



AGENDA

INFRASTRUCTURE, COMMUNITY AND RECREATION COMMITTEE

11 MARCH 2019

MEMBERSHIP: Councillors J Diffey, V Etheridge, D Grant, D Gumley, A Jones, S Lawrence, G Mohr, K Parker, J Ryan and B Shields.

The meeting is scheduled to commence at .

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ICRC19/10 REPORT OF THE INFRASTRUCTURE COMMUNITY AND RECREATION COMMITTEE - MEETING 11 FEBRUARY 2019 (ID19/154)	3
<p>The Committee had before it the report of the Infrastructure, Community and Recreation Committee meeting held 11 February 2019.</p>	
ICRC19/11 CBD WALKING TRAIL AND BELL RIVER PEDESTRIAN BRIDGE, WELLINGTON (ID19/38)	11
<p>The Committee had before it the report dated 25 February 2019 from the Manager Recreation and Open Space regarding CBD Walking Trail and Bell River Pedestrian Bridge, Wellington.</p>	
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<p>The Committee had before it the report dated 4 March 2019 from the Senior Traffic Engineer regarding 2019 Man from Ironbark Festival - Request for Road Closure at Molong Street, Stuart Town.</p>	

ICRC19/14 PROPOSED TRAFFIC MANAGEMENT - INTERSECTION OF MAXWELL STREET WITH CROSS STREET AND THORNTON STREET, WELLINGTON (ID19/217)

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The Committee had before it the report dated 4 March 2019 from the Senior Traffic Engineer regarding Proposed Traffic Management - Intersection of Maxwell Street with Cross Street and Thornton Street, Wellington.



**DUBBO REGIONAL
COUNCIL**

Report of the Infrastructure Community and Recreation Committee - meeting 11 February 2019

AUTHOR: Administration Officer - Governance
REPORT DATE: 25 February 2019

The Committee had before it the report of the Infrastructure, Community and Recreation Committee meeting held 11 February 2019.

RECOMMENDATION

That the report of the Infrastructure, Community and Recreation Committee meeting held on 11 February 2019, be noted.



REPORT
INFRASTRUCTURE, COMMUNITY AND
RECREATION COMMITTEE
11 FEBRUARY 2019

PRESENT: Councillors J Diffey, D Grant, A Jones, S Lawrence, K Parker and B Shields.

ALSO IN ATTENDANCE:

The Chief Executive Officer, the Executive Manager Governance and Internal Control, the Governance Team Leader, the Director Corporate Services, the Director Economic Development and Business, the Communications Coordinator, the Director Infrastructure and Operations, the Director Planning and Environment, the Trainee Planner, the Director Community and Recreation, the Manager Recreation and Open Space and the Manager Social Services.

Councillor S Lawrence assumed chairmanship of the meeting.

The proceedings of the meeting commenced at 5.34pm.

ICRC19/1 REPORT OF THE INFRASTRUCTURE, COMMUNITY AND RECREATION COMMITTEE - MEETING 12 NOVEMBER 2018 (ID19/42)

The Committee had before it the report of the Infrastructure, Community and Recreation Committee meeting held 12 November 2018.

Moved by Councillor D Grant and seconded by Councillor J Diffey

MOTION

That the report of the Infrastructure, Community and Recreation Committee meeting held on 12 November 2018, be noted.

CARRIED

ICRC19/2 DUBBO REGIONAL COUNCIL 2018 SISTER CITY STUDENT EXCHANGE VISIT TO MINOKAMO (ID19/56)

The Committee had before it the report dated 4 February 2019 from the Sister Cities Officer regarding Dubbo Regional Council 2018 Sister City Student Exchange Visit to Minokamo. The Committee was addressed by Ashleigh Hull and Ben Collingridge representatives of the Minokamo Student Exchange regarding this matter.

Moved by Councillor B Shields and seconded by Councillor D Grant

MOTION

That the report from the Sister Cities Officer dated 4 February 2019 be noted.

CARRIED

ICRC19/3 2019 DUBBO MOTOR BIKE RALLY (ID19/61)

The Committee had before it the report dated 4 February 2019 from the Senior Traffic Engineer regarding 2019 Dubbo Motor Bike Rally.

Moved by Councillor J Diffey and seconded by Councillor A Jones

MOTION

That Council approval be granted to Dubbo Motor Bike Rally Incorporated for the implementation of a temporary road closure of Church Street between Brisbane Street and the Cyril Flood Rotunda and part of the Church Street public carpark on Saturday 11 May 2019, between 6.00 am and 6.00 pm to facilitate the 2019 Dubbo Motor Bike Rally in accordance with Council's Traffic Control Plan TM 7263.

CARRIED

ICRC19/4 2019 ANZAC DAY CEREMONIES - DUBBO REGIONAL COUNCIL AREA (ID19/60)

The Committee had before it the report dated 4 February 2019 from the Senior Traffic Engineer regarding 2019 Anzac Day Ceremonies - Dubbo Regional Council Area.

Moved by Councillor J Diffey and seconded by Councillor D Grant

MOTION

That Council approval be granted to the Returned and Services League Sub-Branch in Dubbo and Wellington and the Stuart Town Advancement Association and Mumbil District Progress Association to undertake their respective Anzac Day Marches on Thursday 25 April 2019 and implement road closures and detours as conditioned by the Roads and Maritime Services, NSW Police and Council's following conditions of consent:

- 1. Dubbo:**
 - a) For the Dawn Service and Anzac Day March temporary road closures are to be provided:**

- Dawn Service in Darling Street between Talbragar and Wingewarra Streets from 5.00 am to 6.30 am;
 - Anzac Day March in Brisbane Street between Wingewarra and Serisier streets and Wingewarra Street between Darling and Brisbane streets from 9.00 am to 10.45 am;
 - Wingewarra Street from Brisbane to Macquarie streets and Macquarie Street from Wingewarra to Talbragar streets from 10.15 am to 11.00 am;
 - Talbragar Street from Macquarie Street to Memorial Drive, Victoria Park, from 10.45 am to 11.15 am, Darling Street from Talbragar to Wingewarra streets from 10.15 am;
 - Wingewarra Street between Darling and Brisbane streets as directed by the NSW Police at the conclusion of the Cenotaph service at approximately 12.00 noon to 12.30 pm;
 - Council's Traffic Control Plan TM7084 (attached as Appendix 5) is to be used for the event.
- b) Submission of a Traffic Management Plan and Traffic Control Plan to Council for approval with the Traffic Control Plan submitted a minimum three (3) weeks prior to the event. All traffic control measures contained in the Plan are to be in accordance with Australian Standard AS1742.3 and the RMS' 'Traffic Control at Worksites Manual' prepared by an accredited person.
- c) Traffic controllers and/or trained Marshalls are to be provided at all road closure points, and other locations as identified in the Event and Traffic Management Plans (attached as Appendices 1 and 5).
- d) Council's Manager Governance and Internal Control must sight a copy of the Public Liability Insurance Policy for a minimum amount of \$20 million on which Dubbo Regional Council and NSW Police are specifically noted to be indemnified against any action resulting from the event.
- e) The applicant is responsible for the provision of all traffic controls required for the event (i.e. Marshalls, traffic barriers and signs).
- f) A public notification is required for the Anzac Day March a minimum of seven (7) days prior to the event.
- g) The applicant is to forward a letter to Council with all the required documentation accepting the above conditions before final approval will be granted.
2. Wellington:
- a) For the Anzac Day March a temporary road closure is to be provided on the Mitchell Highway, being Nanima Crescent and Lee Street, between Maughan and Whiteley streets from 10.45 am to 11.00 am, with the detour via Arthur, Warne, Percy and Whiteley streets. Council's Traffic Control Plan Wellington Anzac Detour (attached as Appendix 6) is to be used for this event.
- b) The applicant is to gain consent from Roads and Maritime Services for the closure and detour of the Mitchell Highway and Road Occupancy Licence with evidence provided to Council of such approval and conditions as warranted.
- c) Submission of a Traffic Management Plan and Traffic Control Plan to Council for approval, with the Traffic Control Plan submitted a minimum three (3) weeks prior to the event. All traffic control measures contained in the Plan are to be in accordance with Australian Standard AS1742.3 and the RMS' 'Traffic Control at

Worksites Manual' prepared by an accredited person.

- d) Traffic controllers and/or trained Marshalls are to be provided at all road closure points, and other locations as identified in the Event and Traffic Management Plans (attached as Appendices 2 and 6).**
- e) Council's Manager Governance and Internal Control must sight a copy of the Public Liability Insurance Policy for a minimum amount of \$20 million on which Dubbo Regional Council, Roads and Maritime Services and NSW Police are specifically noted to be indemnified against any action resulting from the event.**
- f) The applicant is responsible for the provision of all traffic controls required for the event (i.e. Marshalls, traffic barriers and signs).**
- g) A public notification is required for the Anzac Day March a minimum of seven (7) days prior to the event.**
- h) The applicant is to forward a letter to Council with all the required documentation accepting the above conditions before final approval will be granted.**

3. Stuart Town:

- a) For the Anzac Day Ceremony a temporary road closure is to be provided in Molong Street, between the Burrendong Way (Alexander Street) and Bell Street from 8.00 am to 2.30 pm, with a detour of Molong Street via Burrendong Way and Bell Street. Council's Traffic Control Plan TM 7175 (attached as Appendix 7) is to be used for the event.**
- b) Consent is required from the Roads and Maritime Services for the event to utilise part of Burrendong Way between Molong and Bell streets as a detour with advice provided to Council.**
- c) Submission of a Traffic Management Plan and Traffic Control Plan to Council for approval with the Traffic Control Plan to be submitted a minimum of three (3) weeks prior to the event. All traffic control measures contained in the Plan are to be in accordance with Australian Standard AS1742.3 and the RMS' 'Traffic Control at Worksites Manual' prepared by an accredited person.**
- d) Traffic controllers and/or trained Marshalls are to be provided at all road closure points, and other locations, as identified in the Event and Traffic Management Plans (attached as Appendices 3 and 7).**
- e) Council's Manager Governance and Internal Control must sight a copy of the Public Liability Insurance Policy for a minimum amount of \$20 million on which Dubbo Regional Council, Roads and Maritime Services and NSW Police are specifically noted to be indemnified against any action resulting from the event.**
- f) The applicant is responsible for the provision of all traffic controls required for the event (i.e. Marshalls, traffic barriers and signs).**
- g) A public notification is required for the Anzac Day March a minimum of seven (7) days prior to the event, with notification letters to be delivered to the affected residents within the road closure areas in the village.**
- h) The applicant is to forward a letter to Council with all the required documentation accepting the above conditions before final approval will be granted.**

4. Mumbil:

- a) For the Anzac Day March and Ceremony a temporary road closure is to be provided on the Burrendong Way (Burrendong Street), between Railway Parade**

and Cudgegong Street from 7.00 am to 10.30 am, with a detour via Railway Parade and Apsley Crescent. Burrendong Way from Apsley Crescent south to Cudgegong Street will remain open and restricted to local traffic only, with an additional 'Road Closed Ahead' sign and 'Local Traffic Only' sign to be placed at the detour point at the Apsley Crescent and Burrendong Street intersection. Council's Traffic Control Plan TM7127 (attached as Appendix 8) is to be used for the event.

