
NARROMINE SHIRE COUNCIL
ORDINARY MEETING BUSINESS PAPER – 9 JULY 2025
REPORTS TO COUNCIL – INFRASTRUCTURE AND ENGINEERING SERVICES

1. WORKS REPORT

Author	Director Infrastructure and Engineering Services
Responsible Officer	Director Infrastructure and Engineering Services
Link to Strategic Plans	CSP – 4.3.3 Ensure Council's assets are monitored and well managed

Executive Summary

This report provides information regarding works undertaken during the given period for operational and capital works.

Report

The Works Report (**Attachment No. 1**) for the period 17 June to 30 June 2025 is presented to Council for information.

Financial Implications

Council has provision for these services in its Operational Budget.

Legal and Regulatory Compliance

Local Government Act 1993
Roads Act 1993

Risk Management Issues

Nil

Internal/External Consultation

Nil

Attachments

1. Works Report (**Attachment No. 1**).

RECOMMENDATION

That the information be noted.

2. NATURE STRIPS AND ROAD VERGE POLICY

Author	Director Infrastructure and Engineering Services
Responsible Officer	Director Infrastructure and Engineering Services
Link to Strategic Plans	CSP – 4.3.3 Ensure Council's assets are monitored and well managed

Executive Summary

The Nature Strips and Road Verge Policy is presented to Council for endorsement.

Report

Council's Nature Strips and Road Verge Policy (**Attachment No. 2**) defines the roles and responsibilities of both Council and property owners in relation to the management of road verges including footpaths, nature strips and trees.

The previous policy was endorsed by Council in 2021. The policy has been reviewed which includes simplification, removal of redundant forms and clarification of responsibilities.

The purpose of this Policy is to clarify Council's responsibilities and community expectations for the maintenance and management of nature strips within the urban areas of the Narromine Shire. It outlines Council's position on costs, supports the community's role in upkeep, promotes safe and attractive landscaping practices, sets criteria for assistance requests, and provides guidance on planting and maintaining trees and vegetation on public land.

Financial Implications

There are no financial implications to Council associated with this policy.

Legal and Regulatory Compliance

Local Government Act 1993
Roads Act 1993 (NSW)

Risk Management Issues

Nil

Internal/External Consultation

Nil

2. NATURE STRIPS AND ROAD VERGE POLICY (Cont'd)

Attachments

- Nature Strips and Road Verge Policy (**Attachment No. 2**)

RECOMMENDATION

That Council endorse the Nature Strips and Road Verge Policy.

3. DRAFT PROPERTY ACCESS POLICY

Author	Director Infrastructure and Engineering Services
Responsible Officer	Director Infrastructure and Engineering Services
Link to Strategic Plans	CSP – 4.3.3 Ensure Council's assets are monitored and well managed

Executive Summary

The Property Access Policy is currently used operationally by staff to guide responses and provide consistent advice to the public. This report outlines the purpose of the policy and need for endorsement from Council.

Report

Council's Property Access Policy (**Attachment No. 3**) clearly defines the roles and responsibilities of both Council and property owners in relation to the installation and maintenance of property accesses, including crossovers, laybacks, ramps, and driveways, that connect private property to public roads.

The Property Access Policy:

- Defines responsibilities for the construction, maintenance, and approval of property accesses.
- Clarifies ownership obligations, particularly that the construction and cost of access works including second accesses and modifications are typically the responsibility of the property owner.
- Supports Council's duty to manage public road reserves and ensure safe and consistent access practices.
- Provides clear guidance to staff when responding to community enquiries.

To date, the policy has been applied internally and shared with members of the public upon request but has not been formally adopted through a Council resolution. Formal endorsement will improve consistency and accountability and enable Council to reference the policy in decision-making and public communication.

Financial Implications

There are no financial implications to Council associated with this policy.

3. DRAFT PROPERTY ACCESS POLICY (Cont'd)

Legal and Regulatory Compliance

Local Government Act 1993
Roads Act 1993
Narromine Shire Council Development Control Plan

Risk Management Issues

Nil

Internal/External Consultation

Internal consultation with the planning team has occurred on this policy.

