St Marys Bus Zone John Nash
 2. Jessie street St Marys Bus Zone James Cross

RECOMMENDATION:

- a) That the St Marys Bus Zone on the eastern side of Jessie Street be made full time during School Week.
- b) That the parking on the western side of Jessie Street be made 2hr in accordance with the parking strategy.

Context

Council has received a number of complaints concerning the new 24/7 bus zone in Jessie Street for St Marys School the CEO has requested that we consider the issue further and a request from one of the business owner to speak to the Committee concerning the issue.

As previously considered Council has received numerous request and complaints concerning cars parking in the Jessie Street Bus Zone for St Mary school. Unfortunately the actions that Council Rangers and Police have taken have not stopped the behaviour. Attached are comments supporting the issue from Edwards coaches, Rangers have reported they are able to book a minimum of 2 vehicles each time they attend the sight.

*Police were asked if they could advise of the issues they have encountered as below:
 Compliance with the road rules around the site is an issue. Information received is non compliance with the bus zone - parked motorist in Jessie causing bus and other vehicle stacking problems in Rusden, overtaking partially parked buses in Jessie street and decreased bus zone lengths due to illegal parking.
 Could this area be revisited and reviewed*

Purpose

The purpose of the recommendation to install a full time bus zone will eliminate the confusion of the bus zone time eliminating any

Proposal, Research and Analysis

- Council rangers and Police have monitored the bus zone more heavily than most other school zone
- Council has also requested that the Gold Fish Bowl café advise their patron not to park in the Bus Zone while attending the café.

Impact

<Assess the impacts on:

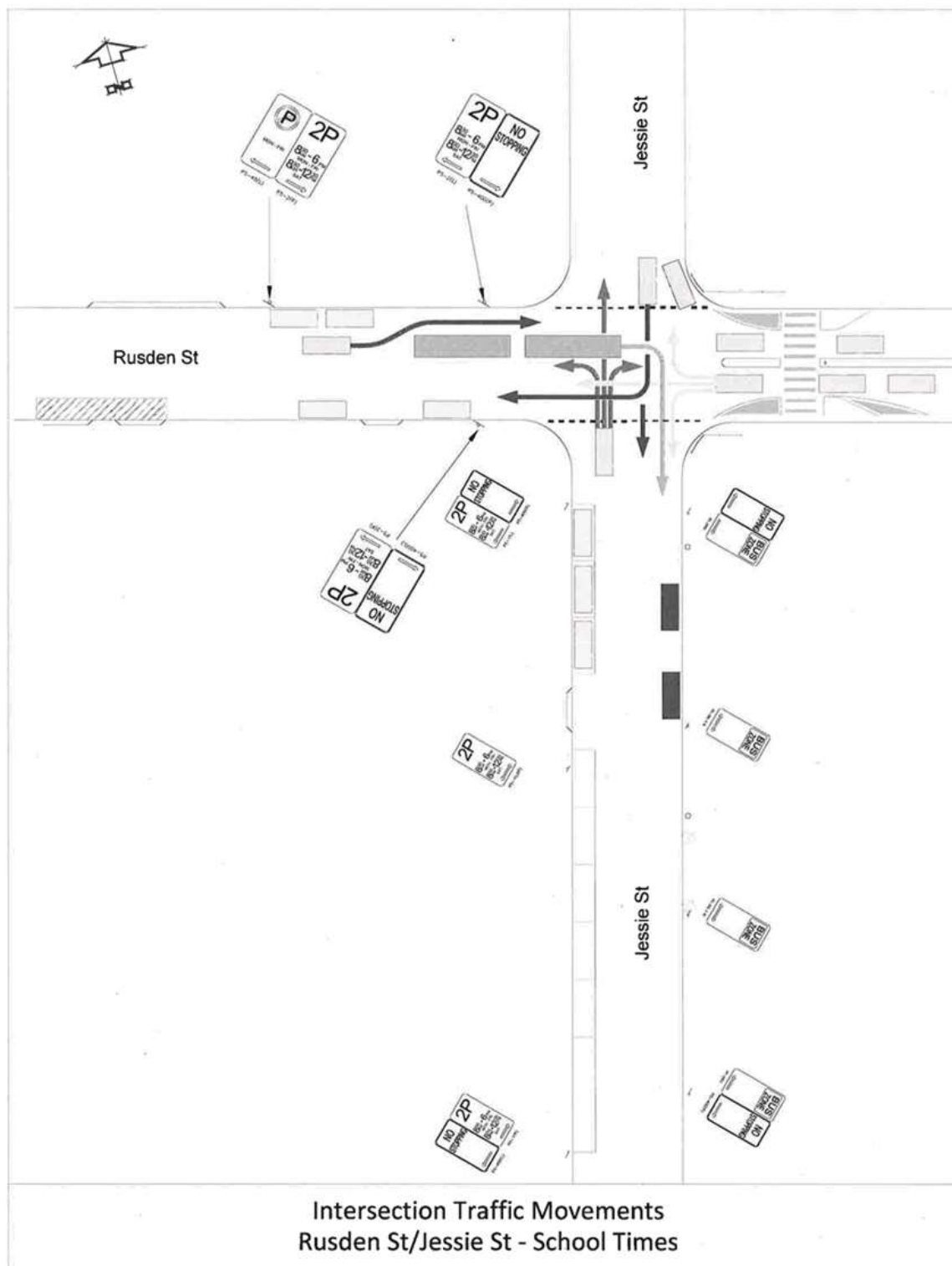
- \$200
- This is line with the operational plan to provide safety around schools.
- While this is on the same side as the school it doesn't directly affect the business on the western side of the street. The western side of the street has 20 marked parking space
- Costs involved will be allocated from the Traffic budget.