- b) Submission of a Traffic Management Plan and Traffic Control Plan to Council for approval with the Traffic Control Plan submitted a minimum three (3) weeks prior to the event. All traffic control measures contained in the Plan are to be in accordance with Australian Standard AS1742.3 and the RMS' 'Traffic Control at Worksites Manual' and prepared by an accredited person.
- c) Traffic controllers and/or trained Marshalls are to be provided at all road closure points, and other locations, as identified in the Event and Traffic Management Plans (attached as Appendices 4 and 8).
- d) Council's Manager Governance and Internal Control must sight a copy of the Public Liability Insurance Policy for a minimum amount of \$20 million on which Dubbo Regional Council and NSW Police are specifically noted to be indemnified against any action resulting from the event.
- e) The applicant is responsible for the provision of all traffic controls required for the event (i.e. Marshalls, traffic barriers and signs).
- f) A public notification is required for the Anzac Day March a minimum of seven (7) days prior to the event, with notification letters to be delivered to the affected residents within the road closure areas in the village.
- g) The applicant is to forward a letter to Council with all the required documentation accepting the above conditions before final approval will be granted.

CARRIED

ICRC19/5 WELLINGTON MEMORIAL POOL - CLARET ASH (ID19/10)

The Committee had before it the report dated 15 January 2019 from the Manager Recreation and Open Space regarding Wellington Memorial Pool - Claret Ash.

Moved by Councillor J Diffey and seconded by Councillor K Parker

MOTION

1. That the report from the Manager Recreation and Open Space dated 15 January 2019 be noted.
2. That the information contained in the arborist report, ENSPEC, dated 14 January 2019 be noted.
3. That based on the information provided the Claret Ash located directly behind the heritage pavilion be removed and replaced with an appropriate species at an advanced stage of development, and that an appropriate root vault and barriers be installed to provide favourable growing conditions and to prevent future damage to buildings, pools and associated infrastructure.

4. That if the tree is to be removed, the Wellington community be advised of Council's decision and the reasons that formed the deliberations clarified.

CARRIED

ICRC19/6 PLAYGROUND SHADE IMPROVEMENT PROGRAM (ID19/12)

The Committee had before it the report dated 15 January 2019 from the Manager Recreation and Open Space regarding Playground Shade Improvement Program.

Moved by Councillor B Shields and seconded by Councillor D Grant

MOTION

1. That the report from the Manager Recreation and Open Space dated 15 January 2019 be noted.
2. That the proposed expenditure, totalling \$1.1million detailed in the report, to enable the implementation of the Playground and Facility Improvements Plan be adopted.

CARRIED

ICRC19/7 DUBBO REGIONAL SPORTS COUNCIL - PLAYING FIELD IMPROVEMENT FUND - DUBBO ATHLETICS CLUB (ID18/1873)

The Committee had before it the report dated 12 December 2018 from the Recreation Coordinator regarding Dubbo Regional Sports Council - Playing Field Improvement Fund - Dubbo Athletics Club.

Moved by Councillor A Jones and seconded by Councillor J Diffey

MOTION

1. That the report from the Recreation Coordinator dated 12 December 2018 be noted.
2. That the Dubbo Amateur Athletics Club, Dubbo Sports Council Playing Field Improvement Fund application for \$4,275 be approved and the Club be formally notified as to the outcome of their application.
3. That the Sporting Asset Coordinator work with the Dubbo Amateur Athletics Club to complete the project.

CARRIED

ICRC19/8 DUBBO NEIGHBOURHOOD CENTRE BIENNIAL ACTIVITIES REPORT (ID19/15)

The Committee had before it the report dated 17 January 2019 from the Manager Social Services regarding Dubbo Neighbourhood Centre Biennial Activities Report.

Moved by Councillor J Diffey and seconded by Councillor B Shields

MOTION

That the report from the Manager Social Services dated 17 January 2019 be noted.

CARRIED

ICRC19/9 LEAVE OF ABSENCE

Requests for leave of absence were received from Councillors V Etheridge, D Gumley, G Mohr and J Ryan who are absent from the meeting due to personal reasons.

Moved by Councillor A Jones and seconded by Councillor J Diffey

MOTION

That such requests for leave of absence be accepted and Councillors V Etheridge, D Gumley, G Mohr and J Ryan granted leave of absence from this meeting.

CARRIED

The meeting closed at 5.51pm.

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CHAIRMAN



DUBBO REGIONAL
COUNCIL

REPORT: CBD Walking Trail and Bell River Pedestrian Bridge, Wellington

AUTHOR: Manager Recreation and Open Space
REPORT DATE: 25 February 2019
TRIM REFERENCE: ID19/38

EXECUTIVE SUMMARY

Cameron Park is located in the CBD of Wellington and dates back to 1859. It was officially proclaimed in 1882 as Bell Park. During the early Twentieth Century the park layout was formalised and was renamed Cameron Park in 1910 to honour the then Mayor, Alderman Thomas Cameron for his work in establishing the park.

To provide a strategic approach to the restoration and rehabilitation of Cameron Park back to its former glory a draft masterplan was prepared and subsequently adopted at the October 2017 Ordinary Meeting (ICARC17/6). This masterplan was sympathetic to the historical importance of the existing layout of the park and its path system, and also recognised that the entire park fell within a Heritage Conservation Zone that requires a formal approval process (i.e. Development Application) for any works that can negatively impact on the historical fabric of the park.

Through a number of successful grant applications Dubbo Regional Council has \$321,000 to commence work on the development of a more extensive path network that utilises the existing path system in Cameron Park and extends it through to Bell Park – linking the new pool facility under construction, and over the Bell River around Pioneer Park and out to Brennan's Way. This path system is predominately decomposed granite with concrete sections in areas of high erosion (from flooding) potential.

As part of the construction of this path network approximately 20 trees will require removal along the northern side of Showground Road / Bushrangers Creek Road (outside the urban area). The majority of these trees are already significantly impacted by powerline clearance pruning, and a more appropriately size tree can be considered following discussions with Infrastructure Delivery regarding vegetation clearance zone requirements in this area.

Final designs for the paths were received on 25 February 2019 and arrangements for these designs to be fully costed are being made through a Quantitative Surveyor. The pedestrian bridge will also be costed out as shown in the plans, however further investigations and design options need to be carried before a decision is made on how best to proceed.

ORGANISATIONAL VALUES

Customer Focused:

The development of a Bell River walking track provides an improved level of service and recreational opportunities to the Wellington community.

Integrity: Dubbo Regional Council is committed to working with the Wellington community in identifying improvements to the recreational palette, and seeking non-rate funding opportunities to help deliver these projects in a cost efficient and effective manner.

One Team: Recreation and Open Space has worked with Infrastructure Strategy to develop a 5km walking trail along the Bell River, and will continue to work with other sections of Council to identify opportunities to be able to deliver this project.

FINANCIAL IMPLICATIONS

Dubbo Regional Council has \$150,000 allocated to the Implementation of the Cameron Park Master Plan (Stronger Country Communities Fund R1) identified for the development of a connecting path from Cameron Park to Bell Park. A further \$171,000 has been allocated (\$130,000 from SCCF R1 and \$41,000 from Stronger Communities (Major Project) Fund)) for the development of a path system from Pioneer Park to Bushrangers Road. A shortfall of \$115,000 exists for the construction of the path system.

No funds have yet been identified for the renewal of the pedestrian bridge over the Bell River linking Cameron Park to Pioneer Park. As final designs of this bridge and access ramps have not yet been finalised a formal cost estimate is still to be devised.

POLICY IMPLICATIONS

There are no policy implications arising from this report.

RECOMMENDATION

- 1. That the report from the Manager Recreation and Open Space, dated 25 February 2019, be noted.**
- 2. That the proposed path network for the Wellington CBD Walking Trail through Cameron Park and Pioneer Park, be adopted.**
- 3. That following DA approval, works commence on the path system in Cameron Park and Pioneer Park in accordance with the funding allocations identified herein this report.**
- 4. That a further report be submitted to Council at its Ordinary Meeting by June 2019 with cost estimates identified to complete any outstanding works on the path network, and the demolition and replacement of the Bell River pedestrian bridge for consideration in the finalisation of the 2019/2020 budget.**

Ian McAlister

Manager Recreation and Open Space

REPORT

Cameron Park is located in the CBD of Wellington and dates back to 1859. It was officially proclaimed in 1882 as Bell Park. During the early Twentieth Century the park layout was formalised and was renamed Cameron Park in 1910 to honour the then Mayor, Alderman Thomas Cameron for his work in establishing the park.

Once known for its *“marvellous towering trees, giving welcome summer shade and cool”* (Stuart Read), the quality of the park has unfortunately declined in recent years with many of the trees either in an advanced state of decline, or have been removed altogether. Although some replacement planting has been undertaken over the years it appears to lack any formal structure that is paramount to the philosophy of Victorian era parks.

The formal layout of the paths, which reflect the layout of Princes Street Gardens in Edinburgh Scotland, have remained largely intact over the years and form an integral component of the historical fabric of the park itself. The former Wellington Council recognised the importance of retaining the historical connection of the park and a Heritage Protection Zone covering the Cameron Park and the nearby streets was created.

To provide a strategic approach to the restoration and rehabilitation of Cameron Park back to its former glory a draft masterplan was prepared and subsequently adopted at the October 2017 Ordinary Meeting (ICARC17/6). This masterplan was well received by the Wellington community and retained the historical fabric of the path layout and the majority of the front wall, and strengthened the formal structure of the park through the development of strong deciduous avenues.

In addition the masterplan identified the retention / replacement of the Bell River pedestrian bridge across to Pioneer Park, the creation of a plaza fronting Nanima Crescent and a regional quality playground to attract residents and visitors alike to the park. A copy of the adopted Cameron Park Masterplan has been provided (Figure 1).



Figure 1. Adopted Cameron Park Masterplan (October 2017)

At the October 2018 Ordinary Council Meeting a Mayoral Minute (CCL18/199 - Bell River Pedestrian Bridge, Wellington) was tabled and subsequently adopted. The recommendations from this Mayoral Minute are as follows:

- “1. That the Chief Executive Officer be requested to prepare a masterplan for a walking track around the CBD/Bell River precinct in Wellington.
2. That such a masterplan includes the provision for the construction of a new pedestrian bridge that is accessible for people with limited mobility.
3. That the existing pedestrian bridge across the Bell River be demolished.
4. That Council seek funding opportunities to offset the costs of construction of the facilities identified within the adopted masterplan.
5. That a further report be presented to Council in March 2019 consisting of the draft masterplan, project schedule and budget to meet the expected delivery date of July 2020.”

Resulting from these recommendations Council’s Infrastructure Strategy Branch was engaged to undertake the design of the extended path network.

The proposed Bell Riverside walkway that has been designed utilises the existing historic path network within Cameron Park itself, and extends it to the north to Bell Park and west across the Bell River to Pioneer Park and up past the Wellington Showground to Brennan’s Way. The proposed path network will provide a 5km loop that will enable the establishment of Wellington ParkRun, support the Mt Arthur Challenge and offer a safer and more pleasant connection from the CBD of Wellington out to the Showground. The path system has been designed on the northern side of Showground Road / Bushrangers Road to enhance safety for events including the Mt Arthur Challenge and ParkRun by reducing the need to cross streets and driveways (figures 2 and 3). This route will require the removal of approximately 20 trees outside the Wellington 50km urban zone between Pioneer Park and Brennan’s Way. These trees are located directly underneath powerlines and have suffered from repeated pruning events. It is proposed to replant an avenue of suitably sized trees along this section that complies with both RMS and Essential Energy Vegetation Management Guidelines.