Attachments

- Property Access Policy (***Attachment No. 3***)

RECOMMENDATION

That Council endorse the Property Access Policy.

4. PUBLIC GATE AND BYPASS POLICY

Author	Director Infrastructure and Engineering Services
Responsible Officer	Director Infrastructure and Engineering Services
Link to Strategic Plans	CSP – 4.3.3 Ensure Council's assets are monitored and well managed

Executive Summary

The Public Gate and Bypass policy has been reviewed and updated for Council endorsement.

Report

Council's Public Gate and Bypass Policy (***Attachment No. 4***) defines the roles and responsibilities of both Council and property owners in relation to the installation, maintenance, and eventual removal of public gates and grids located on public roads.

The policy was last updated in 2012 and the review has incorporated the previous policy with the procedure to form one comprehensive document.

4. PUBLIC GATE AND BYPASS POLICY (Cont'd)

The objective of this Policy is to reduce public liability issues associated with gates and grids and to ensure the safety of road users within the Narromine Shire Local Government Area. Specifically, the policy aims to:

- Establish an approval system for the installation of gates and grids;
- Identify standards for construction;
- Define maintenance responsibilities for owners;
- Establish registration requirements; and
- Ensure the location of gates and grids supports a safe and functional road network.

Formal endorsement of the policy will enable staff to implement a consistent, transparent process when managing gate and grid infrastructure across the Shire.

Financial Implications

There are no financial implications to Council associated with this policy.

Legal and Regulatory Compliance

Local Government Act 1993
Roads Act 1993

Risk Management Issues

Nil

Internal/External Consultation

Nil

Attachments

- Public Gate and Bypass Policy (***Attachment No. 4***)

RECOMMENDATION

That Council endorse the Public Gate and Bypass Policy.

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5. DRINKING WATER QUALITY POLICY

Author	Director Infrastructure and Engineering Services
Responsible Officer	Director Infrastructure and Engineering Services
Link to Strategic Plans	CSP – 4.3.3 Ensure Council's assets are monitored and well managed

Executive Summary

The Drinking Water Quality Policy has been reviewed and updated for Council endorsement.

Report

Council is committed to the sustainable supply and management of safe, high quality drinking water in the community. This policy provides a basis for the operation of Council's water supply involving catchments, storages, water treatment facilities and the distribution system.

Council's Drinking Water Quality Policy (**Attachment No. 5**) was adopted by Council on 9 October 2019. Amendments have been marked in the document for ease of reference. There are a few minor amendments to reflect current practices and legislative changes.

Financial Implications

There are no financial implications to Council.

Legal and Regulatory Compliance

Water Management Act, 2000
Local Government Act, 1993
Australian Drinking Water Guidelines
National Water Quality Strategy, 2024
NSW Public Health Act 2010 No 127
NSW Public Health Regulation 2022

Risk Management Issues

Compliance with drinking water requirements under Public Health Act and Regulation.

Reputational – Risk Minimisation.

Internal/External Consultation

There is no legislative requirement to place the policy on public exhibition.

5. DRINKING WATER QUALITY POLICY (Cont'd)

Attachments

- Drinking Water Quality Policy (***Attachment No. 5***)

RECOMMENDATION

That Council endorse the Drinking Water Quality Policy.

Melanie Slimming
Director Infrastructure and Engineering Services

WORKS REPORT

Due to the shortened reporting period, there are minimal updates arising from the June meeting. However, project updates are provided below for Council's information.

Road Works

Stabilisation works are currently underway on Tullamore Road, targeting the subbase material to enhance structural strength and overall pavement performance. During the review period, maintenance works were completed on Craigie Lea Lane.



Figure 1: (Left) Stabilisation works on Tullamore Road; (Right) Maintenance works on Craigie Lea Lane

Line marking works were completed in the main streets of Trangie and Narromine in late June, including the addition of reverse-angle parking spaces. These improvements complement the recently designated disabled parking bays and contribute to a more organised, accessible, and visually refreshed streetscape.