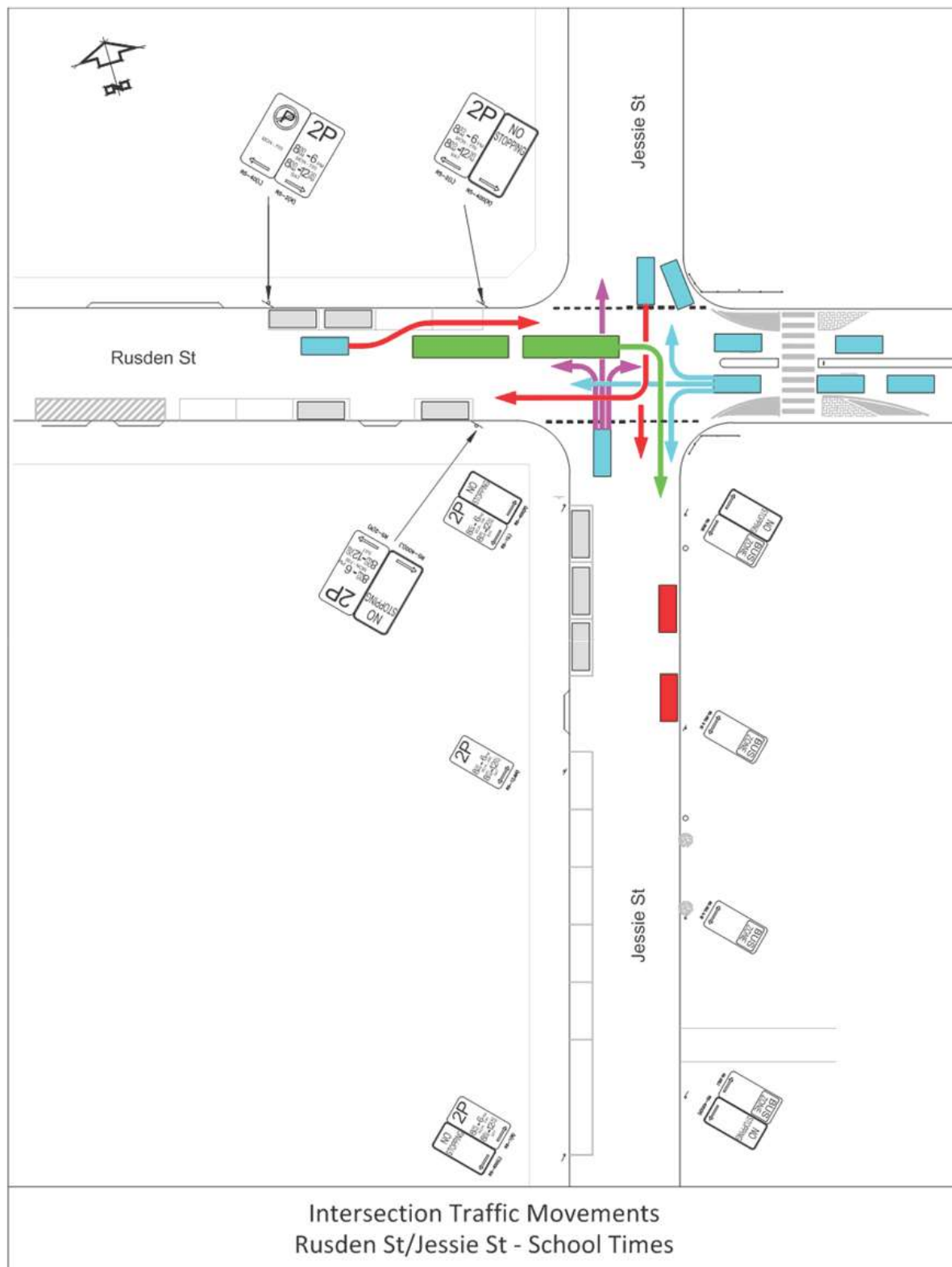
Attachment 1

Report - Proposed Changes to Parking in Jessie St adjacent to St Mary School

Summary

Due to numerous complaints concerning cars parking in the Jessie Street Bus Zone for St Mary School it is recommended that the Bus Zone be installed full time during the School week.





Armidale Regional Council
Traffic Advisory Committee
Tuesday, 5 April 2022

Page 19

Item:	6.3	Ref: AINT/2022/12255
Title:	The Armidale School pedestrian safety in Douglas St.	Container: ARC16/0168-7
Author:	Belinda Ackling, Personal Assistant	
Attachments:	Nil	

1. Purpose

The purpose of this report is to provide a brief outline of the history of the improvements and concerns for pedestrian safety in Douglas St at The Armidale School at the request of TfNSW.

2. OFFICERS' RECOMMENDATION:

That Council note the request from The Armidale School about the improvements to pedestrian safety in Douglas St.

3. Background

The changes made to the facilities in Douglas St date back to 1989, when the Armidale City Council (ACC) was asked to provide a Bus Zone on the southern side of the main entrance. In October 1996, a Children's Crossing was installed with kerb blisters on the southern side of the entrance opposite Brown St with a Bus Zone to the north of the crossing. In August 2002, a "No Parking" zone was installed on the southern side of the Brown St entrance, and in November the Crossing Flags were relocated on the blisters and the crossing moved closer to Brown St. Due to speed concerns and dangerous traffic movements a double barrier (BB) line was installed from Mann St to Barney St and edgelines marked to highlight the travel path in July 2013.

In 2017 speed concerns and pedestrian safety were once again raised. Speed surveys and pedestrian counts were undertaken in August. These showed an underutilisation of the Children's Crossing and that the children crossed at various points along the length of Douglas St for Brown St to Barney St. The 85th percentile speed was 43.9km/h, with an average of 235 vehicles in the morning and 198 vehicles in the afternoon during School Zone times. The Committee were requested to remove the pedestrian crossing which was rejected on the 4th July 2017 Traffic Committee meeting.

