



AGENDA INFRASTRUCTURE AND LIVEABILITY COMMITTEE 11 NOVEMBER 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 pm.

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ILC19/5	REPORT OF THE INFRASTRUCTURE AND LIVEABILITY COMMITTEE - MEETING 8 OCTOBER 2019 (ID19/1475)	2
	The Committee had before it the report of the Infrastructure and Liveability Committee meeting held 8 October 2019.	
ILC19/6	CONSENT CONDITION PROPOSED TRAFFIC FACILITIES FORMER RAAF BASE (C2017-199) (ID19/1467)	5
	The Committee had before it the report dated 24 October 2019 from the Manager Infrastructure Strategy and Design regarding Consent Conditions Proposed Traffic Facilities Former RAAF Base (C2017-199).	
ILC19/7	2020 WELLINGTON VINTAGE FAIR STREET PARADE (ID19/1465)	44
	The Committee had before it the report dated 24 October 2019 from the Senior Traffic Engineer regarding 2020 Wellington Vintage Fair Street Parade.	
ILC19/8	PROPOSED WALKWAY CLOSURE BETWEEN DAVIDSON DRIVE AND GREGORY COURT DUBBO (ID19/1469)	65
	The Committee had before it the report dated 25 October 2019 from the Manager Infrastructure Delivery regarding Proposed Walkway Closure Between Davidson Drive and Gregory Court Dubbo.	



**DUBBO REGIONAL
COUNCIL**

Report of the Infrastructure and Liveability Committee - meeting 8 October 2019

AUTHOR: Administration Officer - Governance
REPORT DATE: 28 October 2019

The Committee had before it the report of the Infrastructure and Liveability Committee meeting held 8 October 2019.

RECOMMENDATION

That the report of the Infrastructure and Liveability Committee meeting held on 8 October 2019, be noted.



REPORT INFRASTRUCTURE AND LIVEABILITY COMMITTEE 8 OCTOBER 2019

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

ALSO IN ATTENDANCE:

The Chief Executive Officer, the Manager Governance Operations, the Administration Officer Governance, the Community Support Officer, the Communications Partner, the Director Organisational Performance, the Director Culture and Economy, the Director Infrastructure, the Director Development and Environment (S Jennings) and the Growth Planning Project Leader Digital Futures.

Councillor B Shields assumed chairmanship of the meeting.

The proceedings of the meeting commenced at 5.51pm.

ILC19/1 ELECTION OF CHAIRMAN (ID19/1395)

At this juncture, the Mayor invited nominations for the election of Chairman Infrastructure and Liveability Committee for the Mayoral term with the following nomination received:

Councillor G Mohr nominated by Councillor V Etheridge and Councillor J Diffey
Councillor G Mohr accepted his nomination.

The Mayor advised that as only one nomination was received for the position of the Chairman of Infrastructure and Liveability Committee that Councillor G Mohr be duly elected for the Mayoral term.

Councillor G Mohr assumed Chairmanship of the meeting.

**ILC19/2 REPORT OF THE INFRASTRUCTURE, COMMUNITY AND RECREATION
COMMITTEE - MEETING 9 SEPTEMBER 2019 (ID19/1364)**

The Committee had before it the report of the Infrastructure, Community and Recreation Committee meeting held 9 September 2019.

Moved by Councillor A Jones and seconded by Councillor J Diffey

MOTION

That the report of the Infrastructure, Community and Recreation Committee meeting held on 9 September 2019, be noted.

CARRIED

**ILC19/3 RELOCATION OF TREES LISTED IN THE SIGNIFICANT TREE REGISTER
(ID19/1366)**

The Committee had before it the report dated 19 September 2019 from the Horticulture and Landcare Asset Coordinator regarding Relocation of Trees listed in the Significant Tree Register.

Moved by Councillor J Diffey and seconded by Councillor A Jones

MOTION

- 1. That the report from the Horticulture and Landcare Asset Coordinator, dated 19 September 2019, be noted.**
- 2. That the 'group' of five (5) *Brachychiton rupestris* (Bottle trees) located at 40 Cobborah Road be relocated to the Taronga Western Plains Zoo and retained on the Significant Tree Register, and original nominator be formally advised of the decision.**

CARRIED

ILC19/4 LEAVE OF ABSENCE

Requests for leave of absence were received from Councillors D Grant and S Lawrence who were absent from the meeting due to personal reasons.

Moved by Councillor V Etheridge and seconded by Councillor J Diffey

MOTION

That such requests for leave of absence be accepted and Councillors D Grant and S Lawrence be granted leave of absence from this meeting.

CARRIED

The meeting closed at 5.54pm.

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CHAIRMAN



REPORT: Consent Condition proposed traffic facilities former RAAF Base (C2017-199)

AUTHOR: Manager Infrastructure Strategy and Design
REPORT DATE: 24 October 2019
TRIM REFERENCE: ID19/1467

EXECUTIVE SUMMARY

In August 2018, approval was granted for Development Application D2017-199 Part 1 to Andorra Developments Pty Ltd to subdivide Lot 11 DP 1050240 (known locally as the former RAAF Base site). Operational consent was issued 3 June 2019.

A note in Condition 56 of Development Application D2017-199 (**Appendix 1**) states that:

“The final design plans for all ‘on-road’ traffic control devices (i.e. median islands, roundabouts, line marking, signposting, etc.) are required to be submitted to Council’s Senior Traffic Engineer for submission to Council’s Local Traffic Committee and subsequent Council approval prior to the issuing of any Construction Certificate(s) incorporating any ‘on-road’ traffic control devices.”

In April 2019, an application was submitted for Construction Certificate C2017-199. The construction plans provided by Premise have been reviewed by Council’s Senior Traffic Engineer, with numerous revisions provided.

On 21 October 2019, advice was provided by the Senior Traffic Engineer that:

“Condition 56 is satisfactory pending referral of the developments proposed traffic facilities to Dubbo Regional Council’s Local Traffic Committee and subsequent recommendation to Council.”

The facilities include a roundabout at the intersection of Palmer Street/Goode Street/Road 2, and additional roundabouts within the developments road network. A signalised intersection is proposed on Cobra Street, however this will be approved by Roads and Maritime Services.

It must be noted that the final design proposes the closure of a leg of the Goode Street/Palmer Street roundabout, preventing traffic exiting the development from using Goode Street as a ‘rat run’ to avoid traffic signals or the Mitchell Highway. Detailed consultation with residents of Goode Street has recently been undertaken, with a letterbox drop completed on 18 October 2019. Feedback was due for submission by Friday 1 November 2019. However, this does not prevent the Committee from assessing and endorsing the construction plans to enable compliance with consent condition 56. Traffic

modelling undertaken by the developer indicates that the roundabout will operate at Level of Service A with or without the closure.

FINANCIAL IMPLICATIONS

There are no financial implications arising from this report, as the works are to be funded by the developer.

POLICY IMPLICATIONS

There are no policy implications arising from this report.

RECOMMENDATION TO THE LOCAL TRAFFIC COMMITTEE

1. That the report of the Manager Infrastructure Strategy and Design dated 15 October 2019 be noted.
2. That the Committee note that consultation with residents of Goode Street regarding the closure of a roundabout leg closed on 1 November 2019, with a report to be presented to Traffic Committee on 25 November 2019 summarising the feedback.
3. That the Committee approve the plans submitted by Premise (111111_72G) to allow compliance with consent condition 56 of D2017-199 Part 1.

LOCAL TRAFFIC COMMITTEE CONSIDERATION

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

RECOMMENDATION

1. That the report of the Manager Infrastructure Strategy and Design dated 15 October 2019 be noted.
2. That the Committee note that consultation with residents of Goode Street regarding the closure of a roundabout leg has occurred and public submission period closed on 1 November 2019, with no submissions received.
3. That the Committee approve the plans submitted by Premise (111111_72G) to allow compliance with consent condition 56 of D2017-199 Part 1.
4. That at the Palmer and Tamworth Street intersection, the traffic management as detailed on plan sheets No's C032 and C037 shall include an extension of the southbound left turn lane road formation along the eastern side of Palmer Street to encompass the proposed access to Lot 11 (Igloo No 4), the existing access to Lot 12 DP 1050240 and connecting to the existing left turn lane into High Street.
5. That at the proposed roundabouts within the development and at the Palmer and Goode Street intersection No Stopping zones be implemented at the Pedestrian Refuges in accordance with Transport for NSW, Roads and Maritime Services Technical Direction TDT 2011/01a.

Stephen Howlett

Manager Infrastructure Strategy and Design

BACKGROUND

Andorra Developments Pty Ltd lodged a Development Application (D2017-199) for the subdivision of the RAAF Base site, which was approved in August 2018. Traffic related aspects of the project include:

- Staged subdivision of existing Lot 11 DP1050240 (Stage 1 to 6) to create new residential, industrial, tourist and environmental lots.
- Construction of a new signalised intersection to Cobra Street with two associated driveway crossings and construction of two new intersections to Palmer Street.
- Construction of three internal roads.

A note in Condition 56 of the Development consent states:

“The final design plans for all ‘on-road’ traffic control devices (i.e. median islands, roundabouts, line marking, signposting, etc.) are required to be submitted to Council’s Senior Traffic Engineer for submission to Council’s Local Traffic Committee and subsequent Council approval prior to the issuing of any Construction Certificate(s) incorporating any ‘on-road’ traffic control devices.”

The Construction Certificate Application was lodged in April 2019, and this report provides details of the Senior Traffic Engineer’s review of the plans and recommendations.

The road network within the RAAF Base site will consist of a series of public roads to be created as part of the subdivision process for the development. The proposed public roads will connect to the surrounding road network providing access to the development to be created on the site.

The main points of access for the RAAF Base development to the surrounding road network are:

- A signalised intersection on Cobra Street at the main public road access to the site; and
- A four-leg roundabout on Palmer Street at the intersection of Goode Street and Road 2.

It should be noted that the proposed signalised intersection on Cobra Street (Mitchell Highway) are outside the scope of this report, and will be assessed by Roads and Maritime Services (as per Condition 55 of Development Consent). The relevant Works Authorisation Deed (WAD) reference is 19.303557.0258.

REPORT

Existing Road Environment

Palmer Street

The current configuration of Palmer Street is shown in Figures 1 to 3 (**Appendix 2 to 5**), with a summary of the roadway features shown in Table 1. Palmer Street currently has within a 50 km/hour speed zone.

STREET	CARRIAGEWAY FEATURES
Palmer Street (south of High Street)	2 x 3.5 m travel lanes (sealed) 2 x 3.0 m Parking lanes (sealed) Centre line marking Edge line marking (both sides) Kerb and gutter (both sides)
Palmer Street (north of High Street)	2 x 3.5 m travel lanes (sealed) 1 x 6.0 m Parking lanes (sealed) 1 x 2.0 m shoulder (sealed, east side) 1 x 12.0 m unsealed shoulder Centre line marking Edge line marking (both sides) Kerb and gutter (western side)
Palmer Street/Cobra Street intersection	1 x left turn lane (northbound) 1 x right turn lane (northbound) 1 x southbound lane Centre, lane and edge line marking Concrete median

Table 1 - Palmer Street

Goode Street

Goode Street is kerbed and guttered on both sides, with a bitumen seal width of 13.0 m (approximately). The intersection with Palmer Street is currently a 'T' intersection, with centre and edge line marking for 30 m (**Appendix 4**).

Proposed On-road Traffic Control Devices

Goode Street

The existing 'T' intersection shall change to a four-legged, single lane roundabout at the intersection of Palmer Street, Goode Street, and Road 2 as shown on 111111_72G (sheets C0029 and C036 - **Appendix 5**). Details of the concrete median islands, blister islands and the infill median offset are shown on sheet C031 (**Appendix 5**). The roundabout has been designed to accommodate a 19.0-metre semi-trailer vehicle.

A 15 m diameter centre island is proposed, consisting of a landscaped central island (diameter 7 m) and a 4.5 m wide, 250 mm thick trafficable concrete apron. Concrete splitter

and median islands are proposed on each roundabout leg, along with pedestrian refuge blisters on two legs.

Standard roundabout circulation signage (R1-3) is provided on all legs, along with Type TB Hold line and Type E5 Edge line marking. Pedestrian access ramps are included on three legs of the roundabout, as well as footpath extensions from Goode Street to Road 2, and a pedestrian blister preventing pedestrian access on the northern side of the roundabout. Edge line marking is offset from each concrete island by a maximum of 500 mm.

Initial SIDRA software assessments completed by Premise revealed that there would be increased vehicle movements into Goode Street because of the development with motorists potentially shortcutting the Palmer and Cobra streets intersection. It was considered that there should not be any increased traffic impact imposed on the Goode Street residential amenity because of the development and adopted the proposal to close the westbound entry into Goode Street from Palmer Street with a permanent half road closure. The eastbound exit to Palmer Street has been maintained.

SIDRA results submitted by Premise, with and without, the Goode Street closure show the roundabout will continue to operate efficiently in 2026 with all movements at the roundabout operating at a Level of Service A. Both sets of results also indicate there is significant capacity for the roundabout to cater for additional traffic volumes for many years past the modelled year 2026.

Internal Roads

The proposed configuration of the internal roads is summarised in Table 2. Sheet 111111_72G_C004 shows typical sections of the internal roads, with line marking and signage shown on Sheets C034 to C038 (**Appendix 5**).