Figure 2: Line marking - Narromine Main Street

Council Shed Removal

In late June, Council staff commenced the removal of the shed located at the rear of the Council Chambers car park. The structure was in poor condition, and its electrical setup did not comply with current standards. Once the shed is fully removed, the area will be repurposed to provide additional car parking.



Figure 3: Council Chambers shed removal

Northern Drainage Project Update

The Northern Drainage Project has experienced delays due to recent wet weather. The underboring occurred in late June, with project completion scheduled for late July.



Figure 4: Northern Drainage Project - Pipe Installation

Northern Drainage Project Update (Cont'd)



Figure 5: Underboring works for the Northern Drainage Project occurred in late June

Dulla Dulla Road Upgrade – Kookaburra Creek Crossing

Works commenced in late June on Dulla Dulla Road (extension of Euromedah Road) at the Kookaburra Creek crossing. The project involves the installation of a large culvert network designed to withstand rain events occurring more frequently than once in five years, significantly improving the reliability of the crossing.

The new design supports fish passage and includes measures to prevent erosion, delivering a substantial environmental improvement. Previous stabilisation efforts will be removed and replaced with large ballast to ensure long-term durability and ecological benefits.

Dulla Dulla Road Upgrade – Kookaburra Creek Crossing (Cont'd)



Figure 6: Culvert works on Dulla Dulla Road have started



NATURE STRIPS and ROAD VERGE POLICY

MOWING, PLANTING, LANDSCAPING, MAINTENANCE AND REMOVAL

Adopted by Council xx xxx xxxx

Date/Resolution No: 2025/xxx

Introduction

Nature strips are public land, not private property, but their maintenance is often shared between Council and residents. This partnership helps improve street appeal, property values, and overall sustainability. While Council manages key elements like trees and public safety, residents are encouraged to help with basic upkeep and ensure any landscaping is safe and accessible.

This policy outlines Council's approach to the planting, maintenance, and management of nature strips and vegetation within the road reserve.

Purpose

The purpose of this Policy is to:

- Clarify Council's responsibilities and cost expectations for the construction and maintenance of nature strips;
- Acknowledge and support the community's role in maintaining nature strips;
- Promote mowing, planting, and landscaping practices that enhance streetscape character and neighbourhood amenity;
- Establish clear criteria for assessing resident requests for Council assistance with mowing grassed nature strips;
- Provide guidelines for evaluating resident proposals to landscape or plant out nature strips; and
- Outline Council's approach to the planting, management, and removal of trees on public land.

This policy applies to all Council owned and/or controlled nature strips within the Narromine Shire LGA urban environment.

General

Narromine Shire Council is committed to maintaining attractive, safe, and functional streetscapes in partnership with the community. Nature strips are a vital part of the local environment, contributing to the visual appeal, safety, and comfort of neighbourhoods.

Council is responsible for the management and maintenance of street trees, while residents are expected to maintain the grassed areas adjoining their property. Residents must also ensure vegetation on their property does not obstruct pedestrian access or interfere with visibility for cyclists and motorists.

To support safety, amenity, and environmental outcomes, the following general principles apply to the management of footpaths and verges:

- A minimum clear path of 1.5 metres must be maintained along the verge or footpath—whether concrete, asphalt, synthetic turf, or grass—to allow safe and comfortable pedestrian access.
- Any construction works within the road reserve require Council approval via a Section 138 application under the *Roads Act 1993*, submitted to the Infrastructure and Engineering Department.
- Prior to application, property owners or residents must identify all underground and aboveground services (e.g. using Dial Before You Dig).
- Groundcovers, native grasses, and shrubs up to 50 cm in height may be planted to help maintain clear sightlines.
- Compacted gravel can be installed on up to 50% of the nature strip, with the remainder comprising low-level shrubs or grass. This combination supports water filtration and contributes to urban cooling.
- Temporary protective fencing may be used for up to 13 weeks to assist with the establishment of new grass or shrubs.
- No trees or shrubs may be planted in the footpath area without written consent from Council.
- Council will determine the need for street tree planting within urban areas and ensure that species selection and placement align with this policy.
- Management of the verges are the responsibility of the home owner or occupier.
- The risk to public safety (including road users) and property will take priority in tree removal in decisions in emergency or unsafe situations.