In 2020, Council Officers Graham Earl and Belinda Ackling met on site with school representatives and Edwards Coaches to discuss the issues around the existing Bus Zone and Children's Crossing. Due to the location of the Bus Zone directly to the north of the Children's Crossing the road pavement is failing due to the turning movements of the buses. For the safety of students there is a separated assembly area for the buses. It was proposed that the Children's Crossing be relocated to the south of the main entrance, as this is an in only access. Due the cost of the changes it was suggested that the school pay for the relocation of the crossing and Council pay for the repairs to the road. There was no further action on this partly due to the start of the pandemic.

4. Discussion

TfNSW has recently been requested to consider the issues further with the Traffic Advisory Committee and has requested that the item be listed on the agenda.

Armidale Regional Council
Traffic Advisory Committee
Tuesday, 5 April 2022

Page 20

5. Implications

Further investigations would need to be undertaken to obtain an outcome that is suitable to all stakeholders

5.1. Strategic and Policy Implications

There are no strategic or policy implications at this stage of the process.

5.2. Risk

There are no risk implications at this stage of the process.

5.3. Sustainability

There are no sustainability implications at this stage of the process.

5.4. Financial

There are no financial implications at this stage of the process. Previous discussions would have resulted in a budget being request to for the works.

Budget Area:	Traffic Facilities						
Funding Source:	Traffic Facilities Block Grant						
Budget Ref: (PN)	Description	Approved Budget	Actual	Committed	Proposed	Total Forecast Expenditure	Remaining Budget
270219	Traffic Facilities Block Grant	\$116,000	Nil	Nil	Nil	Nil	nil

6. Consultation and Communication

Previous consultation with The Armidale School, TfNSW and Edwards Coaches have been undertaken in the past. Further discussion is required to reach a suitable outcome.