Figure 2. Overview of proposed Bell River Walking Trail from CBD to Bushrangers Road, Wellington



5KM WALKING TRACK
PEDESTRIANS BACKTRACK AT TURN AROUND POINT
ENTRANCE TO PIONEER PARK. START AND FINISH ARE
AT NEW POOL CARPARK

DRAFT

Figure 3. Bell Riverside Walkway (5km track)

Consideration was given to moving the pedestrian downstream of the Bell River, towards the Civic Administration Building. However due to the high mobility of the Bell River channel due to the stream hydrology (figure 5), the decision to retain the bridge its current location was made. This decision was based on reducing the risk of damage to the bridge through flooding or further movement of the stream channel, and the potential cost to future generations if this occurs.



Figure 5. Current river channel of the Bell River in comparison to its “mapped” path. The blue dash line is the current location of the pedestrian bridge in a stretch of the river that shows little divergence from the mapped river channel.

Although the bridge design requires further considerations before finalisation of the plan, work on the installation of the proposed path network can commence following the submission and subsequent approval of Development Applications (DA). These DAs are required as Cameron Park falls within the designated Heritage Conservation Zone and Pioneer Park is within the flood plain of the Bell River. Allowing 6 weeks for assessment, and on the basis that it is approved, works would be able to commence by the end of June 2019, following the quotation process. Allowing eight to ten weeks for construction the paths themselves, excluding bridge, could be completed as early as September 2019. This proposed timetable meets the funding expenditure guidelines for both the Stronger Country Community Fund R1 and Stronger Communities (Major Fund) with funds being required to be allocated by June 2019 and fully expended by December 2019.

SUMMARY

The Riverside Walking trial in Wellington is at the point where Development Applications can be lodged. Infrastructure Strategy and Recreation and Open Space have achieved a 5km walking trial that complies with the ParkRun guidelines and also extends through to Brennan's Way to support events such as the Wellington Challenge, the Wellington Boot and other events held at the Showground.

To commence the construction of the walking trial Council has already secured \$321,000 from two grant funded sources, with \$150,000 allocated to the extension of the path system to Bell Park, and \$171,000 to commence work on the Pioneer Park to Brennan's Way section. While it is anticipated that there are sufficient funds to complete the Bell Park extension, it is anticipated that additional funds will be required to enable the path to be extended through Pioneer Park to Brennan's Way. These costs will be identified and present in another report to Council by June 2019.

Further investigations and design work is being completed on the pedestrian bridge over the Bell River in an attempt to identify the most cost effective manner to link these two recreational areas together.



DUBBO REGIONAL
COUNCIL

REPORT: Revision of the Wiradjuri Park Master Plan

AUTHOR: Manager Recreation and Open Space
REPORT DATE: 26 February 2019
TRIM REFERENCE: ID19/159

EXECUTIVE SUMMARY

In 2014 following extensive consultation with the Aboriginal and broader communities of Dubbo, the Wiradjuri Park Master Plan was adopted. The original location for the development for this park was Wiradjuri Park, located to the north west of the Serisier Bridge.

In 2017 the Roads and Maritime Services announced that the preferred third river crossing would extend north from the rail over pass on Whylandra Street, cut through Wiradjuri Park and rejoin the Newell Highway at River Street. As the alignment for this third river crossing has not yet been finalised, and a major highway is not conducive to a restful and contemplative space, a new site was required to be found for Wiradjuri Park.

In August 2018 the Minister for Dubbo, Mr Troy Grant, announced additional funding to Western Plains Regional Council (Dubbo Regional Council) with \$1.5million being identified for a Wiradjuri Tourism Experience. Council made the decision to allocate \$900,000 towards a Wiradjuri Tourism Experience in Dubbo, and following consultation with the Dubbo Aboriginal Community Working Party a site at Elizabeth Park (Dubbo Regional Botanic Garden) was chosen.

A revised design for Wiradjuri Park has been completed incorporating the majority of the elements in the original master plan. The new plan was presented to the Dubbo Aboriginal Community Working Party, where it was formally endorsed.

ORGANISATIONAL VALUES

Customer Focused: Dubbo Regional Council remains committed to delivering projects identified in the Community Strategic Plan, and engaging with the community to provide positive outcomes.

Integrity: The original intent of the Wiradjuri Park Master Plan (Macquarie River) has been retained and endorsed by the Dubbo Aboriginal Community Working Party.

One Team: Council continues to work with various communities and Working Parties to provide positive outcomes to the community.

FINANCIAL IMPLICATIONS

The full development of Wiradjuri Park (Dubbo Regional Botanic Garden) has been estimated at \$2,003,000. Dubbo Regional Council has received \$900,000 towards this development with 80% of the Wiradjuri Park expected to be completed, that will satisfy the grant funding intent of an the establishment of a Wiradjuri Tourism Experience.

The completion of the remaining 20% of the Wiradjuri Park Master Plan will be subject to the successful application of external funding submissions.

POLICY IMPLICATIONS

There are no policy implications arising from this report.

RECOMMENDATION

- 1. That the report from the Manager Recreation and Open Space, dated 26 February 2019, be noted.**
- 2. That the Wiradjuri Park Master Plan (Dubbo Regional Botanic Garden) be adopted.**
- 3. That Dubbo Regional Council seek further external funding opportunities to enable the Wiradjuri Park Master Plan to be fully implemented.**

Ian McAlister

Manager Recreation and Open Space

REPORT

In 2014 following extensive consultation with the Aboriginal and broader communities of Dubbo, the Wiradjuri Park Master Plan was adopted. The original location for the development for this park was Wiradjuri Park, located on the bank of the Macquarie River to the north west of the Serisier Bridge. The original master plan for Wiradjuri Park is shown in figure 1.

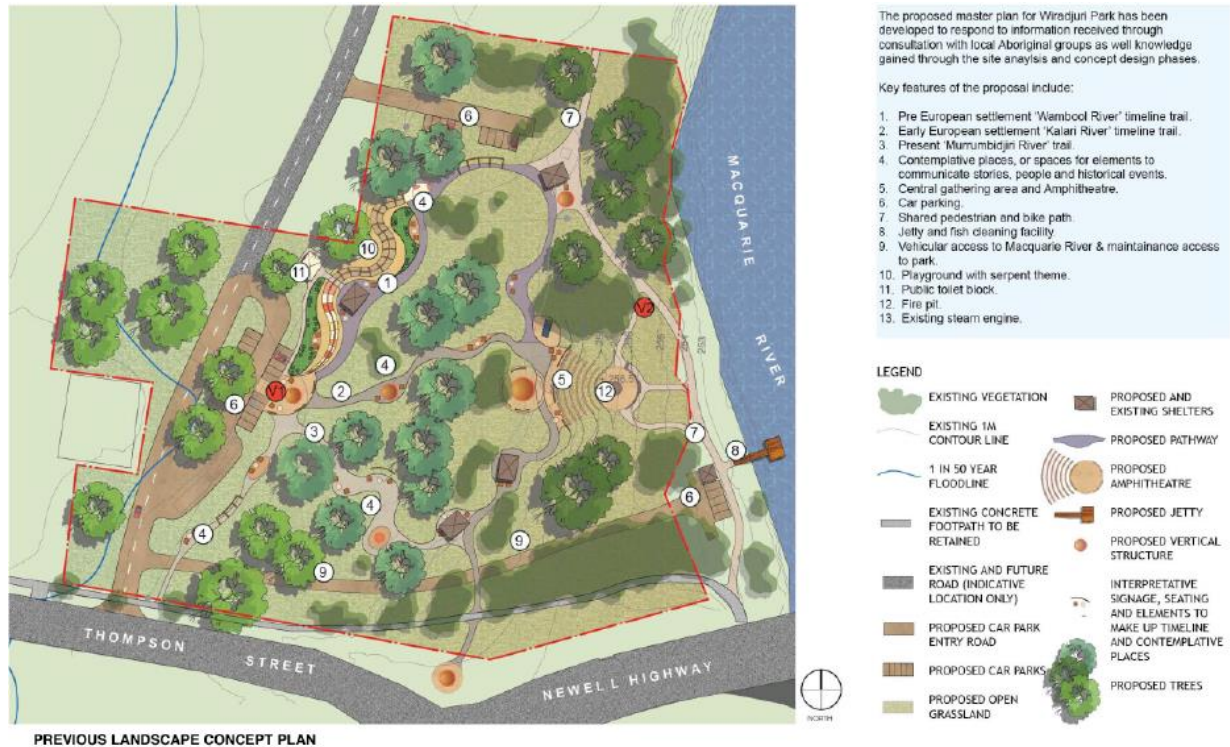


Figure 1. Original master plan for Wiradjuri Park.

In 2017 the Roads and Maritime Services announced that the preferred third river crossing would extend north from the rail over pass on Whylandra Street, cut through Wiradjuri Park and rejoin the Newell Highway at River Street. As the alignment for this third river crossing has not yet been finalised, and a major highway is not conducive to a restful and contemplative space, a new site was required to be found for Wiradjuri Park.

In August 2018 the Minister for Dubbo, Mr Troy Grant, announced additional funding to Western Plains Regional Council (Dubbo Regional Council) with \$1.5million being identified for a Wiradjuri Tourism Experience. Council made the decision to allocate \$900,000 towards a Wiradjuri Tourism Experience in Dubbo with the remaining \$600,000 going to Wellington.

In late 2018 a meeting was held at the Dubbo Regional Botanic Garden with representatives from Dubbo Regional Council and the Dubbo Aboriginal Community Working Party in attendance. This meeting was to determine whether the Botanic Gardens would be a suitable site to situate a revised Wiradjuri Park on. Two locations were identified as potential sites – the first area was the north east corner of the park at the corner of Birch Avenue and Royal Parade (1), and the second site opposite the Ten Pin Bowling Complex off Windsor Parade (2).



Figure 2. Investigated sites for Wiradjuri park at Dubbo Regional Botanic Garden.

Following discussions the site off Windsor Parade (2) was determined as the preferred site due to proximity of the carpark and the new playground currently under development.

In January 2019, following approval to proceed, a revised concept Wiradjuri Park Master Plan was developed utilising the 2014 plans as a base with the intent of incorporating as many of the original elements into the new design. This approach was taken due to the extensive consultation with the Dubbo community in the development of the original plans, and the high level of community acceptance that it gained (>97%). To ensure continuity of the design philosophy from the 2014 plans the original landscape architecture firm, Moir Landscape Architecture, was re-engaged.

As part of the development of the new Master Plan cost estimates were completed through a Quantitative Surveyor. To complete the full scope of works as identified in the Master Plan it was estimated that \$2,003,000 ex gst would be required. As Council has only \$900,000 available this project has been broken up into a Stage 1, which will complete 80% of the landscaping works, with the remaining elements being completed as further external funding becomes available (figure 4).

On the 12 February the redrafted Wiradjuri Park Master Plan (Dubbo Regional Botanic Garden) was presented to the Dubbo Aboriginal Community Working Party. The revised plan (figure 3) was subsequently endorsed.

To enable this project to progress to full design, tender and construction the Master Plan requires approval through Council. As the original Wiradjuri Park Master Plan was developed through an extensive community consultative process, gained an extremely high approval rating and is consistent with the development of the Dubbo Regional Botanic Garden, it shall be recommended that the Wiradjuri Park Master Plan be adopted.