Nature Strip Maintenance

Areas Maintained by Council

Council will maintain nature strips or verge areas in the following situations:

- Next to Council-owned or operated community facilities.
- Adjacent to parks and public reserves.
- In front of properties where Council has issued a clean-up notice or order (maintenance will occur approximately every six months, depending on conditions).

- Where the resident or property owner is unable to maintain the verge due to physical or financial hardship and has submitted and received approval for assistance from Council.

Areas Maintained by Residents

Residents or property owners are responsible for maintaining the nature strip in front of their property, excluding Council-managed street trees. This includes:

- Mowing grass
- Watering and weeding
- Edging turf
- Removing loose material that could pose a slip or trip hazard

Nature strips should be kept neat and tidy to ensure safety and contribute to the overall look of the street. If a resident hires a contractor for general yard or garden maintenance, it's expected that mowing the nature strip will be part of that work. Council will not mow nature strips if the private lawn is already being maintained by the resident or a contractor.

Trees and Shrubs on Private Property

Property owners are responsible for maintaining trees and shrubs within their property boundaries. If vegetation overhangs into the road reserve and poses a safety risk or obstructs visibility for drivers, Council will take the following steps:

- a) Contact the property owner to raise the issue;
- b) Provide a reasonable timeframe for the owner to carry out the necessary works; and
- c) If the issue is not resolved within the agreed timeframe, Council may arrange for the removal of the hazard, with all associated costs to be borne by the property owner.

Legislation

- Environmental Planning and Assessment Act 1979
- Roads Act 1993
- Civil Liability Act 2002



PROPERTY ACCESS POLICY

Adopted by Council on xx xxx xxxx

(Resolution NO. 0000/000)

Purpose

The purpose of this policy is to clearly define the respective responsibilities of Council and property owners in relation to the construction, maintenance, and modification of property accesses. It provides guidance to ensure all works are carried out to a consistent standard that supports public safety, protects infrastructure, and minimises impacts on Council-managed assets.

Scope

This policy applies to all new, modified, or reconstructed property accesses across Council-controlled roads and footpaths, including urban and rural areas.

Responsibilities

Property owners are responsible for:

- All costs associated with construction and maintenance for property access (including drainage pipes, culverts, headwalls) in accordance with this Policy, unless an exemption applies.
- Crossings over footways between their property and the road.
- Verifications of the location of any services (e.g., telecommunications, water, sewerage) prior to works commencing. Any costs associated with protecting, relocating, or repairing services are the owner's responsibility.
- Ensuring all construction and maintenance work complies with Council standards.
- Arranging inspections before concrete pours (24 hours' notice required).
- Having appropriate Public Risk Liability insurance for any works undertaken.
- Covering the full costs of damage to public utilities or required alterations.
- Completing and submitting relevant documentation (including s138 applications) to Council for approval prior to starting works

Council is responsible for:

- Approving access construction applications under the Roads Act 1993.
- Inspecting excavation and formwork before concrete pouring.
- Designing roadworks to maintain property access where possible.
- Rebuilding accesses at no cost if Council-initiated roadworks necessitate changes (where the access was compliant with this policy).

General Requirements

- All access construction must comply with Council specifications and relevant Australian Standards.
- Any deviation requires prior written Council approval.
- If works proceed without approval, Council may require removal of works at the property owner's cost.