7. Conclusion

That TfNSW advice of recent conversations for discussion.

Armidale Regional Council
Traffic Advisory Committee
Tuesday, 5 April 2022

Page 21

Item:	6.4	Ref: AINT/2022/12260
Title:	The Armidale Autumn Festival	Container: ARC16/0168-7
Author:	Belinda Ackling, Personal Assistant	
Attachments:	1. Special Event Transport Management Plan -Autumn Festival 2022 2. TCP Autumn Festival 2022	

1. Purpose

The Armidale Autumn Festival has been a long held festival and tradition that over the years has evolved into a celebration of civic pride. This report is to formally endorse the late recommendation that was requested and sent out via email after the official February meeting.

2. OFFICERS' RECOMMENDATION:

That Traffic Advisory Committee endorse the requested road closure for the 2022 Autumn Festival of Beardsley Street between Dangar and Jessie Street and Dangar Street between Rusden and Moore street.

3. Background

The Armidale Autumn Festival has been a long held festival tradition that started in the 1990's. Originally, the festival was owned and operated by individuals and community groups' in-conjunction with Council support. Some years ago, Council became the main owner and operator of the festival and overtime, there has been dwindling support from the community to assist in the coordination and delivery of the event.

In 2019, Armidale Regional Council attempted to re-invigorate the festival through introducing a number of new attractions such as creating a mini VIVID Light Festival in the CBD and renaming it to the New England Festival. In addition, there was a renewed attempt to attract individuals and communities to once again, take ownership of the festival in-conjunction with Council's support. This process was largely unsuccessful with only a handful of individuals volunteering to be on the committee.

In 2019 and 2021 the Autumn Festival was cancelled due to Covid-19 event restrictions.

The Parade:

The Autumn Festival parade has been a feature of the festival, however is increasingly losing interest value for many spectators and participants. There has been a reluctance to embrace festival themes and the sentiment of many participants in the parade is declining. Schools and some special interest groups have communicated their frustrations with the commitment and time required of their staff and students. Many have indicated their intention to withdraw from future parades.

Armidale Regional Council staff have discussed at length the future of the Autumn Festival and have identified the strengths of the event as well as the ongoing issues, such as; the timing of the event, limited community involvement and the gradual waning interest in the street parade component. However due to overwhelming interest and for the safety of pedestrians a small road closure has been reconsidered.

It is anticipated that the trial of the new Armidale Autumn Showcase will provide the Armidale community with the opportunity to perform on the new stage in the Beardsley Street Mall and build civic pride in our community. The showcase is planned for the 2nd April when Armidale

Armidale Regional Council
Traffic Advisory Committee
Tuesday, 5 April 2022

Page 22

will be awash with autumnal colour. The event will encourage visitors and the Armidale community into the Beardy Street mall for an entire day of locally produced entertainment. Armidale will be on show.

4. Discussion

The Armidale Autumn Showcase provides the Armidale region community with the opportunity to highlight cultural diversity and the many community talents on the newly constructed stage in Beardy Street mall. Historically, when participating in the parade, the local ballet companies, schools, musicians would only march past an audience. The proposed new event now enables the opportunity to perform and showcase their talents.

There will be an opportunity for a wide variety of performances such as the pipe bands, school musicals, school bands, New England Conservatorium of Music, Aboriginal dancers, theatre, UNE Colleges, International Students, Medieval fighters, Highland Dancers and many more.

The Armidale Autumn Showcase presents ARC with the ideal opportunity to officially launch the new mall stage and introduce the community to the wide variety of uses for the new stage that will in turn assist in mall and precinct activation.

Food trucks will be invited to attend the event, as well as local businesses encouraged to extend their opening hours to the late afternoon.

Tattersalls Hotel and the New England Hotel to be notified of the event and encouraged to extend their drinking licences into allocated areas in the mall.

Armidale Regional Council will be approaching community groups and individuals to assist ARC in the planning and delivery of the event.

It should be noted that the Armidale Regional Council Events Team are planning a wide range of newly created events for the Armidale region in 2022, many aimed at generating more tourism and all will provide greater social cohesion. These are: monthly Twilight Foodie Markets in the Beardy Street Mall, The Big Chill Festival, and in Spring, we will host our inaugural Armidale Spring Games. Then the wonderful Christmas in the Mall celebrations to finish off the year.