Funds for this project are required to be allocated by June 2019 and fully expended by December 2019.



Figure 3. Wiradjuri Park at DRBG.



Figure 4. Staging of Wiradjuri Park

SUMMARY

A revised Wiradjuri Park Master Plan (Dubbo Regional Botanic Garden) has been prepared and endorsed through the Dubbo Aboriginal Community Working Party. It is identified that a shortfall of \$1.1million exists in the completion of the master plan, and to allow it to progress the project has been staged.

Stage 1 will cost \$900,000 and will complete an estimated 80% of the landscaping works that will satisfy the grant funding requirements of developing a Wiradjuri Tourism Experience. The remaining works can be scheduled as further external funding is identified. These later works have been positioned towards the perimeter of the new park area to reduce impacts on the park during their construction.



REPORT: 2019 Man from Ironbark Festival - Request for Road Closure at Molong Street, Stuart Town

AUTHOR: Senior Traffic Engineer
REPORT DATE: 4 March 2019
TRIM REFERENCE: ID19/216

EXECUTIVE SUMMARY

The Stuart Town Advancement Association have submitted an application to hold the annual 2019 Man from Ironbark Festival on 20 April 2019. The Festival is held within Molong Street, between Alexander Street and Bell Street. Approval is requested for a temporary road closure of Molong Street from 6.00 am to 7.00 pm. Molong Street is a local street with a detour provided around the closure via Alexander Street (partly the Burrendong Way) and Bell Street. There is no considered traffic impact on the Burrendong Way as the road network can accommodate the traffic movements through and within the village.

The application, supporting documentation and Traffic Control Plan TM 7174 are attached (**Appendix 1 and 2**). The Man from Iron Bark Festival has been held in previous years and there have been no issues arising. Roads and Maritime Services consent for the detour along the Burrendong Way is required.

It is recommended that approval be granted for the Stuart Town Advancement Association to implement a temporary road closure of Molong Street for the 2019 Man from Ironbark Festival in accordance with the Traffic Management Plan and conditions of approval as imposed by the NSW Police, Council and the Roads and Maritime Services.

ORGANISATIONAL VALUES

Customer Focused: Approval for the conduct of the 2019 Man from Ironbark Festival is an important event for residents of Stuart Town and visitors.

Integrity: The approval meets all statutory requirements of other government agencies.

One Team: Not applicable.

FINANCIAL IMPLICATIONS

There are no financial implications arising from this report.

POLICY IMPLICATIONS

There are no policy implications arising from this report.

RECOMMENDATION TO THE LOCAL TRAFFIC COMMITTEE

That Council approval be granted for a temporary road closure of Molong Street, between Alexander Street and Bell Street, on 20 April 2019 for the 2019 Man from Ironbark Festival between 6.00 am to 7.00 pm, subject to the following:

1. Consent is required from the Roads and Maritime Services for the event to utilise part of the Burrendong Way between Molong and Bell Streets as a detour with advice provided to Council. In the event that consent is not granted, the Applicant is to advise Council if the event will proceed with a re-design that excludes the use of Burrendong Way.
2. The submission of an Event and Traffic Management Plan and Traffic Control Plan to Council for approval in accordance with Australian Standard 1742.3, and the Roads and Maritime Services' Guide to Traffic Control at Worksites prepared by an accredited person.
3. Traffic controllers and trained course marshals are to be provided at all road closure points and other locations as identified in the Event and Traffic Management Plan with restricted access only to emergency and authorised vehicles. All traffic controllers are to be specially authorised for the event with current Roads and Maritime Services certification.
4. Council's Executive Manager Governance and Internal Control must sight a copy the current Public Liability Insurance Policy for a minimum amount of \$20 million on which Dubbo Regional Council, Roads and Maritime Services and the NSW Police is specifically noted to be indemnified against any action resulting from the event.
5. The applicant is responsible for the provision of all traffic control required for the event in accordance with the Traffic Control Plan.
6. The applicant is responsible for all costs associated with the placement of a public notification, a minimum of two weeks prior to the event, and advice to the residents within the closed roads advising of the 2019 Man from Ironbark Festival and the road closure of Molong Street, Stuart Town.
7. All traffic advisory signs shall be placed in accordance with the approved Traffic Control Plan and the Event and Traffic Management Plan.
8. The NSW Police's consent and conditions for the running of the event as considered necessary.
9. The applicant is to provide Council with a signed and dated copy of the Event and Traffic Management Plan.
10. The applicant is to submit to Council all the appropriate documentation required, accepting the above terms and conditions before final approval will be granted.
11. All costs associated with implementing these event conditions are to be met by the event organiser.

LOCAL TRAFFIC COMMITTEE CONSIDERATION

This matter was considered by the Local Traffic Committee at its meeting held on Monday, 4 March 2019. The Committee had unanimous support in the adoption of the recommendation.

RECOMMENDATION

That Council approval be granted for a temporary road closure of Molong Street, between Alexander Street and Bell Street, on 20 April 2019 for the 2019 Man from Ironbark Festival between 6.00 am to 7.00 pm, subject to the following:

1. Consent is required from the Roads and Maritime Services for the event to utilise part of the Burrendong Way between Molong and Bell Streets as a detour with advice provided to Council. In the event that consent is not granted, the Applicant is to advise Council if the event will proceed with a re-design that excludes the use of Burrendong Way.
2. The submission of an Event and Traffic Management Plan and Traffic Control Plan to Council for approval in accordance with Australian Standard 1742.3, and the Roads and Maritime Services' Guide to Traffic Control at Worksites prepared by an accredited person.
3. Traffic controllers and trained course marshals are to be provided at all road closure points and other locations as identified in the Event and Traffic Management Plan with restricted access only to emergency and authorised vehicles. All traffic controllers are to be specially authorised for the event with current Roads and Maritime Services certification.
4. Council's Executive Manager Governance and Internal Control must sight a copy the current Public Liability Insurance Policy for a minimum amount of \$20 million on which Dubbo Regional Council, Roads and Maritime Services and the NSW Police is specifically noted to be indemnified against any action resulting from the event.
5. The applicant is responsible for the provision of all traffic control required for the event in accordance with the Traffic Control Plan.
6. The applicant is responsible for all costs associated with the placement of a public notification, a minimum of two weeks prior to the event, and advice to the residents within the closed roads advising of the 2019 Man from Ironbark Festival and the road closure of Molong Street, Stuart Town.
7. All traffic advisory signs shall be placed in accordance with the approved Traffic Control Plan and the Event and Traffic Management Plan.
8. The NSW Police's consent and conditions for the running of the event as considered necessary.
9. The applicant is to provide Council with a signed and dated copy of the Event and Traffic Management Plan.
10. The applicant is to submit to Council all the appropriate documentation required, accepting the above terms and conditions before final approval will be granted.
11. All costs associated with implementing these event conditions are to be met by the event organiser.

Dennis Valentine
Senior Traffic Engineer

REPORT

Council has received an Event application from the Stuart Town Advancement Association, requesting a temporary road closure of Molong Street, Stuart Town between Alexander Street (Burrendong Way) and Bell Street to facilitate the running of the 2019 Man from Ironbark Festival on Saturday 20 April 2019.

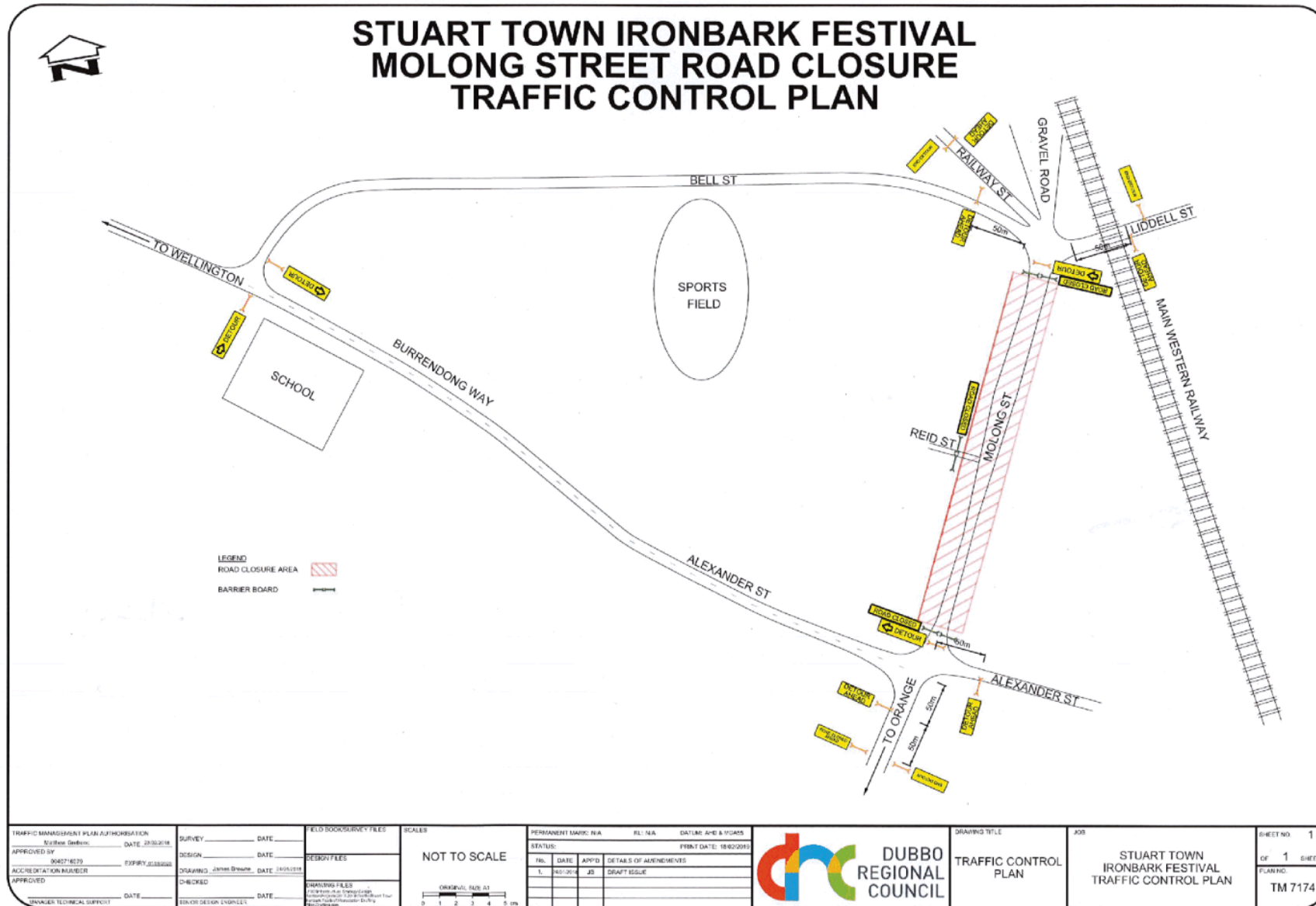
The road closure will operate between 6.00 am to 7.00 pm with the festival commencing at 9.00 am and concluding at 6.00 pm. The temporary road closure of Molong Street will require a detour utilising the Burrendong Way, a regional road that will require the consent of the Roads and Maritime Services.

The Festival's activities will operate within Molong Street, with the detour implemented in accordance with the approved Traffic Management Plan and Traffic Control Plan. Burrendong Way is not a heavily trafficked road and can be easily accommodated with the detour around the closure. The Man from Ironbark Festival has been running for several years and has a successful history.