STREET	CARRIAGEWAY FEATURES
Road 1 (between Cobra Street and access roads)	4 x 3.5 m travel lanes (sealed) 1 x 2.0 m central landscaped median Lane line marking (both sides) Kerb and gutter (both sides)
Road 1 (between Road 2 and access roads)	2 x 3.5 m travel lanes (sealed) 1 x 2.0 m central landscaped median
Road 2	2 x 3.5 m travel lanes (sealed) 2 x 3.0 m Parking lanes (sealed) 1 x 2.0 m central landscaped median Kerb and gutter (both sides)
Industrial road	2 x 4.5 m travel lanes (sealed) 2 x 4.45 m parking lanes (sealed) 1 x 2.0 m central landscaped median Kerb and gutter (both sides)
Access roads	2 x 3.5 m travel lanes (sealed) 10 m long BB lines

Table 2 - Internal Roads

The Road 1 and Road 2 intersection roundabout plans incorporate standard roundabout circulation signage (R1-3) along with Type TB Hold line and Type E5 Edge line marking. Pedestrian access ramps and concrete footpaths are provided. The internal roundabouts have been designed to accommodate a 26.0-metre B-Double vehicle entering the development from Cobra Street, traveling via Road 1 and the Industrial Road, and exiting using the same roads.

Reflectorised rumble bars on the Road 2 and industrial road legs of the roundabout, in lieu of concrete islands for drainage purposes. The rumble bars allow operational clearance of the turning paths for heavy vehicles, maintains deflection for passenger vehicles through the roundabout and does not affect the flows of stormwater in the gutter system draining to the twin 750 mm diameter stormwater mains.

The roundabout kerb return KR01 incorporates a reverse curve in order to maintain the circulating roadway width for the overall geometry of the roundabout. The boundary behind KR01 is fixed in order to maintain clearance to the hanger building located in the north-eastern corner of the roundabout.

The Road 1 and Access Roads roundabout incorporate standard roundabout circulation signage (R1-3) along with Type TB Hold line and Type E5 Edge line marking. BB lines are provided on the access roads. Pedestrian access ramps and concrete footpaths are provided on the western side of Road 1. Chevron marking is provided on Road 1 to slow southbound traffic and merge into one lane.

Palmer Street and Tamworth Street intersection

The existing T intersection shall remain, with some modifications as shown on Sheet C032 and C037 (**Appendix 5**). For southbound traffic wishing to enter Tamworth Street, a channelised right turn lane is provided, with appropriate chevron line marking north and south of the intersection. The left turn lane for southbound traffic wishing to enter High Street remains. The left turn lane for northbound traffic wishing to enter Tamworth Street remains.

Pavement widening will need to occur to accommodate the southbound turning lane, and left turn lane into a future driveway. Southbound Travel lanes and new turning lanes shall be 3.5m wide, with northbound travel lanes to remain at the existing 3.38m. No changes are proposed to existing turn lanes.

Edge line marking is provided on all legs of the intersection, along with appropriate continuity lines and turn arrows. Relevant signage (Give Way, Keep Left) is provided at the intersection. Pedestrian refuges and blister islands are to be provided north and south of the Tamworth Street intersection (**Appendix 7**).

Palmer Street/Cobra Street intersection

This is provided for information, as assessment shall be undertaken by Roads and Maritime Services (as per consent condition 55).

The existing right turn facility from Palmer Street onto Cobra Street to travel eastbound is to be eliminated by the modification of the median island on the Palmer Street leg of the intersection. Plan GEO_00005_C12, attached to this report, shows the intersection layout and the proposed traffic signage and line marking.

The right turn lane shall be removed, with one left turn lane to remain. New line marking will be installed for the northbound lane, consisting of an edge line and a double barrier centre line. Existing edge lines for southbound traffic will be maintained. 'Left Turn Only', 'Give Way' and 'Keep Left' signage, as per earlier requests from Council and Roads and Maritime Services have been installed.

All vehicles that wish to turn right from Palmer Street and travel eastbound on Cobra Street will be required to access the new signalised intersection on Cobra Street, via the proposed roundabout at the intersection of Palmer Street and Goode Street, and then the internal road network through the RAAF Base development.

The left turn and right turn into Palmer Street from Cobra Street and the left turn from Palmer Street into Cobra Street for southbound vehicles will be maintained following the closure of the right turn from Palmer Street.

Public Consultation

A letterbox drop was completed by Council's Senior Traffic Engineer on Friday 18 October 2019, to eleven properties in Goode Street (between Goode Street and Taylor Street) regarding the proposed closure of the roundabout leg. Feedback was requested prior to Friday 1 November 2019. At the time of writing this report, no feedback has been received, however it will be available for discussion at the meeting.








However, absence of feedback does not prevent the Committee from assessing and endorsing the construction plans to enable compliance with consent condition 56. A note can be added to the Construction Certificate advising that a final determination on the closure will be provided by Council following assessment of feedback.

SUMMARY

Council's Senior Traffic Engineer has reviewed the plans submitted by Premise (111111_72G_C01 to C082) and is satisfied that the plans comply with condition 56. Subsequently, this report and the plans are now presented to the Local Traffic Committee for adoption, as per consent condition 56.

It is recommended that the Committee approve the final design plans for all 'on-road' traffic control devices (i.e. median islands, roundabouts, line marking, sign posting, etc.) to allow for subsequent Council approval, prior to the issuing of the Construction Certificate for Stage 2 of Development Consent D2017-199.

Appendices:

- 1  Condition 56 (D2017-199)
- 2  Figure 1 - South of High Street Intersection (typical)
- 3  Figure 2 - North of High Street Intersection (Typical)
- 4  Figure 3 - Palmer Street/Cobra Street Intersection
- 5  Figure 4 - Goode Street
- 6  RAAF Base Development - Plans
- 7  Tamworth Street Pedestrian Refuges/Blister Islands

Condition 56 of D2017-199

- (56) The design and construction by the person entitled to act on the development consent at their own expense and to the satisfaction of Council of all the road works as follows:

STREET	MINIMUM ROAD RESERVE WIDTH (m)	MINIMUM CARRIAGEWAY WIDTH (m)
Cobra Street	25	2 x 6.5m Pavement 2 x 5.0m Reserve 2m Centre Median
Road 1	24	2 x 3.5m Pavement 2 x 3.5m Pavement 2.0m median 2 x 2.5m Footpath 2 x 1.5m Landscaping
Road 2	22	2 x 3.5m Pavement 2.0m median 2 x 3.0m Parking Lane 1 x 4.0m Verge 1 x 3.0m Verge
Industrial Road	22	2 x 4.5m Pavement 2 x 3.0m Parking Lane 1 x 4.0m Verge 1 x 3.0m Verge

Note: The final design plans for all “on-road” traffic control devices (i.e. median islands, roundabouts, linemarking, signposting, etc.) are required to be submitted to Council’s Senior Traffic Engineer for submission to Council’s Local Traffic Committee and subsequent Council approval prior to the issuing of any Construction Certificate(s) incorporating any “on-road” traffic control devices.

All roadways are to be constructed fully kerbed and guttered, with associated underground stormwater drainage, street tree planting (as required) and the top dressing of footpaths with good quality top soil. Gross Pollutant Traps (GPTs), to the satisfaction of Council’s requirements, are to be integrated into the proposed stormwater drainage system.

The person entitled to act on the development consent will be required to construct all roads to the following minimum standards:

- Having a finished wearing surface of a minimum 30 mm thick layer of asphaltic concrete (LT10) for residential development/a finished wearing surface of a minimum 40mm thick layer of asphaltic concrete for commercial development (40mm AC14 SBS Polymer Modified AC or similar). (Note: In accordance with Council’s adopted AUS-SPEC #1 Construction specification, a primer seal must fully cover the road pavement area prior to the placement of the wearing surface);
- Roll form type concrete kerb and gutter shall be constructed on both sides of the proposed roadways fronting residential lots with "upright" concrete kerb and gutter adjacent to all public reserves and commercial development; and
- Cul-de-sacs will be required to have a minimum diameter of 24 m between kerb lines or longer as required to accumulate the largest vehicle expected to access the light industrial area including the provision of on street parking lane.

All roadworks are to be undertaken in accordance with Council's adopted AUS-SPEC #1 Development Specification Series – Design and Construction, with detailed engineering design plans being submitted to, and approved by Council prior to any construction works commencing.

Any landscaping proposed within the 'Estate area' must not impact on the desired sight lines of motorists, with particular attention being paid to locations in the vicinity of all curves, intersections, roundabouts, pedestrian facilities, bus stops, etc.

{Reason: Implementation of Council policy}



Figure 1 – south of High Street Intersection (typical)



Figure 2 – North of High Street Intersection (typical)



Figure 3 – Palmer Street/Cora Street Intersection



Figure 4 – Goode Street

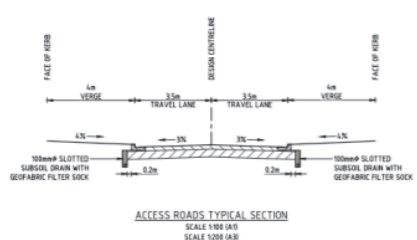
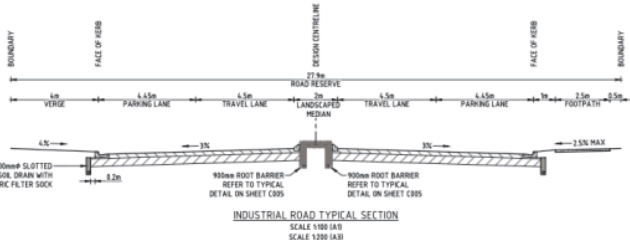
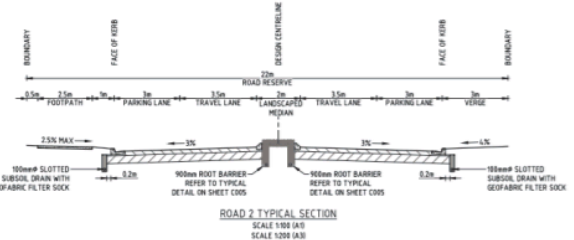
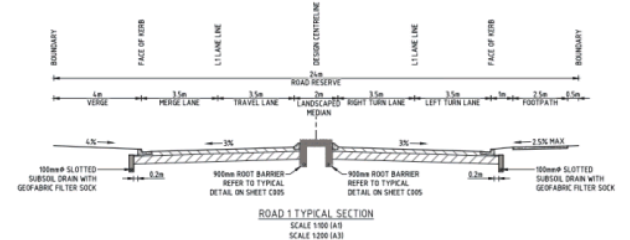