5. Implications

5.1. Strategic and Policy Implications

The Armidale Autumn Showcase aligns to the Armidale Regional Council Delivery Program 2018-2022:

- G3.1 Enhance the economic, cultural and recreational offerings and attractions of the region
- G3.1 encourage people to stop and visit the region's centres as they commute between other destinations
- G3.3 Provide Central Business District infrastructure in both Armidale and Guyra that supports a more vibrant and varied offering of shopping experiences for tourists.

The Armidale Autumn Showcase aligns to the Armidale Regional Council Operational Plan and Budget 2021-2022:

- G3.1 Provide an events and promotions program that:

Armidale Regional Council
Traffic Advisory Committee
Tuesday, 5 April 2022

Page 23

- Stimulates the local economy through events and activation. This includes creating, attracting and marketing events that promote visitation and overnight stays, as well as activating precincts such as the Armidale mall and CBD.

6. Risk

Reputational Risks:

- a. It is acknowledged that there is a reputational risk in regards to the suggested changes to a long held festival. The Armidale Autumn Festival is primarily a civic event, and it has undergone various small changes in the past. Whilst this recommendation is somewhat scaled back in size, it does not compromise in spectacle. The focus will be on home grown entertainment, with the new format providing the Armidale community with the opportunity to display the many talents, cultures and performances that will entertain the wider Armidale Community and visitors alike.

Safety and Traffic:

The new event concept will have minimal impact on the CBD through road closures etc. This will be managed through ARC qualified Parks and Gardens Staff.

Staff & Resourcing Risks:

The Armidale Council Events Team are working hard to provide the community with new events aimed at driving economic stimulus and place activation. The Twilight Foodie Markets, The Big Chill and the Armidale Spring Games, are all new events that are being introduced. This is in addition to those that traditionally take their place on the ARC event calendar (Australia Day, Citizenship Ceremonies, Autumn Festival, Christmas in the Mall, etc).

There is a risk that resources are spread too thin to deliver the Autumn Festival in its traditional format without additional help from the community.

6.1. Sustainability

The new Armidale Autumn Showcase will promote a more efficient and improved service delivery through collaboration and innovation. The event utilises structures already owned by council to create efficiencies in the long term.

The event concept enables greater involvement of community groups, and is designed to lessen the burden on council resources, including event staff, outdoor crew and traffic management.

6.2. Financial

Budget Area:	Tourism and Events						
Funding Source:	Armidale Regional Council 2021/22 Budget						
Budget Ref: (PN)	Description	Approved Budget	Actual	Committed	Proposed	Total Forecast Expenditure	Remaining Budget
210713	Road closure	\$51,851	\$51,851	\$13,626	\$480	\$12,000	\$26,255

Armidale Regional Council
Traffic Advisory Committee
Tuesday, 5 April 2022

Page 24

The cost for the Armidale Autumn Festival has been included in the 2021/22 Budget for \$12,000.

7. Consultation and Communication

The future of the Armidale Autumn Festival was discussed at length following the cancellation of the event in 2020 and 2021 due to Covid-19 restrictions. The focus of discussions centred on how (if at all) ARC could re-invigorate the event to create stronger community interest, place our city on show in its prettiest time of year, as well as helping to restore some civic pride?

Several meetings with participating organisations and groups assisted in identifying the key features and benefits of the Autumn Festival that kept its strengths, yet could align better with the objectives of CBD precinct activation. Particularly, utilising the new purpose built stage.

Consultation included:

- Arts North West: They are supportive of the new event concept and recognise the importance of holding the event in the mall. They have indicated their interest in assisting Armidale Regional Council in delivering the new event.
- NERAM: New England Regional Art Museum is supportive of the suggested changes and will investigate opportunities to cross promote the upcoming Archibald Exhibition at the event
- NECOM: The New England Conservatorium of Music are supportive of the changes and enthusiastic regarding performance opportunities at the event
- UNE International Student Engagement: The University of New England are supportive of the new concept, however they are unsure of the number of international students who will be on campus to participate. Meetings have been held with the Student Engagement Coordinator UNE International Services regarding the UNE International Student's involvement in the new event. The students will be encouraged to participate through dancing, craft and other cultural activities. UNE will be engaging with the international students in early March and will promote our new event accordingly to seek involvement.
- Road closure
Business affected by the road closure including the transport sector have been advised both verbally and via a formal letter.

8. Conclusion

The cancellation of the Autumn Festival in 2020 and 2021 and the declining interest in the event, provides the opportunity to re-invigorate the festival by repackaging it in both name and format.