It is recommended that approval be granted for the Stuart Town Advancement Association to undertake the 2019 Man from Ironbark Festival on 20 April 2019, as conditioned by Council and the NSW Police subject to the Roads and Maritime Services formal consent of the detour along the Burrendong Way and conditions as applied.

Appendices:

- 1 [↓](#) Draft Traffic Control Plan - Stuart Town Ironbark Festival
- 2 [↓](#) Transport Management Plan - Stuart Town Ironbark Festival



Event Application Form



Applications should be submitted at least six (6) months prior to the proposed event. Please complete all sections and attach all relevant documentation to avoid delays in processing.

As part of your application you are required to submit an Event Management and Risk Management Plan within three (3) weeks prior to your event being staged.

Please return completed forms and relevant attachments to citypromotions@dubbo.nsw.gov.au

Event Details

Name of event: Stuart Town's "Man From Ironbark Festival"

Brief description of activities planned: Market & Food Stalls, Exhibitors, Entertainment

Target audience: family

Expected attendance: 2000 to 5000

Dates of event: Saturday 20th April 2019

Start/finish times: 9am to 5pm

Contact Details

Contact name: Marcus Hanney ph. 0417 467 459

Position/role: President

Email address: mahanney@hotmail.com

Alternative contact: Barbara Eade

Alternative phone: 6846 8242

Venue Details

Venue name: Stuart Town - Molong Street

Do you have a Certificate of Currency of minimum \$20 million insurance? Yes No

Is this a Dubbo Regional Council facility? Yes No

Have you made a tentative booking? Yes No

Will you be charging entry for this event? Yes No Entry cost \$ \$2 Donation

Have you previously organised an event of this nature or scope? Yes No

Planning and Environment

Will you be having stallholders?	<input checked="" type="radio"/> Yes	<input type="radio"/> No		
Will you be selling or consuming alcohol?	<input type="radio"/> Yes	<input checked="" type="radio"/> No		
Will there be any temporary structures?	<input type="radio"/> Yes	<input checked="" type="radio"/> No		
Will there be any amplified sound?	<input checked="" type="radio"/> Yes	<input type="radio"/> No		
How many toilets will be available?	Current Public Facilities and Porta Joes's			
Are you planning to erect any signage?	<input type="radio"/> Yes	<input checked="" type="radio"/> No		
Will there be amusement rides installed?	<input checked="" type="radio"/> Yes	<input type="radio"/> No		
Please advise which Emergency Services have been notified of this event	<input checked="" type="radio"/> Police	<input type="radio"/> Fire services	<input type="radio"/> Ambulance	
	<input checked="" type="radio"/> Affected businesses	<input type="radio"/> Local transport		
Are Fireworks/Pyrotechnics planned?	<input type="radio"/> Yes	<input checked="" type="radio"/> No		

Traffic Control

Will your event use public roads?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
Will any crowd control be required?	<input type="radio"/> Yes	<input checked="" type="radio"/> No
Have you submitted a Traffic Management Plan?	<input checked="" type="radio"/> Yes	<input type="radio"/> No

Waste Services

Will your event generate rubbish?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
Have you produced a Sustainability Plan?	<input type="radio"/> Yes	<input checked="" type="radio"/> No
Have you made arrangements for clean up after the event?	<input checked="" type="radio"/> Yes	<input type="radio"/> No

Event and Risk Management

Have you previously completed an Event Management Plan?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
Have you previously completed a Risk Management Plan?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
Are you or any other stallholder selling food at the event?	<input checked="" type="radio"/> Yes	<input type="radio"/> No

Promotion

Have you uploaded your event to the Region's Event Calendar?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
--	--------------------------------------	--------------------------

Please submit this Event Application Form to citypromotions@dubbo.nsw.gov.au with relevant documentation, which may include:

- Event Management Plan
- Risk Management Plan
- Certificate of Currency
- Traffic Management Plan
- Site plan and/or ground plan

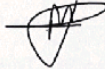
An Event Management Plan template, Risk Management Plan template, and a copy of the Food Handling Guidelines can be downloaded from Dubbo Regional Council's Event Organisers Toolbox at:

<https://www.dubbo.nsw.gov.au/Community-Groups/Events-Community-Culture/support-for-your-event>

Print name

Marcus Hanney

Signature



Date

14/10/2018

For more information

Dubbo Regional Council
Marketing, Events and Partnerships Team
02 6801 4000
citypromotions@dubbo.nsw.gov.au

Special Event Resources

Special Event Transport Management Plan Template

Refer to Chapter 7 of the Guide for a complete description of the Transport Management Plan

I EVENT DETAILS

1.1 Event summary

Event Name: MAN FROM IRONBARK FESTIVAL
Event Location: MO LONG ST. STUART TOWN
Event Date: 20-4-19 Event Start Time: 9am Event Finish Time: 5pm
Event Setup Start Time: 6am Event Packdown Finish Time: 7pm
Event is off-street on-street moving on-street non-moving
 held regularly throughout the year (calendar attached)

1.2 Contact names

Event Organiser * STUART TOWN ADMINISTRATION ASSOCIATION INC.
Phone: _____ Fax: _____ Mobile: _____ E-mail: _____
Event Management Company (if applicable): _____
Phone: _____ Fax: _____ Mobile: 347 467454 E-mail: Mahoney@hotmail.com
Police WELLINGTON
Phone: 684C 2099 Fax: 6540 2011 Mobile: _____ E-mail: _____
Council Dubbo Regional Council Dennis Valentine
Phone: 6301 4000 Fax: 6301 4254 Mobile: 0418244350 E-mail: dubbo@dmr.nsw.gov.au
Roads & Traffic Authority (if Class 1) RMS PARUOS 68611 0111
Phone: _____ Fax: _____ Mobile: _____ E-mail: _____

*Note: The Event Organiser is the person or organisation in whose name the Public Liability Insurance is taken out.

1.3 Brief description of the event (one paragraph)

STUART TOWN'S Annual community Festival held
Every EASTER SATURDAY attracting visitors of locals
to the area.

2 RISK MANAGEMENT - TRAFFIC

- | | |
|-------------------------------|--|
| CLASS 1
CLASS 2
CLASS 3 | 2.1 Occupational Health & Safety - Traffic Control |
| | <input checked="" type="checkbox"/> Risk assessment plan (or plans) attached |
| | 2.2 Public Liability Insurance |
| | <input checked="" type="checkbox"/> Public liability insurance arranged. Certificate of currency attached. |
| | 2.3 Police |
| | <input checked="" type="checkbox"/> Police written approval obtained |
| | 2.4 Fire Brigades and Ambulance |
| | <input checked="" type="checkbox"/> Fire brigades notified |
| | <input checked="" type="checkbox"/> Ambulance notified |

3 TRAFFIC AND TRANSPORT MANAGEMENT

- | | |
|--|--|
| CLASS 1
CLASS 2
CLASS 3 | 3.1 The route or location |
| | <input checked="" type="checkbox"/> Map attached |
| | 3.2 Parking |
| | <input type="checkbox"/> Parking organised - details attached |
| | <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 checked="" 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, authorities or Government enterprises | |
| <input type="checkbox"/> This event uses a facility managed by a trust, authority or enterprise; written approval attached | |
| <input checked="" type="checkbox"/> This event does not use a facility managed by a trust, authority or enterprise | |
| 3.5 Impact on/of Public transport | |
| <input type="checkbox"/> Public transport plans created - details attached | |
| <input checked="" type="checkbox"/> Public transport not impacted or will not impact event | |
| 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 | |

Class 1	Class 2	3.9 Heavy vehicle impacts
		<input type="checkbox"/> Impacts heavy vehicles - RTA to manage <input checked="" type="checkbox"/> Does not impact heavy vehicles
		3.10 Special event clearways
		<input type="checkbox"/> Special event clearways required - RTA to arrange <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 type="checkbox"/> Plans to minimise impact on non-event community attached <input checked="" 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 or restrictions - advertising medium and copy of proposed advertisements attached <input type="checkbox"/> No road closures or restrictions but special event clearways in place - advertising medium and copy of proposed advertisements attached <input type="checkbox"/> No road closures, restrictions or special event clearways - advertising not required
		4.3 Special event warning signs
		<input checked="" 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
		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
		4.5 Portable Variable Message Signs
		<input type="checkbox"/> The proposed messages and locations for portable VMS are attached <input checked="" type="checkbox"/> This event does not use portable VMS

5 PRIVACY NOTICE

The "Personal Information" contained in the completed Transport Management Plan may be collected and held by the NSW Police, the NSW Roads and Traffic Authority (RTA), or Local Government.

I declare that the details in this application are true and complete. I understand that:

- The "personal information" is being collected for submission of the Transport Management Plan for the event described in Section 1 of this document.
- I must supply the information under the Road Transport Legislation (as defined in the *Road Transport (General) Act 1999*) and the *Roads Act 1993*.
- Failure to supply full details and to sign or confirm this declaration can result in the event not proceeding.
- The "personal information" being supplied is either my own or I have the approval of the person concerned to provide his/her "personal information".
- The "personal information" held by the Police, RTA or Local Government may be disclosed inside and outside of NSW to event managers or any other person or organisation required to manage or provide resources required to conduct the event or to any business, road user or resident who may be impacted by the event.
- The person to whom the "personal information" relates has a right to access or correct it in accordance with the provisions of the relevant privacy legislation.

3 The following special characteristics associated with the assembly would be useful for the Commissioner of Police to be aware of in regulating the flow of traffic or in regulating the assembly (*strike out whichever is not applicable*):

(i) There will be (number) of vehicles and/or..... (number) of floats involved.
The type and dimensions are as follows:
.....
.....

(ii) There will be ^{10 bands}..... (number) of bands, musicians, entertainers, etc. which will entertain or address the assembly.

(iii) The following number and type of animals will be involved in the assembly:
.....
.....

(iv) Other special characteristics of the proposed assembly are as follows:
Community Festival
.....

4 I take responsibility for organising and conducting the proposed assembly.

5 Notices for the purposes of the *Summary Offences Act 1988* may be served upon me at the following address:
53 BELL ST
STUART TOWN
NSW Postcode: 2820
Telephone No. 041 7 467 459

6 Signed [Signature]
Capacity/Title President - STAA
Date 14-10-2008

6 APPROVAL

TMP Approved by: Event Organiser Date

7 AUTHORISATION TO *REGULATE TRAFFIC

Council's traffic management requirements have been met. Regulation of traffic is therefore authorised for all non-classified roads described in the risk management plans attached to this TMP.

Regulation of traffic authorised by: Council Date

The RTA's traffic management requirements have been met. Regulation of traffic is therefore authorised for all classified roads described in the risk management plans attached to this TMP.

Regulation of traffic authorised by: RTA Date

* "Regulate traffic" means restrict or prohibit the passage along a road of persons, vehicles or animals (Roads Act, 1993). Council and RTA require traffic to be regulated as described in the risk management plans with the layouts installed under the direction of a qualified person.

RISK MANAGEMENT

As the event organiser you have a responsibility to ensure that your event is undertaken in a safe manner and that you minimise wherever possible harm to people or property.

Under OH&S legislation and other related law, the event organiser is obliged to ensure that reasonable steps are taken to ensure that events are conducted in a manner which provides for the safety of everyone that might be present at any time, including the general public, volunteers, staff, independent contractors and their employees and sub-contractors.