GENERAL CONSTRUCTION NOTES

- DUBBO REGIONAL COUNCIL ARE TO BE NOTIFIED 48 HOURS PRIOR TO THE COMMENCEMENT OF ANY WORKS.
- ALL SERVICES SHOWN ON THIS PLAN HAVE BEEN PREPARED FROM A COMBINATION OF FIELD SURVEY & EXISTING RECORDS PROVIDED BY SERVICE AUTHORITIES. HOWEVER ALL RELEVANT AUTHORITIES MUST BE CONTACTED & SERVICE LOCATIONS CHECKED PRIOR TO WORK COMMENCING. THE CONTRACTOR IS TO ADEQUATELY INFORM THEMSELVES AS TO THE DEPTH AND LOCATION OF ALL EXISTING & PROPOSED SERVICES PRIOR TO COMMENCEMENT OF CONSTRUCTION.
- ANY WORK TO EXISTING SERVICES THAT REQUIRE RELOCATION BY AUTHORITIES SHALL BE CARRIED OUT BY THE RELEVANT AUTHORITY BUT WITHIN THE TERMS OF THE CONTRACT AND SHALL BE CO-ORDINATED BY THE CONTRACTOR.
- ALL LEVELS ARE TO A H.D. OFFSETS TO KERB LINES ARE TO NOMINAL FACE OF KERB.
- TRAFFIC & PEDESTRIAN CONTROL MEASURES ARE TO BE IN PLACE DURING ALL CONSTRUCTION WORKS. TRAFFIC CONTROL PLANS ARE TO BE PREPARED BY A CERTIFIED & APPROVED PERSON IN ACCORDANCE WITH AST12.3-2009 & THE RMS "TRAFFIC CONTROL AT WORK SITES" - 2016.
- ALL BATTERS AND TABLE DRAIN AREAS TO BE TOPSOILED AND GRASSED UNLESS OTHERWISE SHOWN.
- THE CONTRACTOR SHALL REINSTATE ANY GRASSED AREAS OR TABLE DRAINS AFFECTED DURING CONSTRUCTION.
- ALL CONSTRUCTION WORK IS TO BE CARRIED OUT IN ACCORDANCE WITH DUBBO REGIONAL COUNCIL'S AUSPEC #1 SERIES FOR CONSTRUCTION.
- SOIL & WATER MANAGEMENT IS TO BE COMPLETED IN ACCORDANCE WITH SHEETS C074 TO C076.
- TOPSOIL TO BE EXCAVATED TO EXPOSE SUBGRADE & STOCKPILED. THE SUBGRADE (OR PROPOSED FILL AREAS) SHALL BE STRIPPED OF ALL SOFT, ORGANIC OR MOISTURE AFFECTED MATERIALS AND SHALL BE ROLLED AND COMPACTED TO A MINIMUM DRY DENSITY RATIO OF 90% RELATIVE TO STANDARD COMPACTION AT A MOISTURE RATIO OF 46-90% OF THE OPTIMUM MOISTURE CONTENT.
- THE PAVEMENT BASE, SUB-BASE & SELECT MATERIALS SHOULD BE COMPACTED TO A MINIMUM DRY DENSITY RATIO OF 90% RELATIVE TO STANDARD COMPACTION AT A MOISTURE RATIO OF 46-90% OF THE OPTIMUM MOISTURE CONTENT. THE SUBGRADE AND GENERAL FILL SHOULD BE COMPACTED TO A MINIMUM DRY DENSITY RATIO OF 90% RELATIVE TO STANDARD COMPACTION AT A MOISTURE RATIO OF 46-90% OF THE OPTIMUM MOISTURE CONTENT. FILL SHALL BE PLACED AND COMPACTED IN MAXIMUM 250mm LOOSE THICKNESS LAYERS AND COMPACTED IN ACCORDANCE WITH THE REQUIREMENTS NOTED ABOVE FOR SUBGRADE.
- PAVEMENT DESIGN HAS BEEN BASED ON GEOTECHNICAL INVESTIGATION CARRIED OUT BY MACQUARIE GEOTECH IN THEIR REPORT DATED 11/03/19 (REF: B1901) REV 02).
- CONSTRUCTION WORK SHALL ONLY BE CARRIED OUT WITHIN THE FOLLOWING TIMES:- MONDAY TO FRIDAY 7:00 am to 4:00pm SATURDAY 7:00 am to 1:00pm IF INADVISIBLE ON RESIDENTIAL PREMISES - OTHER WISE 8:00am to 1:00pm THE ABOVE RESTRICTIONS MAY BE SUBJECT TO REVIEW AND VARIATION BY COUNCIL UPON AN ASSESSMENT OF THE LEVEL OF ANNOYANCE, IF ANY, THAT MAY ARISE.
- SUNDAY AND PUBLIC HOLIDAYS ... NO CONSTRUCTION WORK PERMITTED
- ALL LEVELS ARE IN AUSTRALIAN HEIGHT DATUM.
- THESE DRAWINGS SHALL BE READ IN CONJUNCTION WITH ALL OTHER CONSULTANTS DRAWINGS AND SPECIFICATIONS. ANY DISCREPANCY SHALL BE REFERRED TO THE OWNER'S REPRESENTATIVE BEFORE PROCEEDING WITH THE WORK.
- ALL DIMENSIONS SHALL BE VERIFIED BY THE CONTRACTOR ON SITE. ENGINEER'S DRAWINGS SHALL NOT BE SCALED FOR DIMENSIONS. UNLESS NOTED OTHERWISE, ALL LEVELS ARE IN METRES AND ALL DIMENSIONS ARE IN METRES UNLESS SHOWN OTHERWISE.
- OWNER'S REPRESENTATIVE TO BE NOTIFIED OF ANY WATER IN THE EXCAVATIONS.
- SUBSOIL DRAIN TO BE LAID AS DETERMINED BY THE SUPERVISOR & AS INDICATED ON SHEETS C017 & C045 TO C046.
- SURFACE INLET GRATES ARE TO BE GALVANISED IN ACCORDANCE WITH DRC STANDARD DRAWING STD 330A.
- THE RECTIFICATION OF ALL MATTERS ARISING FROM INSUFFICIENT INFORMATION BEING SHOWN ON THE APPROVED ENGINEERING PLANS IS TO BE CARRIED OUT TO THE AUS-SPEC#1 DEVELOPMENT SPECIFICATIONS SERIES CONSTRUCTION 1999 AND COUNCIL ENGINEERS SATISFACTION.
- WRITTEN CONSENT SHALL BE SUBMITTED TO COUNCIL FROM THE OWNERS OF ANY ADJOINING PROPERTY PRIOR TO ANY PHYSICAL INTERFERENCE WITH THAT PROPERTY AS A RESULT OF THE REQUIRED CONSTRUCTION.
- THE DEVELOPER SHALL BE HELD RESPONSIBLE FOR ANY BREACHES OF THE CLEAN WATERS ACT 1970.

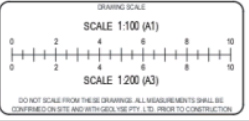
NOTE:

FOOTPATH SHALL BE CONSTRUCTED WITH MAX CROSSFALL OF 2.5% IN ACCORDANCE WITH THE DISABILITIES DISCRIMINATION ACT



REV	DATE	DATE	APPRO	DETAILS
A	05/04/2019	BY	PPD	FOR APPROVAL
B	04/07/2019	BY	PPD	CHANGED FROM COUNCIL CONSENT & STORMWATER DETENTION BASIN DIMENSIONS
C	04/08/2019	BY	PPD	PALMER STREET HOLDOUT AND OVERTURN CHANGES
D	04/08/2019	BY	PPD	14.8M H.D. IN AREA BETWEEN HIGHWAY 4 & ROADWAY
E	04/08/2019	BY	PPD	BLISTER HOLE ADDS AT PALMER STREET & ROAD & ROAD GROUP
F	04/08/2019	BY	SAH	CONCRETE FOOTPATH FOR FORT CLANNING TRUCK WASHED
G	04/08/2019	BY	SAH	OFF CLEANING TRUCK DETAIL ADDED

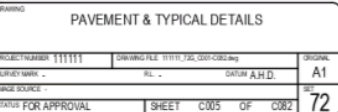
FILE	DETAILS	DATE
SURVEY	011111 COMBINED GROUND/0108 MASTER SURVEY M.D	-
DESIGN	011111 D.C. INTERNAL ROADS DE VALUED DESIGN/0108	01/08/2019
DRAWN	011111 DEVELOPED 3 APRIL 2019/08	PPD 03/07/2019
CHECKED		
ENGINEER		SAH 04/08/2019
SURVEYING		
APPROVAL		



OFFICIAL AUTHORITY	DUBBO REGIONAL COUNCIL
CLIENT	ANDORRA DEVELOPMENTS PTY. LTD.
PROJECT	RAFF BASE LOT 11 PALMER STREET, DUBBO

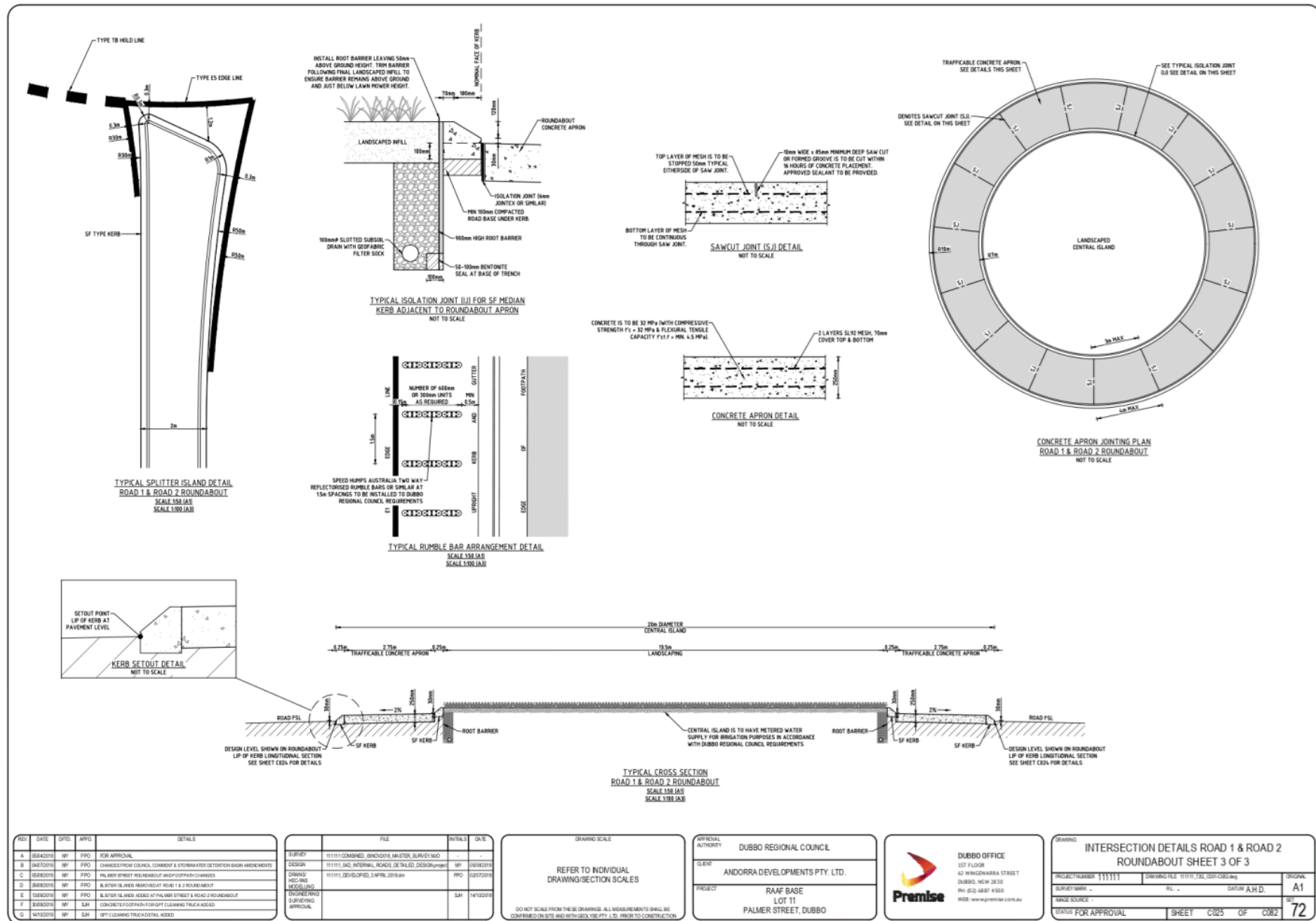
Premise DUBBO OFFICE
1ST FLOOR
42 KING CHARLES STREET
DUBBO, NSW 2830
PH: (02) 4887 4300
WEB: www.premise.com.au

ROAD TYPICAL SECTIONS	
PROJECT NUMBER	111111
DRAWING FILE	111111_1301_0001_C004.dwg
SHEET NUMBER	REL. SATUR A.H.D.
DATE	04/08/2019
STATUS	FOR APPROVAL
SHEET	C004 OF C082
REVISION	72