Attachment 1

Special Event Transport Management Plan -Autumn Festival 2022

Special Event Transport Management Plan

1 EVENT DETAILS

1.1 Event summary

Event Name: Armidale Autumn Festival

Event Location: Beady Street Central Mall

Event Date: **April 2nd 2022** Event Start Time: 10am Event Finish Time: 9pm

Event Setup Start Time: 7am Event Pack down Finish Time: 9.30pm

Event is ☒ off street ☐ on street – moving ☒ on street non-moving

1.2 Contact names

Event Organiser: Laura Purkiss ARC – Events & Administration Coordinator

Phone: 6770 3815

Fax: Mobile: 0467 946 475

E-mail: events@armidale.nsw.gov.au

Event Management Company (if applicable) Arts North West

Phone: Fax: Mobile: E-mail:

Police Colin Bird

Phone: 6771 0516 Fax: Mobile:

E-mail: bird2col@police.nsw.gov.au ...

Council

Phone: 67703800 Fax: Mobile: E-mail:
council@armidale.nsw.gov.au

Roads & Traffic Authority (if Class 1)

Phone: Fax: Mobile: E-mail:

**Note: The Event Organiser is the person or organisation who is the employer and in whose name the Public Liability Insurance is taken out.*

1.3 Brief description of the event (one paragraph)

This year's Armidale Autumn Festival held on April 2nd will be in the Beady Street Mall, where we will put the new stage to use and show case a range of performances from groups within our community it will also include Market stalls, food vendors and the extension of Tattersalls Hotel into the Mall.

Road Closures Requested are Dangar Street on the North side of Cinders Lane and the corner of Dangar and Moore street to allow overflow of crowd and the usage of street space for Food trucks and market stalls.

Taxi and Bus companies will be notified prior to this event and all emergency services and police will be notified.

Attachment 1

Special Event Transport Management Plan -Autumn Festival 2022

2 RISK MANAGEMENT - TRAFFIC

<div>CLASS 1</div> <div>CLASS 2</div> <div>CLASS 3</div>	2.1	Occupational Health & Safety - Traffic Control
	<input type="checkbox"/>	Risk assessment plan (or plans) attached.
	2.2	Public Liability Insurance
	<input checked="" type="checkbox"/>	Public liability insurance attached.
	2.3	Police
	<input type="checkbox"/>	Police written approval attached
	2.4	Fire Brigades and Ambulance
	<input checked="" type="checkbox"/>	Fire brigades notified
<input checked="" type="checkbox"/>	Ambulance notified	

3 TRAFFIC AND TRANSPORT MANAGEMENT

<div>CLASS 1</div> <div>CLASS 2</div> <div>CLASS 3</div>	3.1	The route or location
	<input checked="" type="checkbox"/>	Map attached
	3.2	Parking
	<input type="checkbox"/>	Parking organised
	<input checked="" type="checkbox"/>	Parking not required
	3.3	Construction, traffic calming and traffic generating developments
	<input type="checkbox"/>	Plans to minimise impact of construction activities, traffic calming devices or traffic-generating developments attached
	<input type="checkbox"/>	There are no construction activities, traffic calming devices or traffic-generating developments at the location/route or on the detour routes
	3.4	Trusts and Authorities
	<input type="checkbox"/>	This event uses a facility managed by a Trust or Authority; written approval attached
	<input checked="" type="checkbox"/>	This event does not use a facility managed by a trust or Authority
	3.5	Public transport
	<input type="checkbox"/>	Public transport plans created
	<input checked="" type="checkbox"/>	Public transport not required
	3.6	Reopening roads after moving events
	<input type="checkbox"/>	This is a moving event - details attached.
<input checked="" type="checkbox"/>	This is a non-moving event.	
3.7	Traffic management requirements unique to this event	
<input type="checkbox"/>	Description of unique traffic management requirements attached	
<input checked="" type="checkbox"/>	There are no unique traffic requirements for this event	
3.8	Contingency plans	
<input type="checkbox"/>	Contingency plans attached	

Attachment 1

Special Event Transport Management Plan -Autumn Festival 2022

Class 1	3.9	Heavy vehicle alternate routes
	<input type="checkbox"/>	Alternative routes for heavy vehicles required – contact RMS
	<input checked="" type="checkbox"/>	Alternative routes for heavy vehicles not required
	3.10	Special event clearways
<input type="checkbox"/>	Special event clearways required – contact RMS	
<input checked="" type="checkbox"/>	Special event clearways not required	