Liability arises where a person is "exposed" to the risk of injury to health and safety, it is not necessary for a person to have been actually injured but merely "exposed to risk". Therefore, an event management plan must focus on the risk to health and safety rather than the consequences of an injury or accident.

During your planning process it is essential to develop a Risk Management Plan so potential hazards are identified early and appropriate measures are put in place to reduce the likelihood of an incident occurring.

In order to create a thorough Risk Management Plan below are the key things that you'll need to consider:

Risk Assessment

Your event Risk Assessment should be developed in conjunction with all parties involved in the undertaking of the event including paid and volunteer staff, venues and contractors.

The Risk Assessment should identify what hazards or risks are associated with the event, and what measures are in place to reduce/eliminate that hazard/risk occurring.

Risks should also be prioritised based on the most significant risks, and a staff member allocated to the management of each risk area to ensure ownership of its management. Some specific areas of attention your Risk Assessment should consider addressing are:

- **Health and Safety** (identify any potential hazards that could compromise health and safety of your event visitors, suppliers and the general public)
- **Financial Risks** (from poor attendance, cancellations etc.)
- **Reputational Risk** (could you or your organisation receive poor publicity as a result of something happening at your event)
- **Environmental Risk** (impacts your event present the local environment)

If you are looking to hold your event on public land, Council will require a copy of your risk assessment. Council will use this assessment to assist in determining whether the land is fit for the proposed activity. It is important therefore that you consider and document all risks relevant to the event and how you propose to manage those risks

TEMPLATE

RISK MANAGEMENT PLAN

FOR:

MAN FROM IRONBARK

20 APRIL

Marcus Hanney
mahanney@hotmail.com
0417 467 459 (personal)
0488 004 925 (business hours)

To develop your Risk Management Plan:

STEP ONE: Establishing the context

- Identify the specific details of your event.
- Identify the list of all your event stakeholders and relevant contact details.

STEP TWO: Identify risks

- Hold a brainstorming session with your stakeholders to identify all potential risks
- Log these risks in your risk assessment matrix

STEP THREE: Analyse risks

- A risk is the combination of the **likelihood** (Table 1) and **consequence** (Table 2) of an incident occurring. The levels and descriptors in these tables may change and the descriptions will vary greatly depending upon your event under consideration. At the risk analysis stage risks should be evaluated with existing or known controls in place; unlike the identification phase (Step Two) where known treatments are ignored.

STEP FOUR: Evaluate risks

- For risk evaluation it is recommended Table 3 is used. By comparing the likelihood (Table 1) and consequence (Table 2) values, Table 3 identifies a risk rating of either:
 - Low
 - Moderate
 - High
 - Extreme

Table 1: Likelihood of Risk Criteria

Level	Description	Examples
	Almost Certain	Expected to occur in most circumstances
A	Likely	Will probably occur in most circumstances
B	Possible	Should occur at some time
C	Unlikely	Could occur at some time
D	Rare	May occur, only in exceptional circumstances

Table 2: Consequence of Risk Criteria

Description	Financial Impact	Health	Reputation	Operations
1 Negligible	Insignificant Less than \$1,000	No injuries	Unsubstantiated, low impact, low profile or no news item	Little impact
2 Minor	\$1,000 - \$10,000	First aid treatment on site	Substantiated, low impact, low news profile	Inconvenient delays
3 Moderate	\$10,000 - \$50,000	Medical treatment - on or off site	Substantiated, public embarrassment, moderate impact, moderate news profile	Significant delays to major deliverables
4 Major	\$50,000 - \$150,000	Accidental death, extensive injuries or permanent disability	Substantiated, public embarrassment, high impact news profile, third party actions	Non achievement of major deliverables
5 Catastrophic	More than \$150,000	Multiple deaths or severe permanent disablements	Substantiated, public embarrassment, very high multiple impacts, high widespread multiple news profiles, third party actions	Non achievement of key deliverables

Table 3: Level of Risk

		CONSEQUENCE				
		Negligible 1	Minor 2	Moderate 3	Major 4	Catastrophic 5
LIKELIHOOD	Almost Certain A	High	High	Extreme	Extreme	Extreme
	Likely B	Moderate	High	High	Extreme	Extreme
	Possible C	Low	Moderate	High	Extreme	Extreme
	Unlikely D	Low	Low	Moderate	High	Extreme
	Rare E	Low	Low	Moderate	High	High

Table 4: Treatment of the risk rating

Extreme	Discontinue the activity and/or implement immediate corrective actions(s)
High	Corrective action needed, to be implemented as soon as possible
Moderate	Attention indicated
Low	Implement practical short / medium term control measures

RISK ASSESSMENT

Hazard	Possible Outcome	Risk Score	Risk Rating	Risk Controls
Food Poisoning	Injury to Public	C2	Moderate	<ul style="list-style-type: none"> Ensure food vendors are aware of their obligations under the Temporary Event Food Handling Guidelines (BBQs on hard surfaces, 3 sides on all BBQs) Ensure food vendors have \$20M public liability insurance
Inflatable equipment become unstable	Injury to Public	C3	High	<ul style="list-style-type: none"> Ensure equipment operators are appropriately licensed with \$20M Public Liability insurance coverage
Live electrical wires or faulty equipment	Injury to Public, personal injury	E4	High	<ul style="list-style-type: none"> Ensure all electrical equipment is tested and tagged (checked during bump in) In the case of wet weather, no cords run along the ground and are fitted with plug covers (briefing during bump in, ahead of time in briefing for stall holders)
Leaking / faulty LPG Cylinders, heaters & appliances	Injury to Public, personal injury	E4	High	<ul style="list-style-type: none"> Ensure all equipment is tested and tagged in accordance with AS 1596 & AS 4332
Motor vehicle and pedestrian collisions	Personal injury	C2	Moderate	<ul style="list-style-type: none"> Provide all staff with appropriate protective clothing (yes) Clearly identify work site areas ((barrier boards to prevent vehicle access, also manned by volunteers) Ensure all contractors are qualified and/or experienced in the work being undertaken (traffic staff have relevant experience in traffic marshalling from previous events and everyday employment e.g. RFS staff) Traffic and pedestrian plan developed to manage movement in and around the site (plan being developed by Council. Barrier boards and marshal staff restrict vehicle access on Molong Street between 7.30am to 6.00pm. Any vehicles requiring access within closure period will be escorted by marshalls on quad bike at no faster than 10km\hr with hazard lights on) Strict bump in and bump out times are established and timed prior to arrival and after departure of crowds (Bump in prior to 9am and bump out after 3pm)

	Participants/volunteers carrying large or awkward objects	Personal injury	C2	Moderate	<ul style="list-style-type: none"> Ensure all members of the organising committee and volunteers are aware of safe lifting and relevant OHS practices
	Medical Emergency	Injury to Public	C3	High	<ul style="list-style-type: none"> Develop and train all staff in emergency management processes for medical emergencies. (First Aid station next to Ironbarks Central, volunteers can respond/marshal via 2 way radios) Brindabella First Aid supplying First Aid services, fully qualified practitioner. Ensure committee/volunteers have the means to make direct contact with First Aid and/or ambulance services. Due to location the fastest emergency response comes from 000 contact. All committee members will have mobile phones on hand.
	Missing Person/Lost Child	Trauma to those concerned	C1	Moderate	<ul style="list-style-type: none"> Establish and train committee/volunteers on process for lost children Establish point of contact and have access to a public address system Marshalling point will be Ironbarks Central, announcements periodically over PA for lost people or property to report to Ironbarks Central.
	Unstable marquees, stages, tiered seating, etc	Injury to Public, personal injury	C3	High	<ul style="list-style-type: none"> Ensure equipment contractors are appropriately licensed/qualified Marquees are erected to manufacturer's specifications Briefing for stall holders to utilise appropriate weights or pegs if possible.
	Heat / Cold distress	Personal injury	C2	Moderate	<ul style="list-style-type: none"> Monitor weather conditions prior to event Ensure appropriate sun protection and water is available for committee/volunteers (all provided) (emergency access to supplies for general public available in Ironbarks Central)
	Extreme weather - wind, lightning, flood, etc.	Injury to Public	C2	Moderate	<ul style="list-style-type: none"> Monitor weather conditions prior to event+ Include extreme weather contingencies in the emergency evacuation plan (covered in evac plan in Event Plan)
	Unclean / inadequate waste management facilities	Injury to Public	C2	Moderate	<ul style="list-style-type: none"> Provide adequate quantities of clean facilities (bring in approximately at least 20 additional waste barrels, emptied periodically by event staff throughout the day) (Bulk waste bins available)
	Unclean / inadequate toilet facilities	Injury to Public	C2	Moderate	<ul style="list-style-type: none"> Provide adequate quantities of cleaned facilities (Public toilets available in Stuart Town School of the Arts, Moxon Park, Boehme's Hall, 8 additional portaloos (5 female, 3 male) being hired from Coates Hire and positioned on the reserve mid way between Boehme's Hall and the Reserve)

					<ul style="list-style-type: none"> Event staff periodically cleaning all public toilets and porta-loos throughout the day. Disabled access to toilets available at Moxon Park and the Hall (signposted, if needs be PA announcements) Serious trip hazards removed or treated to prevent injury (site review during bump in to identify hazards that require removal) Rubber mats & cable traps over cables (brief stall holders) Barriers placed around protruding equipment (review during bump in) Changes in height and edges highlighted (review during bump in) Guy ropes and stakes checked for trip hazards and are clearly marked (flags or paint marks) Develop Emergency Management Plan (to be developed and provided to event staff)***** 	
Trip hazards	Injury to Public	C2	Moderate		<ul style="list-style-type: none"> Identify slip areas Isolate where possible and place warning signage (wet floor signs to be used if needed) Emergency ingress and egress established (identified in Traffic Control Plan) 	
Emergency situation resultant from injury, Fire, explosion, bomb threats, chemical releases, etc.	Injury to Public, personal injury	D4	High		<ul style="list-style-type: none"> Create parking and pedestrian plan (parking areas marked in reserve and surrounds with sign posts, disabled parking area also clearly marked, pedestrian access only clearly identified with signage and bunting) 	
Slip hazards due to wet water	Injury to public, personal industry	C3	High		<ul style="list-style-type: none"> Create accessibility plan (site reviewed and no issues identified, easy access to site from disabled parking area, flat ground no issues) 	
Emergency service vehicle cannot access site	Injury to public, personal industry	C3	High		<ul style="list-style-type: none"> Have a contingency within the parking and pedestrian plan (Bell Street – vacant block available and can be opened if required. Can accommodate 300 cars if needed. Owned by Marcus Hanney and permission granted, traffic marshal personnel dedicated to overspill zone management on hand if required). 	
Vehicles and pedestrians unable to access parking or entry to the site	Reputation	B1	Moderate			
Wheelchair and prams unable to access event site	Reputation	C1	Moderate			
Event parking overspill	Reputation	B1	Moderate			

Fire or burn incidents	Injury to public, personal injury	C3	High	<ul style="list-style-type: none"> Fire extinguishers available (all community halls have First Aid kits and fire extinguishers) First Aid Box location established (First Aid in Ironbarks Central. Fire extinguisher also available) St Johns Ambulance engaged (First Aid supplier engaged Brindabella from ACT) Obligations under RSA met (no alcohol served at event site)
Intoxicated person/s	Reputation Financial	C1	Moderate	<ul style="list-style-type: none"> Appropriate security engaged (no security engaged, local police presence all day. Uniformed officer on location throughout the day, regular Police patrols throughout the day)
Antisocial behaviour, people safety and security	Injury to public Reputation	C1	Moderate	<ul style="list-style-type: none"> Cobb & Co stage coach horses and horse whisperer demonstrations. Animal welfare managed by individual operators, animals will be maintained according to their policies and procedures throughout the day. Individual operators insurance covers animal involvement. Individual operators responsible for post event animal clean up.
Threat to animals health or spread of disease	Injury to animals and local environment	C1	Moderate	<ul style="list-style-type: none"> Dedicated resource to manage volunteers and undertake actions to heighten engagement (briefing of volunteers, water and supplies available at all volunteer locations, buddy system engaged to watch out for each other)
Welfare of committee and volunteers	Reputation	C1	Moderate	<ul style="list-style-type: none"> A security plan is established (dedicated room in hall, strong room inaccessible to the public for cash storage. Buddy system for cash handlers) Fees collected from stall holders and collecting gate entry donations. Gate takings periodically collected and stored in the strong room)
Risk to persons handling cash		C3	High	<ul style="list-style-type: none">

- All volunteers/event staff will have 2 way radios to maintain contact throughout bump in, event running time, bump out. Emergency communications and response to accidents can be coordinated time effectively. 2 way system links back to base Ironbark Central located in marquee on the Central of Molong St near the Memorial Gates to the Reserve.
- Ironbarks Central equipped with PA system for emergency announcements, First Aid office stationed right next door. Signposted with I information flags for ease of finding.