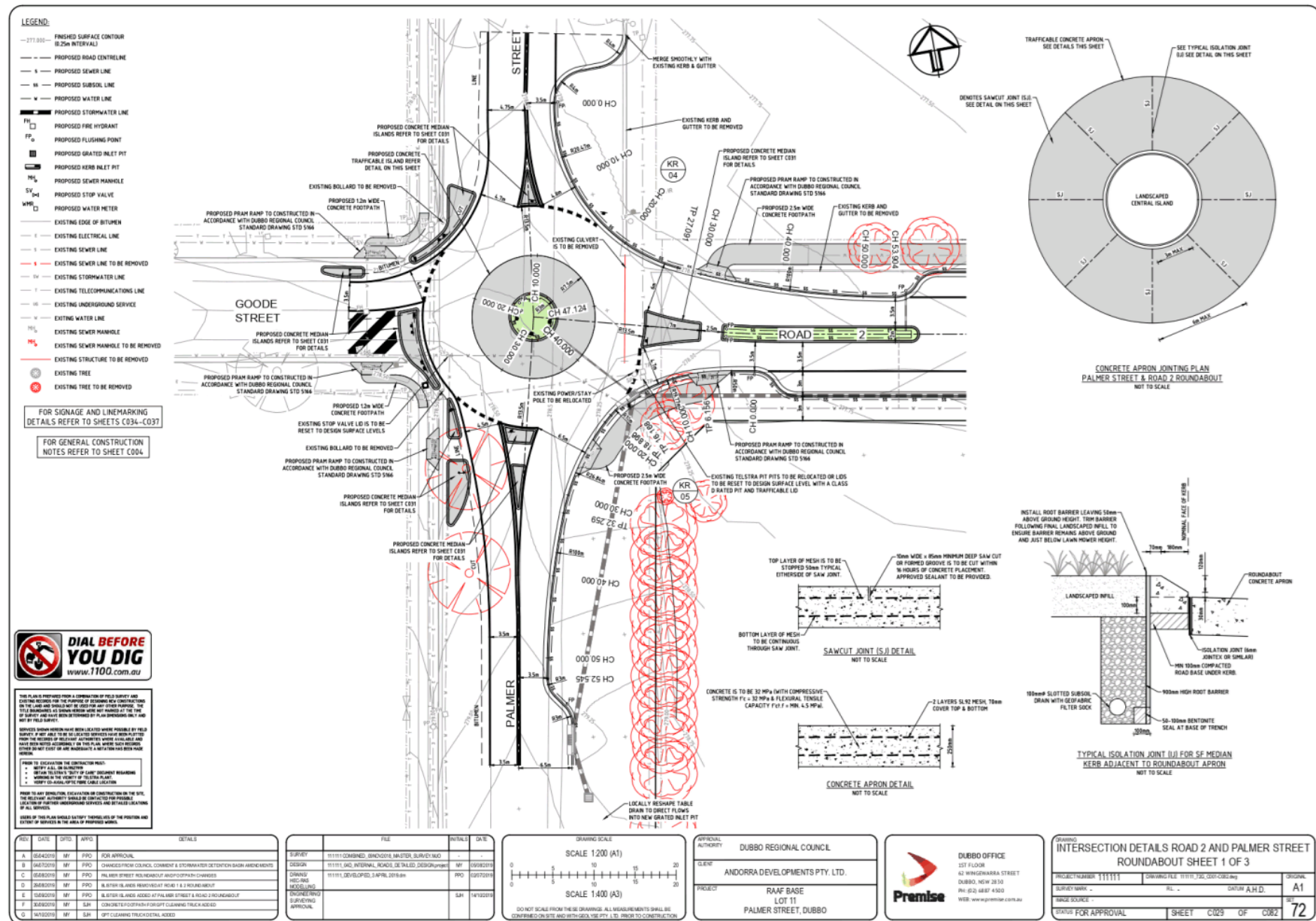


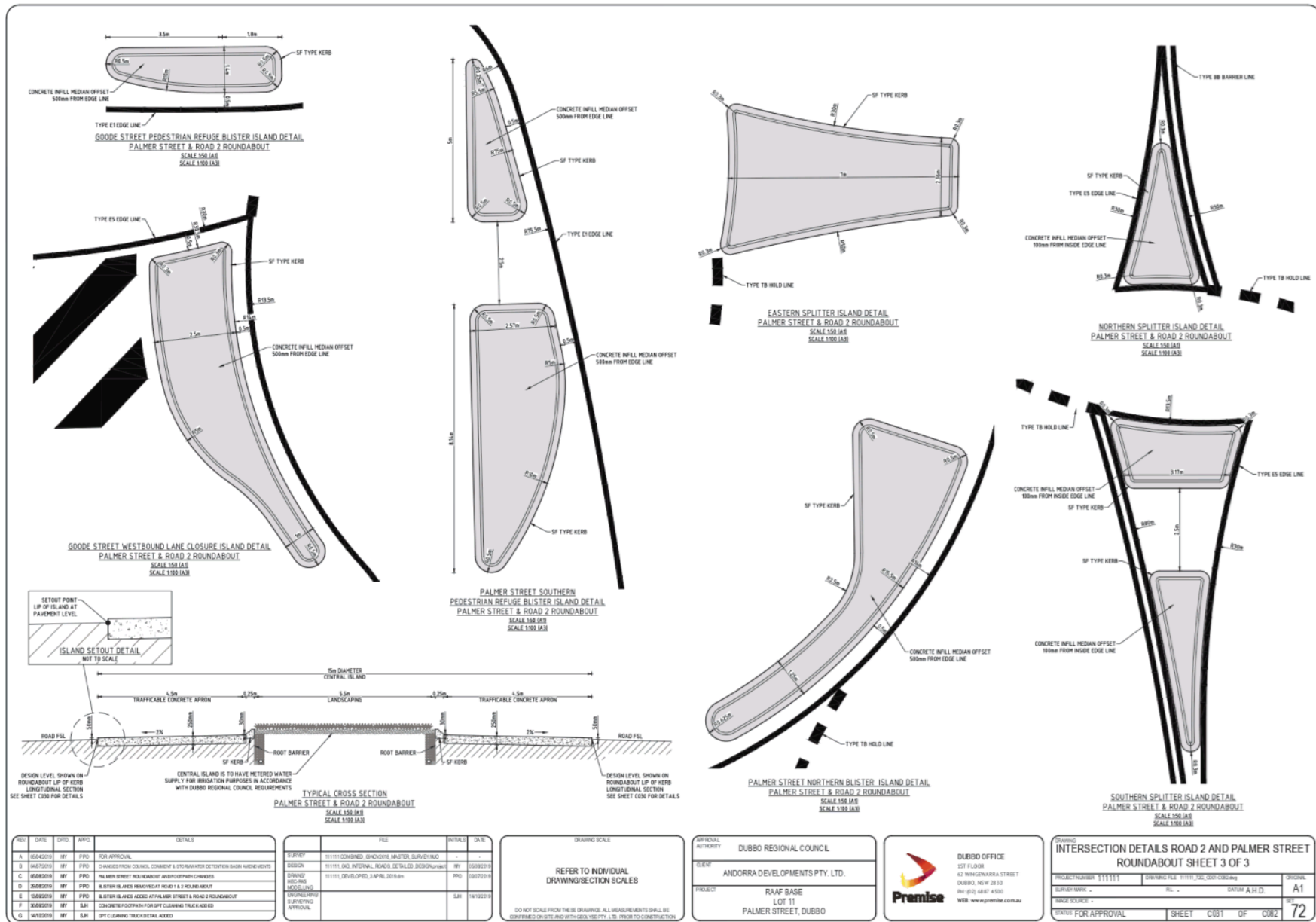












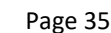


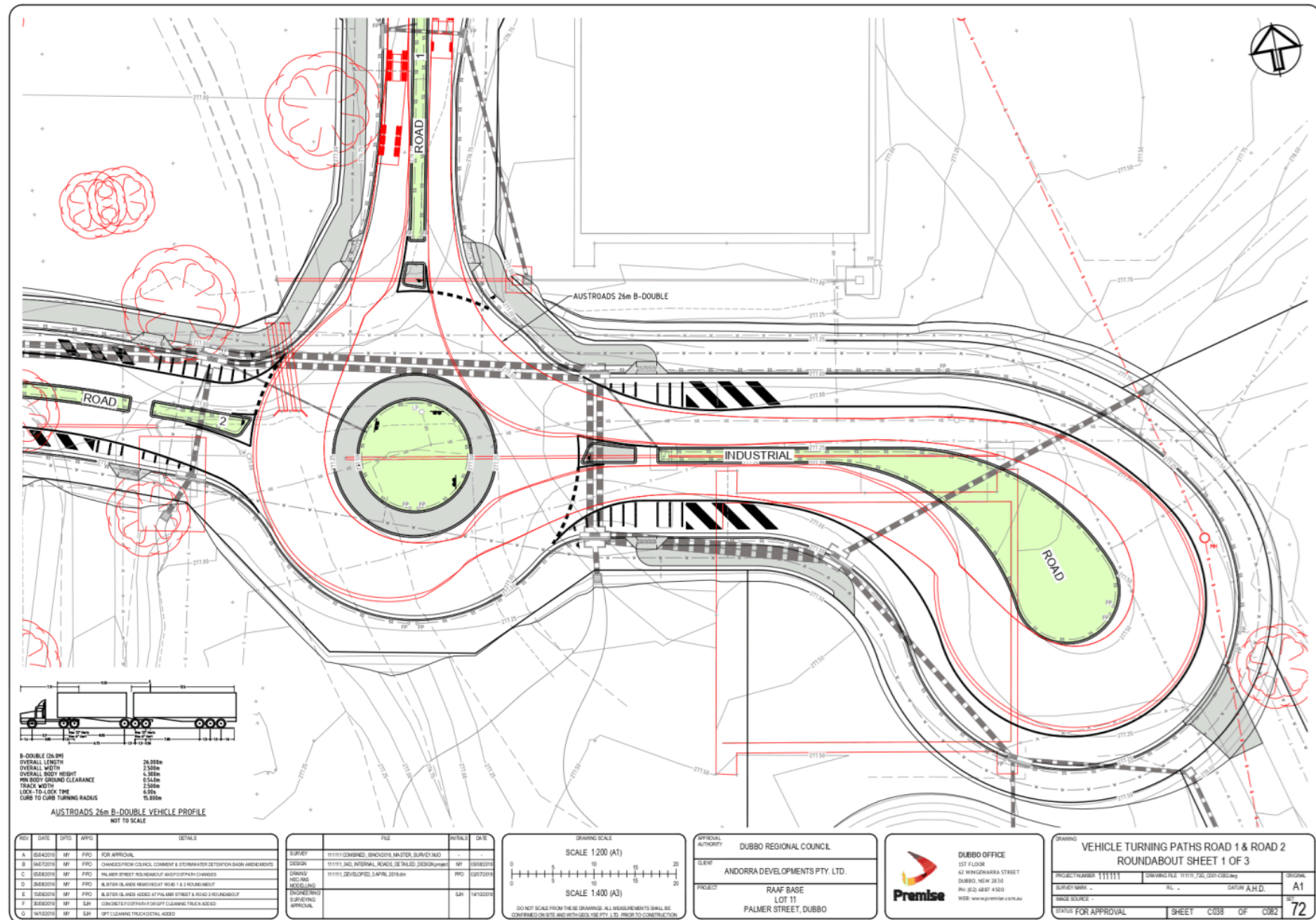


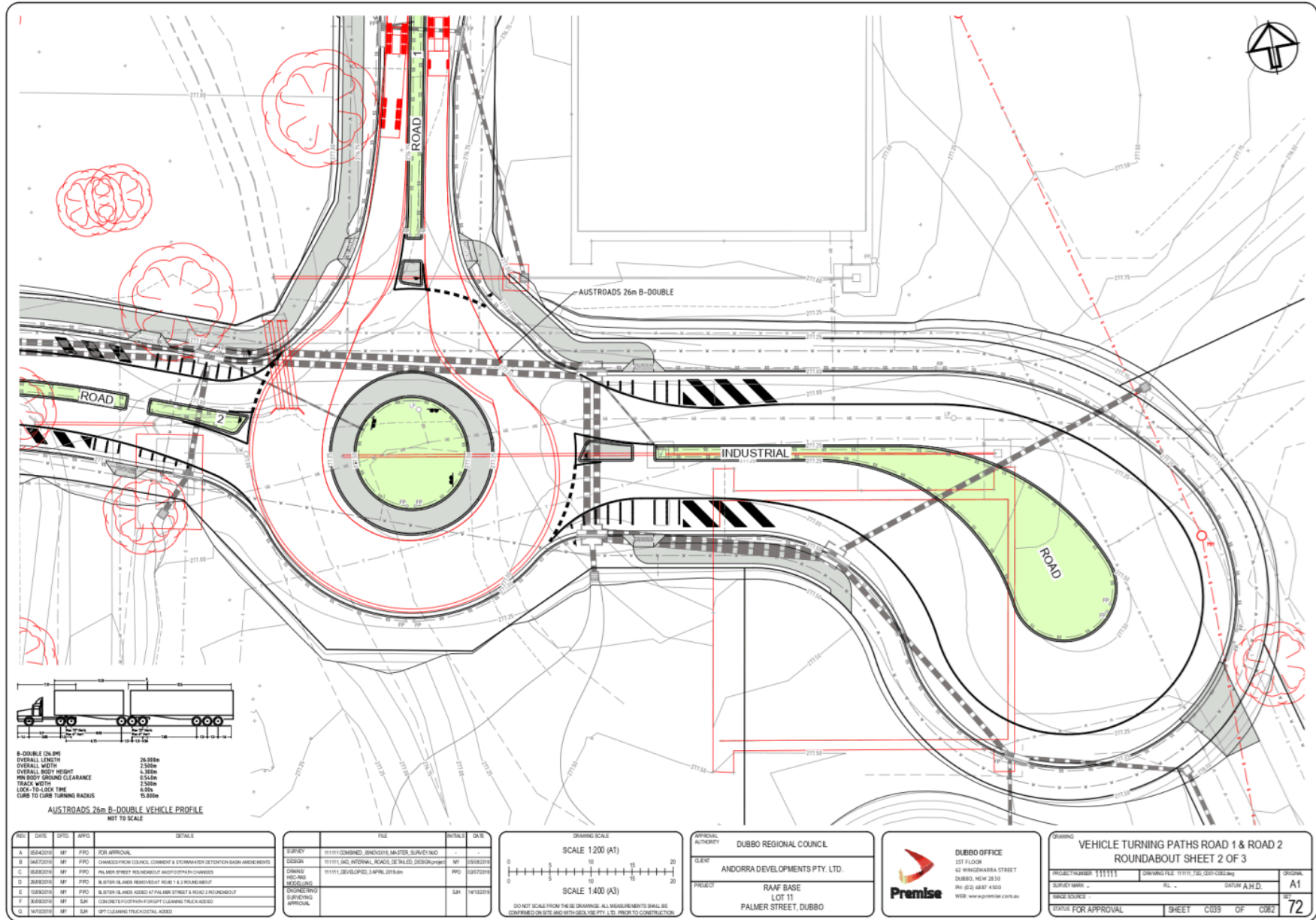


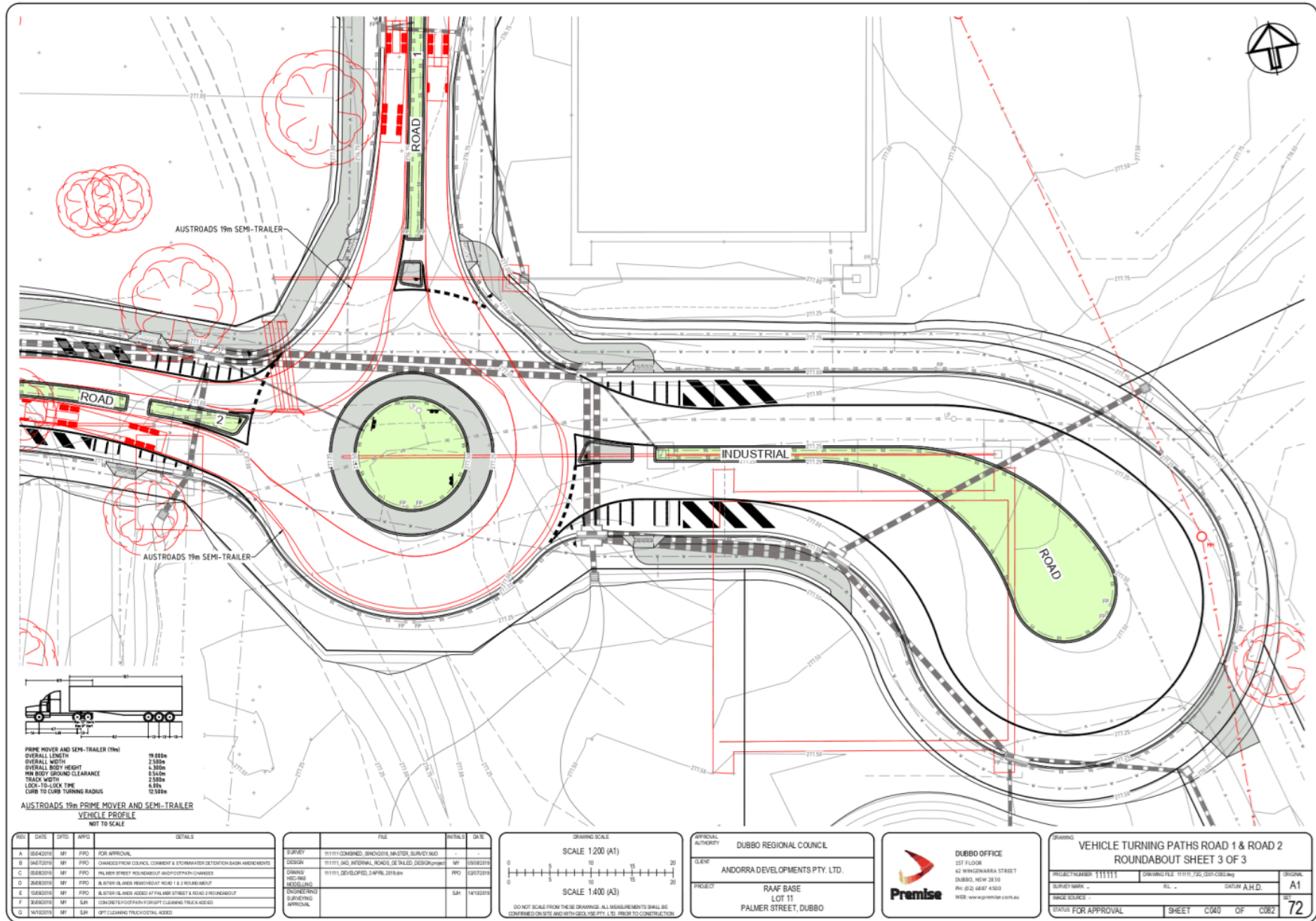


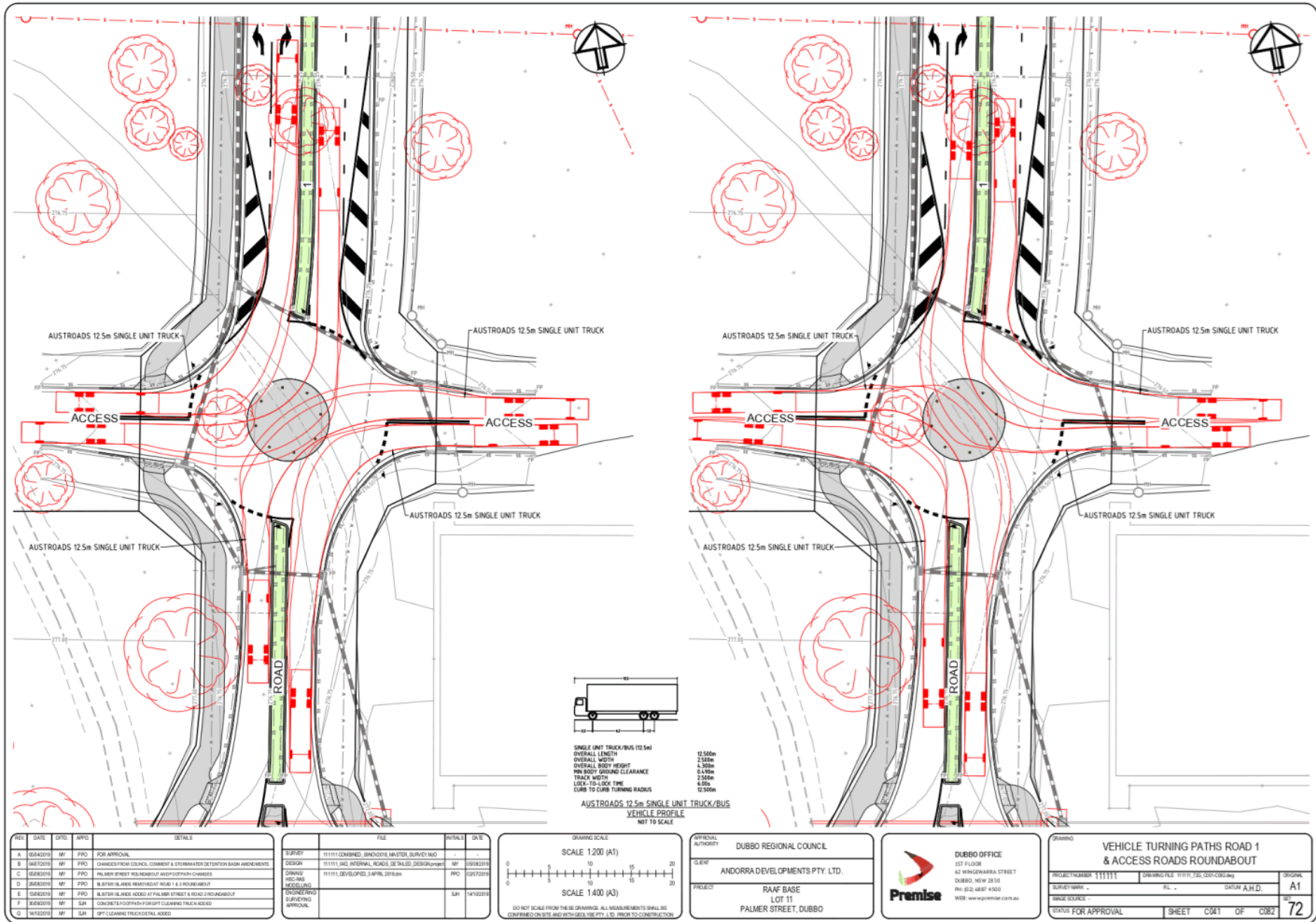


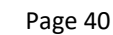


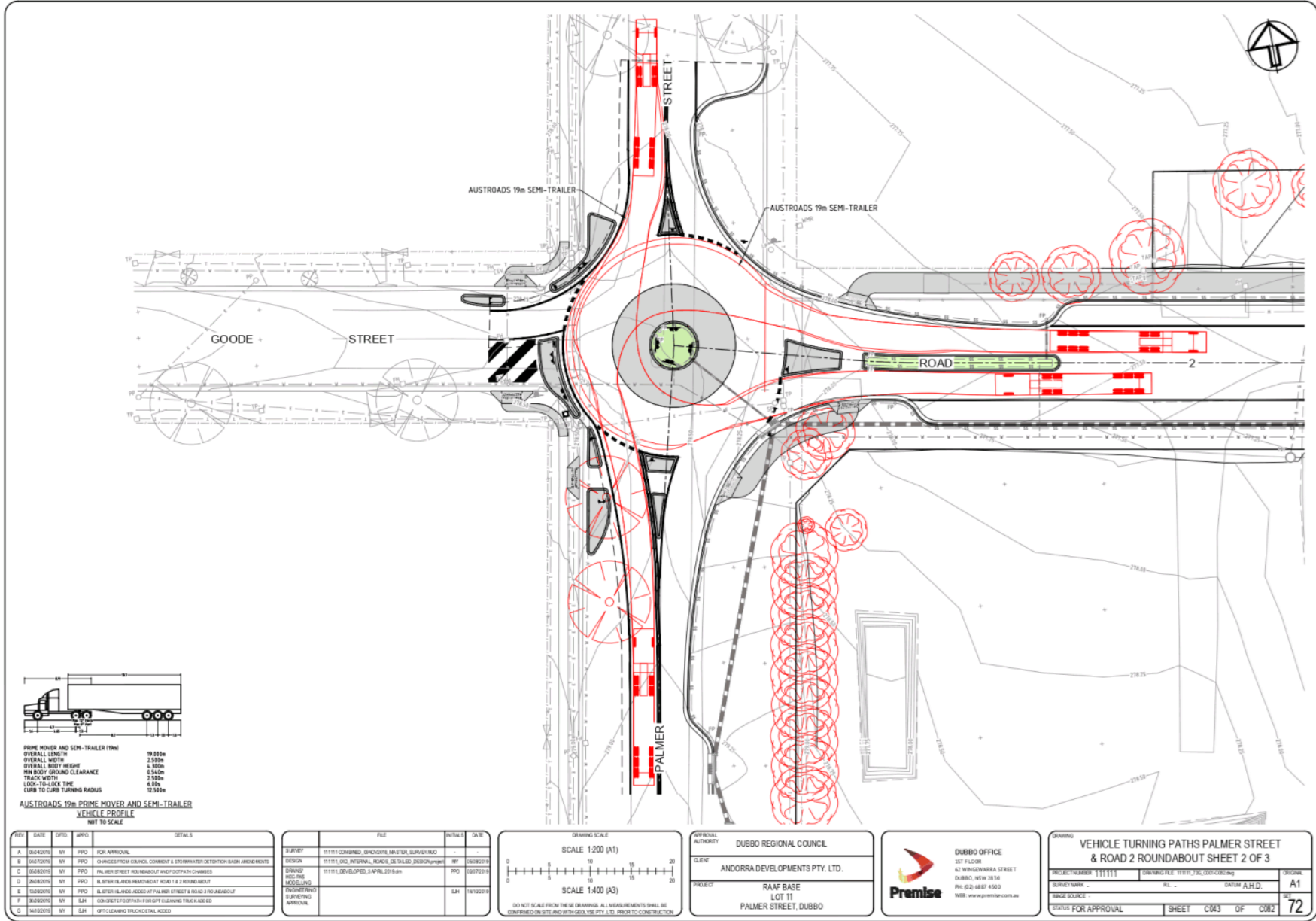


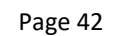


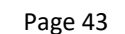














REPORT: 2020 Wellington Vintage Fair Street Parade

AUTHOR: Senior Traffic Engineer
REPORT DATE: 24 October 2019
TRIM REFERENCE: ID19/1465

EXECUTIVE SUMMARY

This report deals with the temporary road closure of the Mitchell Highway, between Maxwell Street and Warne Street Wellington, and several local streets, from 10.00 am to 11.00 am on Saturday 29 February 2020, for the purposes of holding the 2020 Wellington Vintage Fair Street Parade.

The Vintage Fair will start and finish in Percy Street, adjacent to the primary school, between Maxwell and Maughan streets. The Mitchell Highway between Maxwell and Lee streets will be closed for one hour to support the Parade. A detour around the closed section of the Mitchell Highway will be required along the Wellington Heavy Vehicle Route and secondary light vehicle route. The temporary closure of the Mitchell Highway will need the approval of and a Road Occupancy Licence (ROL) from the Roads and Maritime Services (RMS). Council's Traffic Control Plan TM 7241 (attached as **Appendix 1**) details the proposed road closures and detours. The roundabout intersection of Maughan Street and Nanima Crescent will only be closed for the time the Parade passes at the start and conclusion of the Parade to allow traffic movements east and west between Maughan Street and Showground Road.

It is recommended that Council approval be granted to the Rotary Club of Wellington Vintage Fair Committee to implement a temporary road closure of the Mitchell Highway, between Maxwell and Lee streets from 10.00 am to approximately 11.00 am on Saturday 29 February 2020, subject to RMS approval and conditions of Dubbo Regional Council and NSW Police as considered necessary.

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 to the Rotary Club of Wellington Vintage Fair Committee to undertake the 2020 Wellington Vintage Fair Street Parade on Saturday 29 February 2020, and implement temporary road closures of the Mitchell Highway between Maughan and Lee streets from 10.00 am to approximately 11.00 am and Percy street between Maxwell and