4 MINIMISING IMPACT ON NON-EVENT COMMUNITY & EMERGENCY SERVICES

Class 1	Class 3	4.1	Access for local residents, businesses, hospitals and emergency vehicles
		<input checked="" type="checkbox"/>	Plans to minimise impact on non-event community attached
	<input type="checkbox"/>	This event does not impact the non-event community either on the main route (or location) or detour routes	
	Class 2	4.2	Advertise traffic management arrangements
		<input checked="" type="checkbox"/>	Road closures
		<input type="checkbox"/>	No road closures but special event clearways in place - advertising medium and copy of proposed advertisements attached
	<input type="checkbox"/>	No road closures or special event clearways - advertising not required	
	Class 1	4.3	Special event warning signs
		<input type="checkbox"/>	Special event information signs are described in the Traffic Control Plan/s
		<input type="checkbox"/>	This event does not require special event warning signs
Class 1	4.4	Permanent Variable Message Signs	
	<input type="checkbox"/>	Messages, locations and times attached	
	<input checked="" type="checkbox"/>	This event does not use permanent Variable Message Signs	
Class 1	4.5	Portable Variable Message Signs	
	<input type="checkbox"/>	The proposed messages and locations for portable VMS are attached	
<input type="checkbox"/>	This event does not use portable VMS		

5 APPROVAL

Approved by Laura Purkiss..... Event Organiser

Date: 2/3/22

Attachment 1

Special Event Transport Management Plan -Autumn Festival 2022

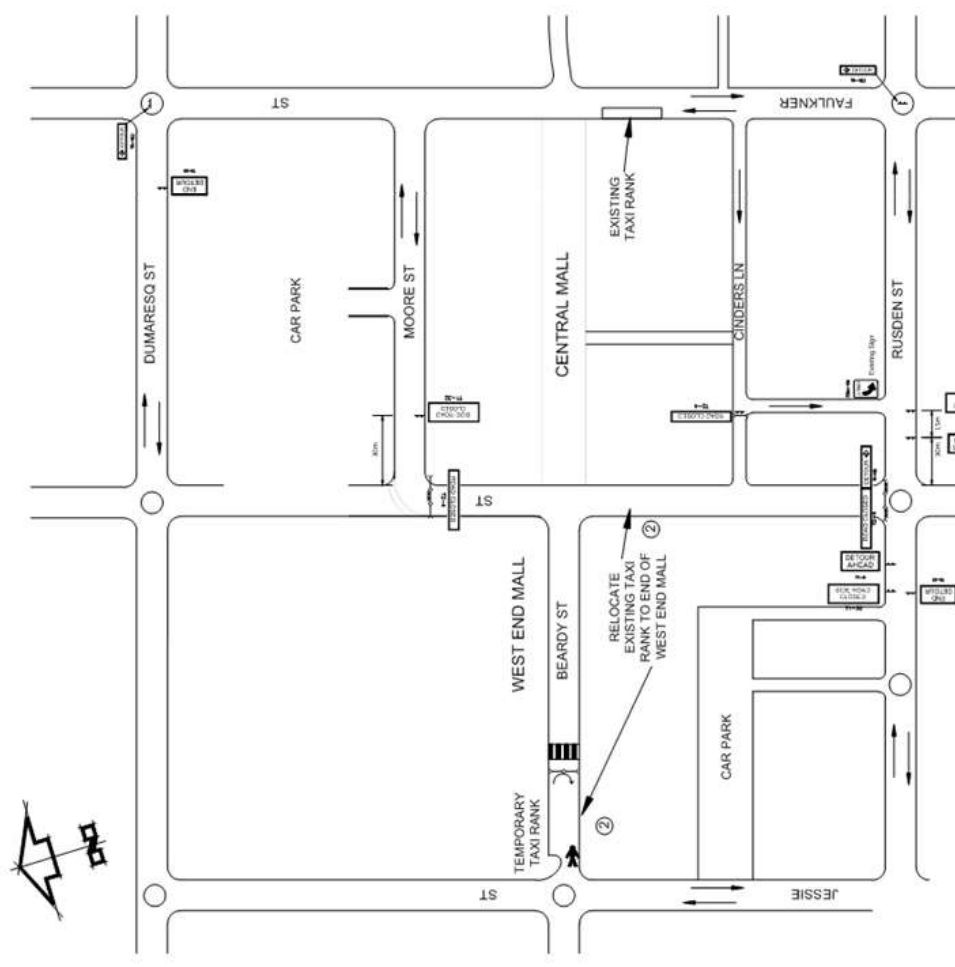


Road Closure Required on April 2nd from 7.30am through till 7pm

On Dangar Street on the North side of Cinders lane and on the corner of Moore Street and Dangar Street to allow over flow of patrons and food trucks/market stalls.