Helicopter joy flights (15 minutes, 3 spectators + pilot) operated by Orange Helicopters


- Passengers are escorted to helicopter by pilot
- No access to landing/take off zone by general public
- Stuart Town Oval (fenced location) only for helicopter access
- Signage
- Operator has own Risk Management Plan to be provided as appendix to this Plan (emergency landing zones available in surrounding paddocks)

Cobb & Co coach

- Track identified with bunting, no hazards to regular operations identified on proposed route
- No pedestrian or vehicle access to route available
- Operator has own Risk Management Plan

**Business Insurance
Certificate of Currency**

Policy Number **EBA933364BPX** Client Number **EP099965**
Client Name **STUART TOWN ADVANCEMENT ASSOC**



Insurance

<p>STUART TOWN ADVANCEMENT ASSOC C/- BARBARA EADE 16 CANOBLA ROAD STUART TOWN NSW 2820</p>	<p>Elders Insurance ELDERS INSURANCE WESTERN PLAIN ABN: 15 159 270 970 ATTN:DAVID GRANT PO BOX 1013 DUBBO NSW 2830 (P) 0268814777 (F) 0268814750 (E) eldersdubboinsurance@elders.com.au</p>
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Period of Insurance
From 11/01/2019 To 11/01/2020 at 4pm

Issued By
Elders Insurance (Underwriting Agency) Pty Limited

This certificate acknowledges that the policy referred to is in force for the period shown.
Details of the cover are listed below.

The Insured

STUART TOWN ADVANCEMENT ASSOC INC SUB COMMITTEES

Cover Details

Location	MOLONG STREET STUART TOWN NSW 2820	Risk Number 1
Business	EVENT MANAGEMENT SERVICE CONSU	
Interested Party	None Noted	

Broadform Liability Section

Particulars	Total Sum Insured	Limit
Limit of liability, any one occurrence		\$20,000,000
Property in Your physical and legal control	\$250,000	
Excess	\$1,000 for property damage claims only \$0 for personal injury claims	

Clauses

B40: ORGANISERS
The Broadform Liability Section of this Policy does not cover liability for claims in respect of:

1. Personal injury or damage to property of persons actually participating in any performance, sport, game, contest or display involving athletic, acrobatic, military or equestrian skill or the use of firearms, missiles of any kind, explosives or combustibles.
2. Personal injury or damage to property of persons caused by the use of mechanical amusement devices.

Your Business
Your Business specified in the Schedule is more fully described as:
ART STUDIO
TENNIS CLUB
ANNUAL EASTER FESTIVAL WHICH INCLUDES A BBQ,

Issued by Elders Insurance (Underwriting Agency) Pty Limited ABN 56 138 879 026 AFS Licence 340 965 Level 9, 400 King William Street Adelaide SA 5000
Underwritten by QBE Insurance (Australia) Limited ABN 78 003 191 035 AFS Licence 239545 Level 5, 2 Park Street Sydney NSW 2000
Date Printed 07/02/2019 11:07:45 Page 1 of 3

EUA90B 08/16

INFRASTRUCTURE, COMMUNITY AND RECREATION COMMITTEE
Page 50

**Business Insurance
Certificate of Currency**



Insurance

Policy Number ~~EBA833364BRK~~

Client Number ~~EB009965~~

Client Name STUART TOWN ADVANCEMENT ASSOC

Cover Details *continued*

Location MOLONG STREET STUART TOWN NSW 2820

Risk Number 1

Business EVENT MANAGEMENT SERVICE CONSU

Clauses *continued*

DANCE, EGG HUNT, BILLY BOILING, BAND, BALL
AND TRACTORS.
ANZAC DAY

Horse Riding

The Broadform Liability Section of this Policy does not cover liability in respect of Personal Injury to any person where such Personal Injury occurs whilst riding any horse owned by You or in Your physical or legal control.

PARTICIPANTS ENDORSEMENT

Exclusion 23. Participants is amended to note the following additional activities:

Amusement involving bodily contact with persons, machines or devices (amusement includes but is not limited to sumo wrestling, bar flying, arm wrestling and mud wrestling.)

Machines or devices means machines or devices designed to challenge the user to contests of strength and/or other physical skills.

PRINCIPALS ENDORSEMENT

The following is an Insured under The Broadform Liability Section of this policy to the extent described in; Words with special meaning to this Section; You, Your; point 4

Dubbo Regional Council
Roads & Maritime Services
NSW Police Department

ENDORSEMENT NOTING THIRD PARTY AGREEMENT TO ALLOW

We hereby agree to indemnify:

DUBBO REGIONAL COUNCIL, ROADS & MARITIME SERVICES AND NSW POLICE in respect of liability arising from Your Business and only in relation to the permit described below:

Reference:

Description: Street closures for Anzac Day Parade and Celebrations

Man from Iron Bark Festival

Subject always to the terms, conditions and exclusions of the policy.

CONTRACTOR, SUBCONTRACTOR AND LABOUR HIRE EXCLUSION

The Broadform Liability section of this policy does not cover liability caused by, contributed to by, or arising from injury to any contractor or subcontractor or labour hire personnel of the insured,

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Date Printed 07/02/2019 11:07:45

Page 2 of 3

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**Business Insurance
Certificate of Currency**



Insurance

Policy Number ~~EQA033304BPK~~ Client Number ~~ED020205~~
Client Name STUART TOWN ADVANCEMENT ASSOC

Cover Details *continued*

Location MOLONG STREET STUART TOWN NSW 2820 Risk Number 1
Business EVENT MANAGEMENT SERVICE CONSU

Clauses *continued*

or employee of any contractor or subcontractor of the insured whilst such employee or contractor or subcontractor or labour hire personnel is acting in such capacity.

For the purpose of this exclusion a:

1. labour hire person is a person who is:
 - a. employed by a labour hire provider; or
 - b. contracted as an apprentice by a labour hire provider; and you have contracted with the labour hire provider to use the services of the labour hire person.
2. labour hire provider is a person or organisation that contracts out the services of their employees and or apprentices to you.

End of Certificate.



EIUA90B 08/16



REPORT: Proposed Traffic Management - Intersection of Maxwell Street with Cross Street and Thornton Street, Wellington

AUTHOR: Senior Traffic Engineer
REPORT DATE: 4 March 2019
TRIM REFERENCE: ID19/217

EXECUTIVE SUMMARY

This report deals with the proposed traffic management for Maxwell Street between Cross Street and Thornton Street Wellington as a consequence of ongoing road safety concerns with the incidence of corner cutting and lack of delineation. This section of Maxwell Street encompasses the Main Western Railway level crossing that is located in close proximity to the intersections of Cross Street and Thornton Street Wellington and facilitates the 'Heavy Vehicle' and detour route for major events around the Wellington CBD.

The traffic management will incorporate line marking to delineate the through travel lanes and guidance at intersections together with median separation islands to address vehicles corner cutting into the side streets.

It is recommended that the proposed traffic management for Maxwell Street and at the intersections of Cross Street, Thornton Street and Railway Avenue in Wellington be implemented in accordance with Council's Plan TM 7279.

ORGANISATIONAL VALUES

Customer Focused: Road safety concerns will be addressed with the installation of line marking delineation of Maxwell Street and the side roads and associated median separation islands in Cross Street, Thornton Street and Railway Avenue Wellington.

Integrity: Council demonstrates its commitment to developing the road environment to be safer for all residents in the Dubbo Regional Council.

One Team: Council working with the community to deliver the project to improve road safety.

FINANCIAL IMPLICATIONS

Allocation of funds will be made available from the Minor Traffic Improvements Vote – lines and signs within the Traffic Management Function.

POLICY IMPLICATIONS

There are no policy implications arising from this report.

RECOMMENDATION TO THE LOCAL TRAFFIC COMMITTEE

That Council approval be granted for the implementation of the proposed traffic management for Maxwell Street and at the intersections of Cross Street, Thornton Street and Railway Avenue in Wellington in accordance with Council's Plan TM 7279.

LOCAL TRAFFIC COMMITTEE CONSIDERATION

This matter was considered by the Local Traffic Committee at its meeting held on Monday, 4 March 2019. The Committee had unanimous support in the adoption of the recommendation.

RECOMMENDATION

That Council approval be granted for the implementation of the proposed traffic management for Maxwell Street and at the intersections of Cross Street, Thornton Street and Railway Avenue in Wellington in accordance with Council's Plan TM 7279.

Dennis Valentine
Senior Traffic Engineer

REPORT

Council has received ongoing concerns with the road safety environment in Wellington in the locality of Maxwell Street and the intersections of Cross Street, Thornton Street and Railway Avenue Wellington. The concerns relate to the lack of line marking delineation and vehicles corner cutting at the side junctions. Other than the rail level crossing and intersection regulatory control there are no other facilities along the road network.

Maxwell Street has an important function in Wellington and operates as a distributor road to the residential areas in an east-west direction across the township, crossing the Mitchell Highway and Main Western Railway Line. Maxwell Street and Thornton Street are also part of the designated 'heavy vehicle route' used for the movement of over-size and over-mass vehicles and a detour around the Wellington CBD when the Mitchell Highway (Nanima Crescent) is closed for major events. The rail level crossing is an active (signalised crossing) with pedestrian maze and footpath access only on the northern side.


Maxwell Street is a two lane, two way road on a 32 m road reserve and 23 m carriageway and narrows to an 8 m carriageway through the level crossing. Cross Street is regulated as a 'T intersection' and located approximately 25 m west of the level crossing intersecting at 70 degrees to Maxwell Street and encourages sweeping right turn entry and left turn exit movements contributing to the corner cutting concerns. Cross Street is a local road with an 8 m wide carriageway with a wide entry to Maxwell Street.