Maughan streets from 9.00 am to 11.30 am on Saturday 29 February 2020, subject to Roads and Maritime Services approval and conditions of Dubbo Regional Council and NSW Police as considered necessary:

- a. The Parade will be marshalled on the western side of Percy Street between Maxwell and Maughan streets at 9.00 am. The Parade will commence at 10.00 am and enter Nanima Crescent, then north through the Wellington CBD adjacent to Cameron Park, to the Warne Street roundabout and return to Percy Street. The event is to be undertaken under Police escort, in accordance with the requirements of NSW Police Service and approval documentation forwarded to Council for notation. Event set-up time to commence at 9.00 am with pack-down finish time at 11.30 am.
- b. The submission of Traffic Management Plan and Traffic Control Plan to Council and NSW Police Service prior to the event date. All traffic control measures contained in the Plan are to be in accordance with the Australian Standard (AS 1742.3) and the RMS's 'Guide to Traffic Control at Worksites and approved by an accredited person. Council's Traffic Control Plan TM 7241 will be implemented.
- c. The organiser is to provide Council's relevant appointed officer with a copy of the Public Liability Insurance Policy for the amount of at least \$20 million. Such policy is to note that Council, RMS and the NSW Police Service is indemnified against any possible action as a result of the Parade.
- d. Dubbo Regional Council staff and marshals are to be provided at the nominated road closure points, and shall be specifically authorised for the event. Traffic controllers as required will have current RMS certification.
- e. The applicant is responsible for all traffic control required for the event in accordance with the approved Traffic Control Plan.
- f. The applicant is to provide Council with a formal letter of acceptance of the conditions prior to final approval.
- g. The applicant is to ensure that the roadway is clear of any residue that might be deposited by the participants along the Parade route.
- h. The applicant is to gain approval from the RMS for the closure and detour of the Mitchell Highway and a Road Occupancy Licence with evidence provided to Council of such conditions as warranted.
- i. All costs associated with implementing the event 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 November 2019. The Committee had unanimous support in the adoption of the recommendation.