Attachment 2

TCP Autumn Festival 2022

<p>Drawn By: Graham Earl Certificate No.: 052261680 Expiry Date: 6 Dec 2022 Signed: _____ Date: 3 Mar 2022</p> <p>APPROVED: Name: _____ Signed: _____ Designation: _____ Certificate No. _____ Date: _____</p>	<div style="border: 2px solid red; padding: 10px;"> <p>ROAD NAME: _____</p> <p>RECORD OF MODIFICATIONS (Attach copy of Location Risk Assessment)</p> <p>Description of Minor Modifications:</p> </div> <p>Approved By: _____ Signature & Date: _____ Certificate No. _____</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td colspan="2">GROUP LEADER: SERVICE DELIVERY</td> <td>DATE</td> <td rowspan="3">DRAWING No</td> <td rowspan="3">AUDIT No</td> </tr> <tr> <td>SURV</td> <td>AS</td> <td>SHEET</td> </tr> <tr> <td>DOWN</td> <td>SIZE</td> <td>A3</td> </tr> <tr> <td>DES</td> <td colspan="2">CAD FILE</td> <td colspan="2">AREA No</td> </tr> </table>	GROUP LEADER: SERVICE DELIVERY		DATE	DRAWING No	AUDIT No	SURV	AS	SHEET	DOWN	SIZE	A3	DES	CAD FILE		AREA No	
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DOWN	SIZE	A3																
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			<p>ARMIDALE Regional Council Asset Planning and Design</p> <p>TRAFFIC CONTROL PLAN AUTUMN FESTIVAL 2 APRIL 2022</p>															
<p>NOTES</p> <ol style="list-style-type: none"> Road Closures and Detours to be in place by 7:30am Temporary Taxi Zone to be located at the western end of Beardy St with access via Jessie St Bus Zone to be located at the eastern end of Beardy St with access via Jessie St Zone in Beardy St opposite Armidale Central Stall holders to set up and remove vehicles for sale before 10:00am. Any amendments to be made to this TCP must be marked on the TCP and signed by a person who holds a current Prepare a Work Zone Traffic Management Plan certificate. 			<p>SCALES: NTS</p>															

Attachment 2

Page 29

Armidale Regional Council
Traffic Advisory Committee
Tuesday, 5 April 2022

Page 30

Item:	6.5	Ref: AINT/2022/12270
Title:	Tour de Rocks 2022	Container: ARC16/0168-7
Author:	Belinda Ackling, Personal Assistant	
Attachments:	Nil	

1. Purpose

The purpose of this report is acknowledge the new route for Tour de Rocks advice.

2. Note

That the Committee acknowledge the new route for Tour de Rocks advice.

3. Background

The Committee endorsed the request for the request road closure

4. Discussion

The below recommendations were endorsed by Council on 23 March 2022

- Council endorse the Traffic Advisory Committee's resolution, that the approval for the Special Event Transport Management Plan for the 'Tour de Rocks' Thursday 7 April, for the occupation and usage of Armidale Regional Council Local Government Area (LGA) local roads only, pending approval for the use of local roads within the LGA of Kempsey Council, and of any regional classified roads from Transport NSW, and any further recommendations from NSW Police.
- Council endorse the Traffic Advisory Committee's resolution, that the approval for the temporary closure of Dangar Street between Dumaresq and Kirkwood Streets, from 6am to 9am on Thursday the 7 April 2022.
- That Council note the Traffic Advisory Committee's recommendation that Council staff and Tour de Rocks organisers work together on the use of the Kempsey Road given the current road conditions and unpredictable weather.

AND

Note that subsequent to the meeting, the road is no longer suitable for the event and alternate routes have been investigated by staff, event organisers have ridden the suggested routes for suitability with the final advice being:

The 'Tour de Rocks' charity mountain bike ride will be commencing from the public park (Civic Park) in Dangar Street, Armidale Thursday, 7 April 2022. Day 1 starts at 6am at Civic Park and ends at Wollomombi, 36 km East of Armidale at 5pm. Day 2 of the ride commences at Wollomombi at 8am and ends at Guyra Showground, 85 km North West of Wollomombi at approximately 5pm. The final day of the ride commences at Guyra Showground at 6am and ends at Sport UNE, Armidale, 20 km South of Guyra at approximately 2pm.

The endorsed closure of the approval for the temporary closure of Dangar Street between Dumaresq and Kirkwood Streets, from 6am to 9am on Thursday the 7 April 2022 remains unchanged.