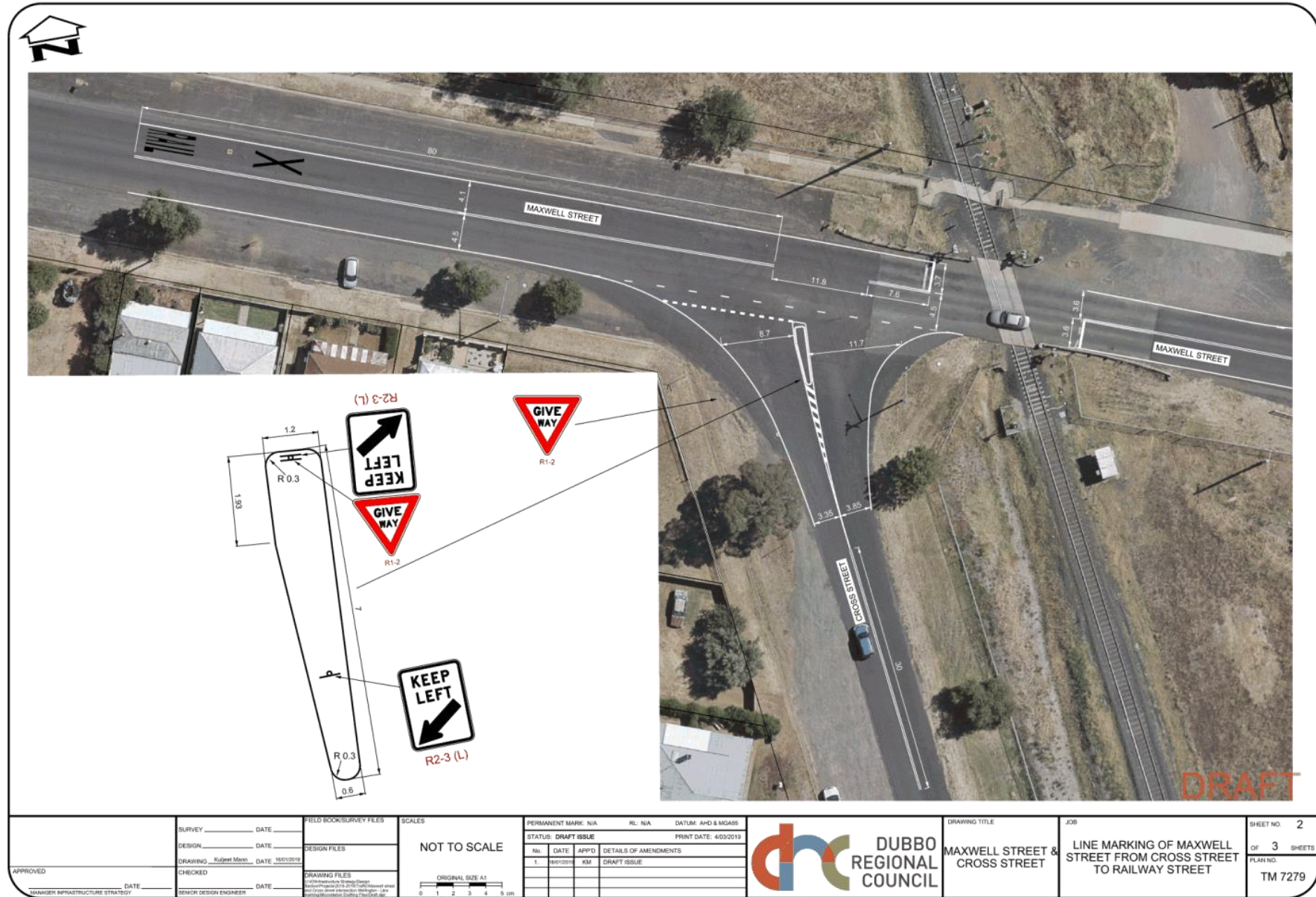
Thornton Street and Railway Avenue intersect as a 90 degrees cross roads with Maxwell Street regulated with 'Giveaway' signs. The intersection is located approximately 65 m east of the rail level crossing. Thornton Street has a distributor function north-south across the township, and supports the heavy vehicle route with the movements being left in and right on exit to Maxwell Street. At this location the carriageway is 12 m wide with a 6 m parking lane on the eastern side, adjacent the residential development. Railway Avenue is a local street, on the southern side of the intersection, regulated by a 'Giveaway' control with a carriageway width of 8 m providing access to a small residential area. Maxwell Street, east of the rail level crossing, transitions east through the intersection to return to a 23 m carriageway.

Consideration has been given to improving the road safety environment along Maxwell Street at this location with delineation incorporating longitudinal and intersection line marking to define the centre lines, edge lines and turning paths with centre median separation islands to the side streets to address the corner cutting. The proposed facility at the Thornton Street intersection will be supportive of the heavy vehicle route and the over-size/over-mass vehicles that traverse the road network. Council's Plan TM 7279, attached to the report as **Appendix 1** details the proposed traffic management improvements.

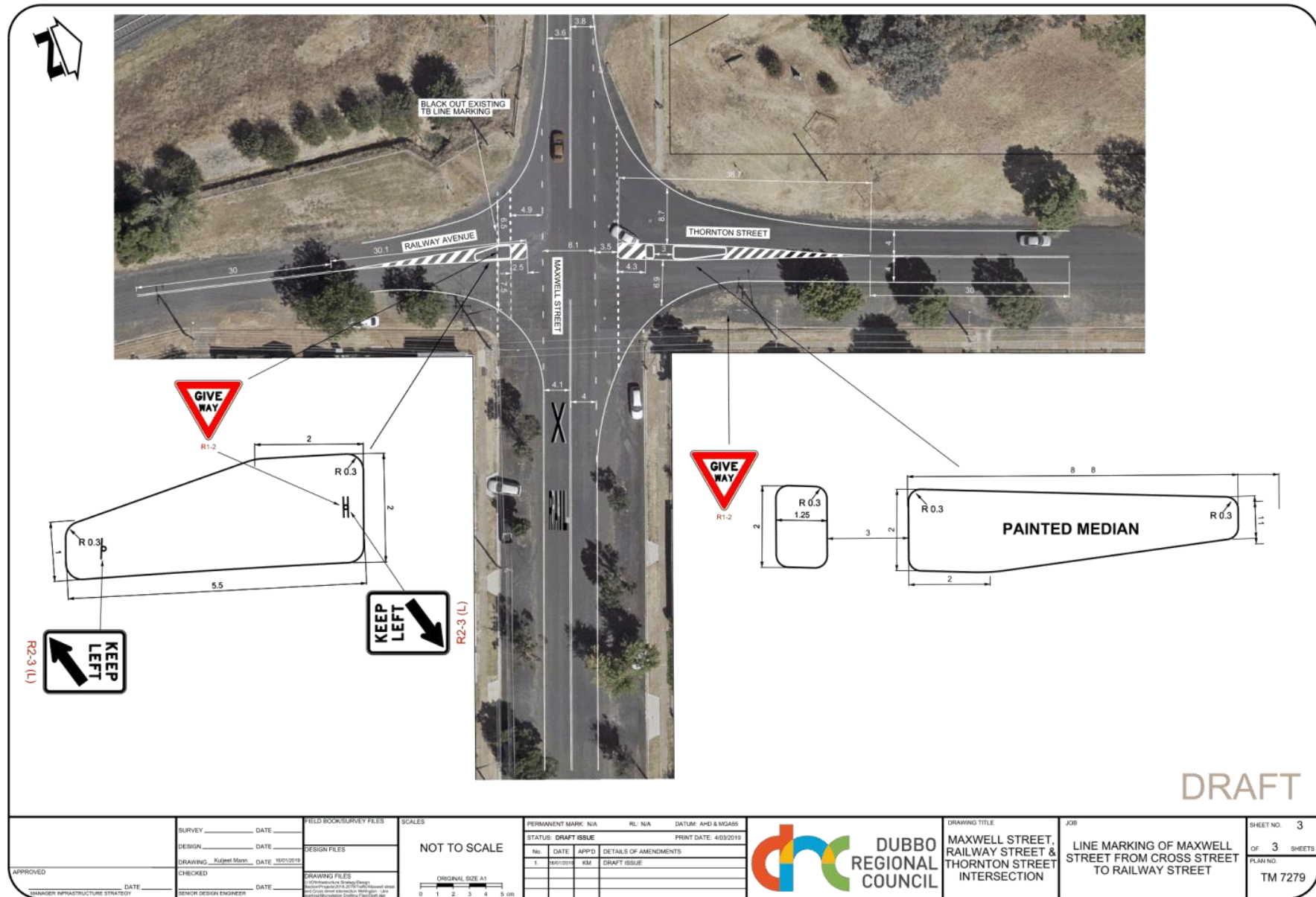
It is recommended that the proposed traffic management for Maxwell Street, and at the intersections of Cross Street, Thornton Street and Railway Avenue Wellington be implemented in accordance with Council's Plan TM 7279.

Appendices:

[1](#)  TM 7279 - updated



SURVEY _____ DATE _____ DESIGN _____ DATE _____ DRAWING Subject Memo: _____ DATE: 18/01/2018		FIELD BOOK/SURVEY FILES DESIGN FILES DRAWING FILES		SCALES NOT TO SCALE ORIGINAL SIZE A1 0 1 2 3 4 5 6 0.0m		PERMANENT MARK: N/A STATUS: DRAFT ISSUE No. DATE APPD DETAILS OF AMENDMENTS 1 18/01/2018 KM DRAFT ISSUE		RL: N/A DATUM: AHD & MGA05 PRINT DATE: 4/03/2019		DRAWING TITLE MAXWELL STREET & CROSS STREET		JOB LINE MARKING OF MAXWELL STREET FROM CROSS STREET TO RAILWAY STREET		SHEET NO. 2 OF 3 SHEETS PLAN NO. TM 7279	
APPROVED _____ DATE _____ MANAGER INFRASTRUCTURE STRATEGY		CHECKED _____ DATE _____ SENIOR DESIGN ENGINEER		DRAWING FILES C:\Users\mccroft\Desktop\Infrastructure\Projects\7279\TM7279-Maxwell Street Line Marking\Drawings\Infrastructure\7279-14-Appendix 1 - TM 7279 - Updated.dwg		DUBBO REGIONAL COUNCIL		DRAWING TITLE MAXWELL STREET & CROSS STREET		JOB LINE MARKING OF MAXWELL STREET FROM CROSS STREET TO RAILWAY STREET		SHEET NO. 2 OF 3 SHEETS PLAN NO. TM 7279			



APPROVED	SURVEY _____ DATE _____	FIELD BOOKS/SURVEY FILES	SCALES	PERMANENT MARK: N/A	RL: N/A	DATUM: AHD & MGAS	<p>DUBBO REGIONAL COUNCIL</p>	DRAWING TITLE	JOB	SHEET NO. 3
MANAGER INFRASTRUCTURE STRATEGY	DESIGN _____ DATE _____	DESIGN FILES	NOT TO SCALE	STATUS: DRAFT ISSUE	PRINT DATE: 4/03/2019	MAXWELL STREET, RAILWAY STREET & THORNTON STREET INTERSECTION		LINE MARKING OF MAXWELL STREET FROM CROSS STREET TO RAILWAY STREET	OF 3 SHEETS	
CHECKED _____ DATE _____	DRAWING FILES	DRAWING FILES	ORIGINAL SIZE A1	No. DATE APPD DETAILS OF AMENDMENTS				PLAN NO.	TM 7279	
SENIOR DESIGN ENGINEER			0 1 2 3 4 5 MET	1 4/03/2019 KM DRAFT ISSUE						