RECOMMENDATION

That Council approval be granted to the Rotary Club of Wellington Vintage Fair Committee to undertake the 2020 Wellington Vintage Fair Street Parade on Saturday 29 February 2020, and implement temporary road closures of the Mitchell Highway between Maughan and Lee streets from 10.00 am to approximately 11.00 am and Percy street between Maxwell and Maughan streets from 9.00 am to 11.30 am on Saturday 29 February 2020, subject to Roads and Maritime Services approval and conditions of Dubbo Regional Council and NSW Police as considered necessary:

- a) The Parade will be marshalled on the western side of Percy Street between Maxwell and Maughan streets at 9.00 am. The Parade will commence at 10.00 am and enter Nanima Crescent, then north through the Wellington CBD adjacent to Cameron Park, to the Warne Street roundabout and return to Percy Street. The event is to be undertaken under Police escort, in accordance with the requirements of NSW Police Service and approval documentation forwarded to Council for notation. Event set-up time to commence at 9.00 am with pack-down finish time at 11.30 am.
- b) The submission of Traffic Management Plan and Traffic Control Plan to Council and NSW Police Service prior to the event date. All traffic control measures contained in the Plan are to be in accordance with the Australian Standard (AS 1742.3) and the RMS's 'Guide to Traffic Control at Worksites and approved by an accredited person. Council's Traffic Control Plan TM 7241 will be implemented.
- c) That a supplementary Traffic Control Plan be developed and submitted for the proposed traffic management at the Maughan and Percy Streets roundabout intersection.
- d) The organiser is to provide Council's relevant appointed officer with a copy of the Public Liability Insurance Policy for the amount of at least \$20 million. Such policy is to note that Council, Roads and Maritime Services and the NSW Police Service is indemnified against any possible action as a result of the Parade.
- e) Dubbo Regional Council staff and marshals are to be provided at the nominated road closure points, and shall be specifically authorised for the event. Traffic controllers as required will have current RMS certification.
- f) The applicant is responsible for all traffic control required for the event in accordance with the approved Traffic Control Plan.
- g) The applicant is to provide Council with a formal letter of acceptance of the conditions prior to final approval.
- h) The applicant is to ensure that the roadway is clear of any residue that might be deposited by the participants along the Parade route.
- i) The applicant is to gain approval from the Roads and Maritime Services for the closure and detour of the Mitchell Highway and a Road Occupancy Licence with evidence provided to Council of such conditions as warranted.
- j) All costs associated with implementing the event are to be met by the event organiser.

Dennis Valentine
Senior Traffic Engineer

BACKGROUND

The Vintage Fair Committee have sought approval from Council in previous years to hold the event, which due to its success is now an annual event in Wellington.

REPORT

Council has received an application from the Rotary Club of Wellington requesting Council's approval to conduct the 2020 Wellington Vintage Fair Street Parade and associated activities that requires temporary road closures of the Mitchell Highway and Percy Street from 10.00 am to 11.00 am on Saturday 29 February 2020.

The main activities for the Vintage Fair will occur at the Showground. However, the Mitchell Highway adjacent to Cameron Park and through the CBD will be required to facilitate the Street Parade. The Mitchell Highway is proposed to be closed for approximately one hour to accommodate the Street Parade with Percy Street closed for two and a half hours to facilitate the Parade assembly and dispersion.

Street Parade Closure (10.00 am to 11.00 am)

- Set-up 9.00 am and pack-down to finish at 11.30 am
- Parade commences 10.00 am
- Mitchell Highway, between Maxwell and Lee streets
- The roundabout intersection of Nanima Crescent, Percy Street and Maughan Street will only be closed for a short period, to allow the Parade to start and finish, with traffic movements permitted east and west between Maughan Street and Showground Road prior to the Parade's return to Percy Street.

The organiser has submitted a Special Event Transport Management Plan (**Appendix 2**) with Council Traffic Control Plan TM 7241 (**Appendix 1**) addressing all requirements specific to an event of this nature. Traffic control will be altered to accommodate the time period of road closures. The event is considered to have an impact on the Wellington CBD and Mitchell Highway traffic environment, however suitable traffic diversions will be in place for traffic accessibility and detours of highway traffic via the Wellington Heavy Vehicle Route along Maxwell, Thornton and Gisborne streets. A light traffic detour will also be posted along Arthur, Warne, Percy and Gisborne streets.


Traffic control will be undertaken by Council's Infrastructure Delivery East Branch, which includes the set-up and erection of signs, implementation of road closures and pull-down of signage at the conclusion of Parade. Council and Marshalls will be responsible for the actual traffic management during the event. The local Police have been notified of all road closures and will assist where required, as they have in previous years.

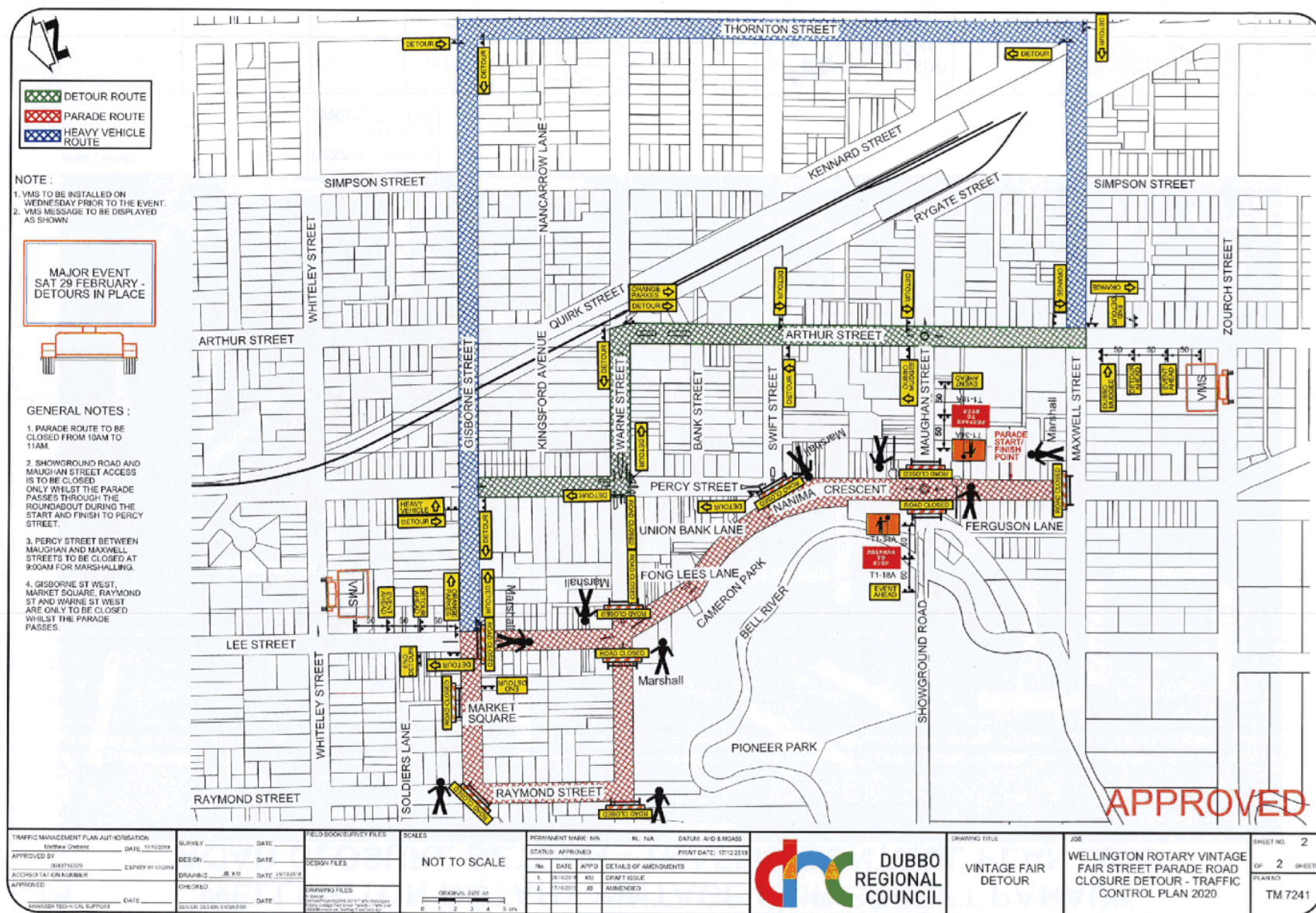
Approval will also be required from the RMS for the Mitchell Highway road closure and detour with the granting of a Road Occupancy Licence and concurrence for the use of Showground Road and conditions as required.

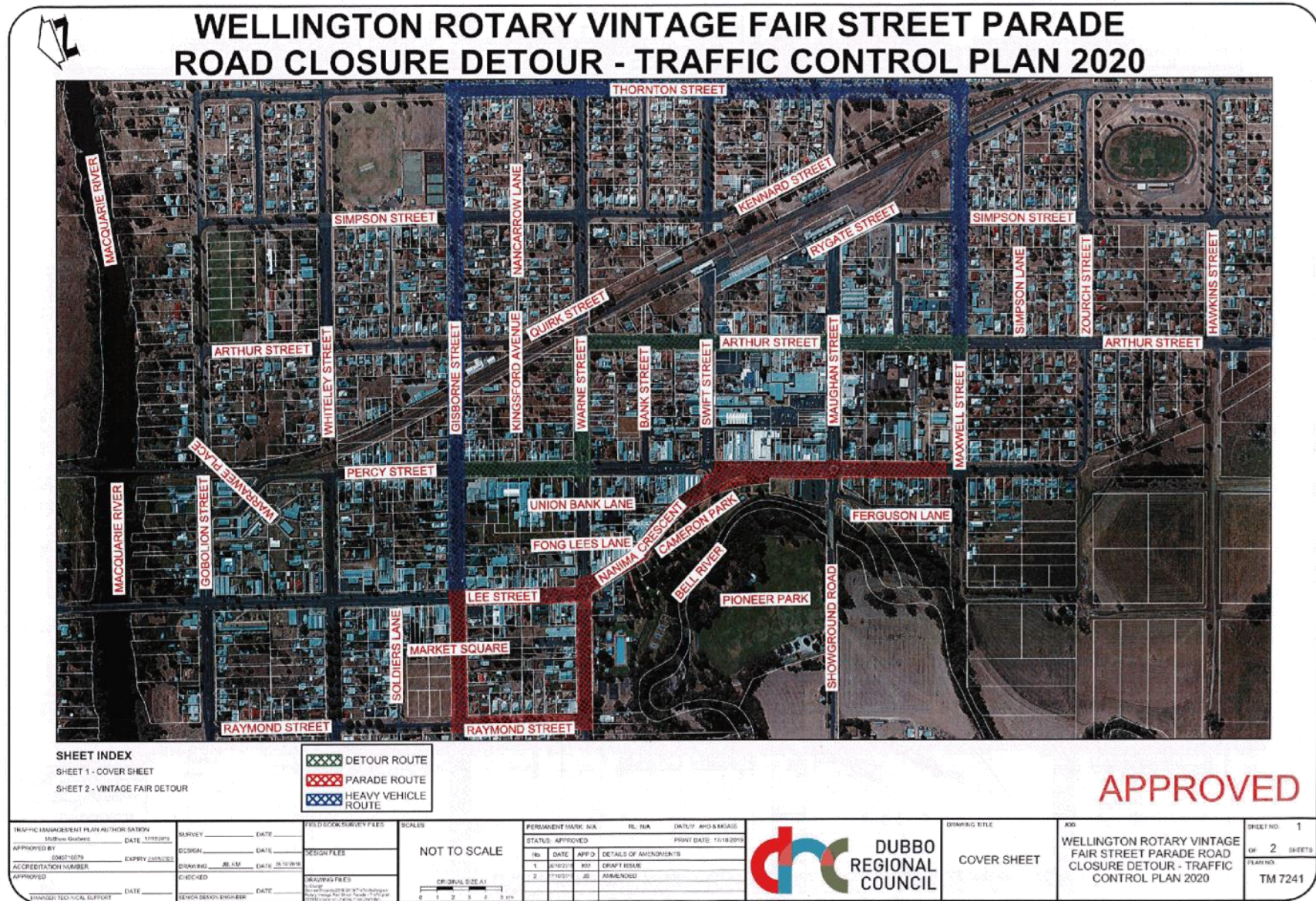
SUMMARY

It is recommended that Council approval be granted to the Rotary Club of Wellington Vintage Fair Committee to implement temporary road closures, as detailed in the report, to facilitate the 2020 Wellington Vintage Fair Street Parade on Saturday 29 February 2020, between 9.00 am to 11.30 am subject to approval and conditions set down by the RMS, Council and NSW Police Service.

Appendices:

- 1  Traffic Control Plan
- 2  Special Event Transport Management Plan







ROTARY CLUB OF WELLINGTON Inc.

23rd August 2019

'Spring Mount' 1109 Arthurville Road
Geurie 2818

Mr Dennis Valantine
Senior Traffic Engineer
Dubbo Regional Council
Cnr Church & Darling Streets
DUBBO 2830

Dear Dennis,

Once again, Greg & I have been asked to co-ordinate the Wellington Vintage Fair Street Parade for 2020. The Parade will be held on Saturday 29th February 2020.

Please find enclosed the following documents:

- * Application for Road Closures
- * Parade route
- * Letter to Wellington Police
- * Certificate of Currency

Please do not hesitate to contact us.. Greg: 0448713828 Home Phone: 6887-1382, Jennifer: 0417427839 Email: jwykes52@gmail.com

Regards

A handwritten signature in black ink, appearing to read "J Wykes".

Jennifer Wykes

DUBBO REGIONAL COUNCIL
ACTIONED TO <u>SRTE</u>
27 AUG 2019
CONTAINER # <u>12/1909</u>

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

I.1 Event summary

Event Name: Wellington Vintage Fair Street Parade
 Event Location: Main Street of Wellington ^{Narima Cres} Percy & Lees Sts.
 Event Date: 29.2.2010 Event Start Time: 10am Event Finish Time: 11.00 - 11.30am
 Event Setup Start Time: 9am Event Packdown Finish Time: 11.00 - 11.30am
 Event is ☐ off-street ☒ on-street moving ☐ on-street non-moving
☐ held regularly throughout the year (calendar attached)

I.2 Contact names

Event Organiser: Rotary Club of Wellington
 Phone: 6887-1381 Fax: 6887-1381 Mobile: 041742 7839 E-mail: justy68@gmail.com
 Event Management Company (if applicable):
 Phone: Fax: Mobile: E-mail:
 Police: Wellington Local Police
 Phone: 6840 2099 Fax: Mobile: E-mail:
 Council: Devon Regional Council
 Phone: 6801 4000 Fax: Mobile: E-mail:
 Roads & Traffic Authority (if Class I):
 Phone: Fax: Mobile: E-mail:

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

I.3 Brief description of the event (one paragraph)

The Vintage Fair Street parade is an Annual Event, showing vintage cars, trucks, tractors etc parading up the main street.

2 RISK MANAGEMENT - TRAFFIC

- | | |
|-------------------------------|------------------------------------------------------------------------------------------------------------|
| CLASS 1
CLASS 2
CLASS 3 | 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 arranged. Certificate of currency attached. |
| | 2.3 Police |
| | <input checked="" type="checkbox"/> Police written approval obtained |
| | 2.4 Fire Brigades and Ambulance |
| | <input type="checkbox"/> Fire brigades notified |
| | <input type="checkbox"/> Ambulance notified |

3 TRAFFIC AND TRANSPORT MANAGEMENT

- | | |
|----------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| CLASS 1
CLASS 2 | 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 checked="" type="checkbox"/> This is a moving event - details attached. | |
| <input type="checkbox"/> This is a non-moving event. | |
| 3.7 Traffic management requirements unique to this event | |
| <input checked="" type="checkbox"/> Description of unique traffic management requirements attached | |
| <input 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 checked="" type="checkbox"/> Impacts heavy vehicles - RTA to manage <input 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 2	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
		4.2 Advertise traffic management arrangements <input checked="" type="checkbox"/> Road closures or restrictions - advertising medium and copy of proposed advertisements attached <i>T&A</i> <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
Class 1	Class 2	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		
<p>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.</p> <p>I declare that the details in this application are true and complete. I understand that:</p> <ul style="list-style-type: none"> 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 <i>Road Transport (General) Act 1999</i>) and the <i>Roads Act 1993</i>. 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. 		

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.

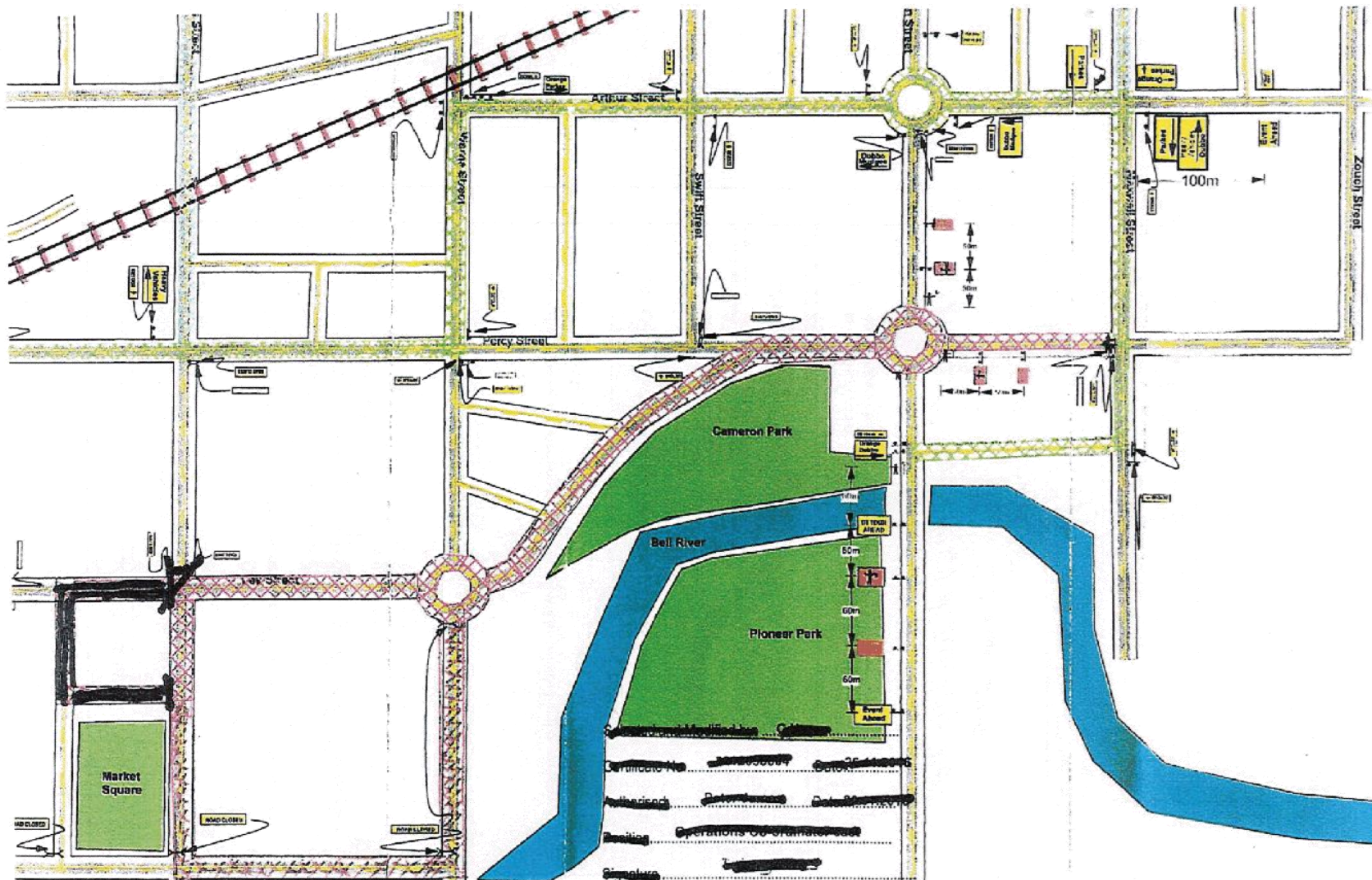
Schedule 1 Form - Notice of Intention to Hold a Public Assembly

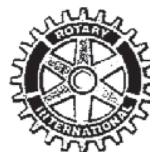
SUMMARY OFFENCES ACT 1988 - Sec 23

To the Commissioner of Police

1	<p>I, <u>Greg Klytis</u> (name) of <u>1109 Arthurville Rd Genoa 2815</u> (address) on behalf of <u>Rafary Club of Wellington</u> (organisation) notify the Commissioner of Police that on the <u>28</u> (day) of <u>Feb</u> (month), <u>2020</u> (year), it is intended to hold either: (a) a public assembly, not being a procession, of approximately (number) persons, which will assemble at (Place) at approximately am/pm, and disperse at approximately am/pm. or (b) a public assembly, being a procession of approximately <u>100-150</u> (number) persons, which will assemble at approximately <u>9.30</u> am/pm, and at approximately <u>10</u> am/pm the procession will commence and shall proceed <u>from Percy St (in front of Primary School) through</u> <u>Maughan St Raimond St, Percy St, Namana Cres,</u> <u>Leest Gistern St Raymond St Warrist then return along</u> <u>17th St, back to starting area</u> (Specify route, any stopping places and the approximate duration of any stop, and the approximate time of termination. A diagram may be attached.)</p>
2	<p>The purpose of the proposed assembly is <u>The Vintage Fair</u> <u>Street Parade showcasing the</u> <u>Vintage & Antique cars, tractors</u> <u>& antique engines</u></p>

3	<p>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 <i>(strike out whichever is not applicable)</i></p> <p>(i) There will be <u>90</u> (number) of vehicles and/or <u>10</u> (number) of floats involved.</p> <p>The type and dimensions are as follows: <u>Cars, trucks, tractors, & floats (trucks & tractors)</u></p> <p>(ii) There will be <u>2?</u> (number) of bands, musicians, entertainers, etc. which will entertain or address the assembly.</p> <p>(iii) The following number and type of animals will be involved in the assembly: <u>none</u></p> <p>(iv) Other special characteristics of the proposed assembly are as follows:</p>
4	<p>I take responsibility for organising and conducting the proposed assembly.</p>
5	<p>Notices for the purposes of the <i>Summary Offences Act 1988</i> may be served upon me at the following address:</p> <p><u>Gregory Allan WILKES</u> <u>'Spring Mount' 1109 Arthurville Rd</u> <u>Geurie</u> Postcode: <u>2818</u> Telephone No. <u>0445713828</u></p>
6	<p>Signed <u>G.A. Wilkes</u> Capacity/Title <u>organiser</u> Date <u>23 8 2019</u></p>





WELLINGTON VINTAGE FAIR PARADE

RISK MANAGEMENT PLAN			
Event Name ROTARY CLUB OF WELLINGTON – VINTAGE FAIR PARADE			
Event Date	29 / 2 / 2020	Event Location	Wellington Main Street & Showground
Risk Management Plan prepared by: Jennifer Wykes		Date of Completion	16 / 9 / 2019

<<This is an example list of hazards, you may need to update, remove or add items depending on the needs of your event>>

	HAZARD	POSSIBLE OUTCOME	RISK SCORE	RISK RATING	RISK CONTROL
	Collision between participants in parade	Personal Injury	E	2	<ul style="list-style-type: none"> Xxx Marshalls with Hi-Viz jackets Xxx Parade at Walking pace
	Collison between vehicle and pedestrian	Injury to public	E	1	<ul style="list-style-type: none"> Xxx Marshall walking alongside of Parade Xxx Parade at walking speed Xxx Separate walkers & Vehicles
	Extreme heat effecting volunteers or members of the crowd	Injury to public	D	1	<ul style="list-style-type: none"> Xxx Water supplied Xxx Shade along Main Street
	Vehicle breaks down whilst in parade	Injury to public, personal injury	D	1	<ul style="list-style-type: none"> Vehicle to be pushed to side and towed away after Parade
		Injury to public, personal injury	D	1	<ul style="list-style-type: none"> State Emergency & Ambulance in Parade
		Personal Injury	D	1	<ul style="list-style-type: none"> First-Aid kit on starting site

OFFICE USE ONLY

Date Received	/ /
---------------	-----

Health	No injuries	First aid treatment on site	Medical treatment - on or off site	Accidental death, extensive injury or permanent disability	Multiple deaths or severe permanent disablements
Financial Impact	Insignificant Less than \$1,000	\$1,000 - \$10,000	\$10,000 - \$50,000	\$50,000 - \$150,000	More than \$150,000

TABLE THREE: Level of Risk						
		CONSEQUENCE				
		Negligible 1	Minor 2	Moderate 3	Major 4	Catastrophic 5
LIKELIHOOD						
Almost certain	A	HIGH	HIGH			
Likely	B	MODERATE	HIGH	HIGH		
Possible	C	LOW	MODERATE	HIGH		
Unlikely	D	LOW	LOW	MODERATE	HIGH	
Rare	E	LOW	LOW	MODERATE	HIGH	HIGH

TABLE FOUR: Treatment of Risk Rating	
	Discontinue the activity and/or implement immediate corrective action(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

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, or unexpected need for extra resources
- **Reputational Risk** - The chance you or your organisation will 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 Management Plan including Risk Assessment. It is important therefore that you consider and document all risks relevant to the event and how you propose to manage those risks.

TABLE ONE: Likelihood of Risk

LEVEL	DESCRIPTION	EXAMPLES
A	Almost certain	Expected to occur in most circumstances
B	Likely	Will probably occur in most circumstances
C	Possible	Should occur at some time
D	Unlikely	Could occur at some time
E	Rare	May occur, only in exceptional circumstances

TABLE TWO: Consequence of Risk Criteria

	1	2	3	4	5
Description	Negligible	Minor	Moderate	Major	Catastrophic
Reputation	Unsubstantiated, low impact, low profile or no news item	Substantiated, low impact, low news profile	Substantiated, public embarrassment, moderate impact, moderate news profile	Substantiated, public embarrassment, high impact news profile, third party actions	Substantiated, public embarrassment, very high multiple impacts, high widespread multiple news profiles, third party actions
Operations	Little impact	Inconvenient delays	Significant delays to major deliverables	Non achievement of major deliverables	Non achievement of key deliverables

Risk Management Plan

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.

To develop the 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 level of risk (table 3) is used. By comparing the likelihood (table 1) and consequence (table 2) values, level of risk (table 3) identifies a risk rating of either:

- Low
- Moderate
- High
- Extreme

Step Four: Treatment of Risks

Evaluate the level of each identified risk and act accordingly using treatment of risk rating (table 4).

In order to create a thorough Risk Management Plan there are key things that you'll need to consider, this is called the Risk Assessment.

ROTARY CLUB OF WELLINGTON Inc.

NSW AUSTRALIA



'Spring Mount'

23rd August 2019

1109 Arthurville Road

Geurie 2818

The Officer in Charge

Wellington Local Police Station

Wellington NSW 2820

Dear Sir,

I am writing on behalf of the Rotary Club of Wellington and once again asking for Police assistance for the 2020 Vintage Fair Street Parade. The Parade for next year will be held on Saturday 29th February 2020.

I kindly ask for written confirmation that you are aware of this event being held and that you have no issues with the Vintage Fair Street Parade going ahead. In March of this year, you had a Police vehicle in attendance and it lead the Parade off.

The route for the Vintage Fair Street Parade in 202 will be: Marshalling in Percy Street (in front of Primary School), heading up Percy Street, Nanima Crescent, Lee Street, turn left at Gisborne Street, left at Raymond, left at Warne street, back to Warne Street roundabout, then back up the Main Street to the marshalling area. See attached map of the route. The Parade would last about an hour.

We have a Certificate of Currency for Rotary, and we will have the SES on hand. Street closures & Traffic Management will be lodged with the Dubbo Regional Council, for their approval.

I hope you can accommodate us again next year and we would love to see the Police Vehicle lead the Parade off, as it has done in other years.

At your earliest convenience, could you please supply a short paragraph granting us permission to hold the Parade.

If you have any further questions please don't hesitate to contact me, Greg on 0448713828 or Jennifer on 0417427839.

I look forward to hearing from you

Regards

A handwritten signature in black ink, appearing to read 'G.A. Wykes'.

Greg Wykes

Co-ordinator Vintage Fair Street Parade

**Broker:**

Aon Risk Solutions
 Postal Address & Enquiries care of:
 Suzanne Corkill
 Service Executive
 Aon Risk Solutions Australia Limited
 GPO Box 65
 Brisbane Qld 4001
 Aon Risk Solutions Australia Limited
 Telephone: (07) 3233 8215

Date of Issue: 1 July 2019



Certificate of Currency

This certificate acknowledges that the Policy referred to is in force for the period shown. Summary of cover is listed below.

Policy Number	QM RODIAUS PLB		
Name of Insured	The Rotary Club of	Wellington NSW	
Type of Insurance	Public and Products Liability		
Cover	QBE will pay in respect of Personal Injury or Property Damage first happening during the Period of Insurance and caused by an Occurrence within the Territorial Limits in connection with Your Business.		
Limit of Liability	Public:	\$50,000,000	any one Occurrence
	Products:	\$50,000,000	any one Occurrence & in the aggregate for all injury or damage occurring during the Period of Insurance.
Territorial Limits	Anywhere in the World but subject to the Terms, Conditions and Exceptions of the Policy		
Period of Insurance	From: 4.00pm on 30 th June 2019 to: 4.00pm on 30 th June 2020		
Special Conditions	Subject to the existing Terms, Conditions and Exceptions of the Policy		

Brisbane this 24th day of June 2019 Signed

2019-2020 Rotary Club_GPI Colc



REPORT: Proposed Walkway Closure Between Davidson Drive and Gregory Court Dubbo

AUTHOR: Manager Infrastructure Delivery
REPORT DATE: 25 October 2019
TRIM REFERENCE: ID19/1469

EXECUTIVE SUMMARY

Council received a request from a property owner adjacent to the walkway between Davidson Drive and Gregory Court Dubbo to close the walkway due to anti-social activity and possible criminal activity. Following the request a report went to the Infrastructure, Community and Recreation Committee on 8 October 2018 recommending that Council close the walkway and the property sold to adjacent land owners.

When trying to action the sale of the land (Lot 16 DP 788433) it was noted that as part of subdivision approval (SA89-008) the land was created as a 'drainage reserve' to allow for overland flow of storm water in a large rain event. However the Registered Plan dedicated Lot 16 DP 788433 as 'public reserve' and subsequently classified as 'community land' zoned RE1 – Public Recreation. Both the land classification and the land zoning do not permit the sale of the land by Council without an amendment to the Local Environmental Plan (LEP) and rezoning.

Council will not offer adjacent landowners the opportunity to purchase the land due to the operational need of the storm water overland flow and existing classification. It is proposed that access to the walkway is physically closed with a security fence.

FINANCIAL IMPLICATIONS

Installation of the security fence will cost approximately \$5,000.

POLICY IMPLICATIONS

There are no policy implications arising from this report.

RECOMMENDATION

- 1. That the previous report to Council dated 8 October 2018 (ICRC18/85), be noted and the resolution of Council not proceed due to the issues identified within this report.**
- 2. That Council consent to the closure of the walkway between Davidson Drive and Gregory Court Dubbo.**
- 3. That the walkway is physically closed with the installation of black 'Diplomat' security fence at each end of the walkway following a 28 day public exhibition period.**

Matthew Lewis
Manager Infrastructure Delivery

BACKGROUND

Council received a request from neighbours to close the walkway between Davidson Drive and Gregory Court Dubbo. The request was a result of claimed ongoing anti-social behaviour and possible criminal activity. The residents were concerned about fire risk and standards of maintenance of the walkway.

REPORT

A report previously went to the Infrastructure, Community and Recreation Committee on 8 October 2018 (ICRC18/85) where council resolved:

- 1. That Council consent to the closure of this walkway between Davidson Drive and Gregory Court Dubbo.*
- 2. That it be noted that the road, pursuant to section 38(2) of the Roads Act, the land will vest in Council upon closure.*
- 3. That an application be made to close the walkway, and the property to be sold to adjacent land owners (Mr T J Haylock and Mr M J Mohammed).*
- 4. That the Chief Executive Officer be authorised to complete any necessary documentation under delegated Power of Attorney.*

When trying to action the sale of the land (Lot 16 DP 788433) it was noted that as part of subdivision approval (SA89-008) the land was created as a 'drainage reserve' to allow for overland flow of storm water in a large rain event. However, the Registered Plan dedicated Lot 16 DP 788433 as 'public reserve' and subsequently classified as 'community land' zoned RE1 – Public Recreation. Both the land classification and the land zoning do not permit the sale of the land by Council without an amendment to the Local Environmental Plan (LEP) and rezoning.

Adjacent residents have been advised they are unable to purchase the land from Council. Subsequently, the adjacent residents have requested that the walkway be closed by a physical means, without the sale of the land, in an attempt of bringing an end to the problems they have been experiencing with anti-social behaviour in the walkway.

The walkway is formed with a concrete footpath with the adjacent grassed area in relatively poor condition. It is proposed that the walkway is closed by the erection of a black 'Diplomat' security fence, similar to fences typically installed at schools. The security fence would be set back from the start of the walkway and located roughly in line with the adjacent houses.

Community consultation would occur prior to the closure, via a letter box drop, to nearby residents as well as a sign detailing the proposed closure being installed at each end of the walkway. A standard 28 day consultation period would apply prior to the proposed fence being erected.

The walkway between Davidson Drive and Gregory Court Dubbo indicated on the image below by the 'red' line.



SUMMARY

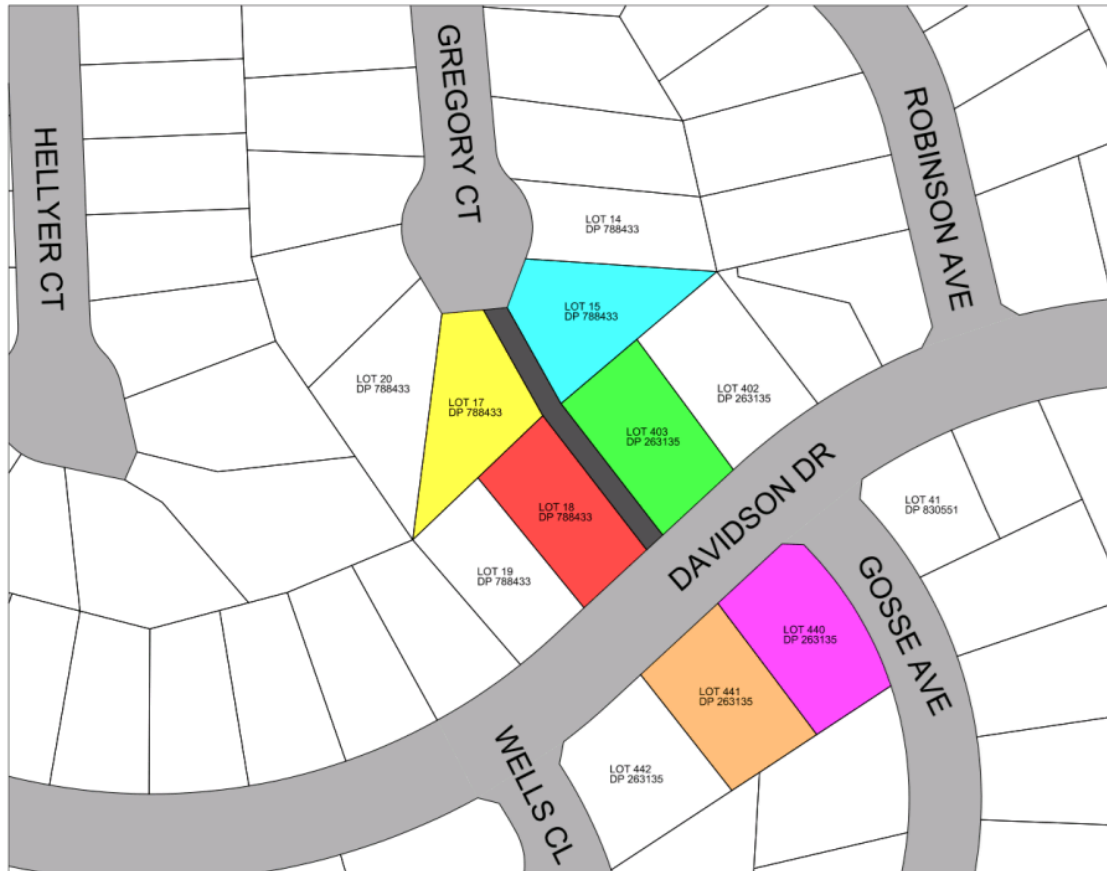
It is recommended that Council support the closure of the walkway between Davidson Drive and Gregory Court Dubbo by the installation of a black Diplomat security fence.

Appendices:

- [1](#) Proposed Closure of Walkway Between Public Roads



PROPOSED CLOSURE OF WALKWAY BETWEEN PUBLIC ROADS



LGA: DUBBO REGIONAL
 LOCALITY: EAST DUBBO
 PARISH: DUBBO
 COUNTY: LINCOLN

LEGEND:

- ROAD UNDER APPLICATION
- ADDITIONAL COUNCIL ROADS
- OWNED BY MR J MOHAMMED
- OWNED BY MR D COLLINS & MS M TAYLOR
- OWNED BY MR T & MRS J HAYLOCK
- OWNED BY MR L & MRS P LANDERS
- OWNED BY MR D, MR M, MR P & MRS R WHITTON
- OWNED BY MRS V KENNEDY

DISCLAIMER:

The information contained in this map has been provided in good faith. Whilst all effort has been made to ensure the accuracy and completeness of this information, the data providers take no responsibility for errors or omissions nor any loss or damage that may result from the use of this information.

APPROVED _____ _____ MANAGER TECHNICAL SUPPORT	SURVEY _____ DATE _____ DESIGN _____ DATE _____ DRAWING James Brown DATE 20/09/2018 CHECKED _____ DATE _____ SENIOR DESIGN ENGINEER	FIELD BOOK/SURVEY FILES DESIGN FILES DRAWING FILES <small>© Dubbo Regional Council 2018. All Rights Reserved. This drawing is the property of Dubbo Regional Council and is not to be used for any other purpose without the written consent of Dubbo Regional Council.</small>	SCALES NOT TO SCALE ORIGINAL SIZE A1 0 1 2 3 4 5 cm	PERMANENT MARK: N/A RL: N/A DATUM: AHD & MGA85 STATUS: _____ PRINT DATE: 20/09/2018 <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>No.</th> <th>DATE</th> <th>APPD</th> <th>DETAILS OF AMENDMENTS</th> </tr> </thead> <tbody> <tr> <td>1.</td> <td>20/09/2018</td> <td>JB</td> <td>DRAFT ISSUE</td> </tr> </tbody> </table>	No.	DATE	APPD	DETAILS OF AMENDMENTS	1.	20/09/2018	JB	DRAFT ISSUE	 DUBBO REGIONAL COUNCIL	DRAWING TITLE PROPOSED ROAD CLOSURE	JOB PROPOSED ROAD CLOSURE - WALKWAY BETWEEN DAVIDSON DRIVE AND GREGORY COURT	SHEET NO. 1 OF 1 SHEETS PLAN NO. M 7231
No.	DATE	APPD	DETAILS OF AMENDMENTS													
1.	20/09/2018	JB	DRAFT ISSUE													