- Fees and charges (e.g. s138 applications) must be paid prior to Council issuing a permit (standard charges are listed in Council's annual Fees and Charges schedule).
- A minimum of one access is required for every residential property.
- All work must be inspected and approved by Council prior to the pouring of concrete or completion of final works. Minimum 24 hours' notice must be provided for inspections.
- The entity completing the work must be in compliance with all aspects of the s138 approval including (but not limited to):
 - Hold valid public liability insurance
 - Hold valid workers compensation
 - Have relevant licences
 - Have a white card
 - Have appropriate traffic control measures
- Access must be designed and constructed to protect public utilities and Council assets. Owners/contractors will be liable for any damage caused.

Inspection

- Prior to pouring concrete, an inspection by Council of formwork and reinforcement is required. Installations conducted without inspections may not be approved and may require removal.
- Contact Council's Engineering Department at least 1 working day prior to inspection (Monday–Friday, 8:30 AM–4:30 PM).

Subdivision, Development, or Building Approvals

- Access construction or reconstruction may be required as a condition of approval.
- If not completed within six (6) months of practical completion or occupation, Council may construct the access at the owner's cost.

Specific Access Guidelines

Urban Accesses (with Kerb and Gutter)

Owners must provide access from the property boundary to the kerb or road edge. The following must be followed for installation of accesses.

- Construction must be in accordance with the relevant standard drawings and meet the following minimum standards:
- Residential: Reinforced concrete, 125mm thick with F72 mesh (central).
- Commercial/Industrial: Reinforced concrete, 200mm thick with F82 mesh.
- Gutter ramps, concrete in-fills, or obstructions are prohibited without prior Council approval.

- For accesses where existing driveways are on poor angle and "scraping" or steep movement is present for vehicles moving between the batter of the road and the driveway, steel plates or rubber kerb ramps can be used, these additions must:
 - be removable by any single person
 - not be a permanent fixture
 - not exceed standard road incline
 - not restrict flow of water along the existing drain lines
 - not enter the flow of traffic
 - not extend greater than 400mm beyond the edge of the existing kerb
- Prior to installation of these devices, the owner must receive approval from Council. Examples of devices approved can be provided by Council upon request.
- Accesses must not be constructed over stormwater pits, utility services, or close to street furniture (poles, signs, trees).
- Barrier kerbs require removal and construction of an invert crossing.
- Driveways must be located:
 - Away from site constraints (gully pits, poles, medians, trees).
 - At least 8 metres from intersections.
 - Road safety and turning space will be assessed for all crossover placements.

Rural Accesses (or Urban Areas without Kerb and Gutter)

- Access must be constructed to prevent extension into or obstruction of the road shoulder.
- Where drainage is required, a minimum 375mm diameter reinforced concrete pipe must be installed under the access, or a box culvert if appropriate.
- Rural accesses must be sealed (e.g., bitumen, concrete) if connecting to a sealed public road.
- Accesses must be constructed to accommodate future kerb and gutter levels, where urbanisation is planned.
- Where a Council road construction or upgrade project affects an existing property access, Council will replace the access at its existing standard unless an upgraded standard is negotiated with the property owner. New accesses provided by Council must include a minimum 100mm compacted gravel sub-base.
- Where a crossing is to be constructed for a single dwelling and no future plans for kerb and gutter are in place for the block, a gravel crossing can be installed as a temporary access measure. The gravel cross over should follow the standard drawings for dimensions and materials. As a minimum a bitumen surface shall be applied.

Conditions for Dual Accesses (Single or Dual Occupancies)

A maximum of two vehicular accesses per allotment is permitted where:

- Each access serves an additional usable parking space behind the 6m building line.
- Access locations avoid existing infrastructure and comply with spacing requirements.

Approvals and Fees

- Property owners must submit a **Section 138 Application** under the *Roads Act 1993* and obtain written approval from Council prior to commencing construction, modification, or removal of any property access.
- Council's Engineering department will assess the application for compliance with relevant standards, safety, drainage, and traffic management considerations.
- Relevant application fees, inspection fees, and security deposits (e.g., footpath deposits) are payable as set out in Council's adopted Fees and Charges schedule.
- Approval is valid for six (6) months from the date of issue. A new application must be lodged if construction does not commence within this period.

Reinstatement of Crossovers

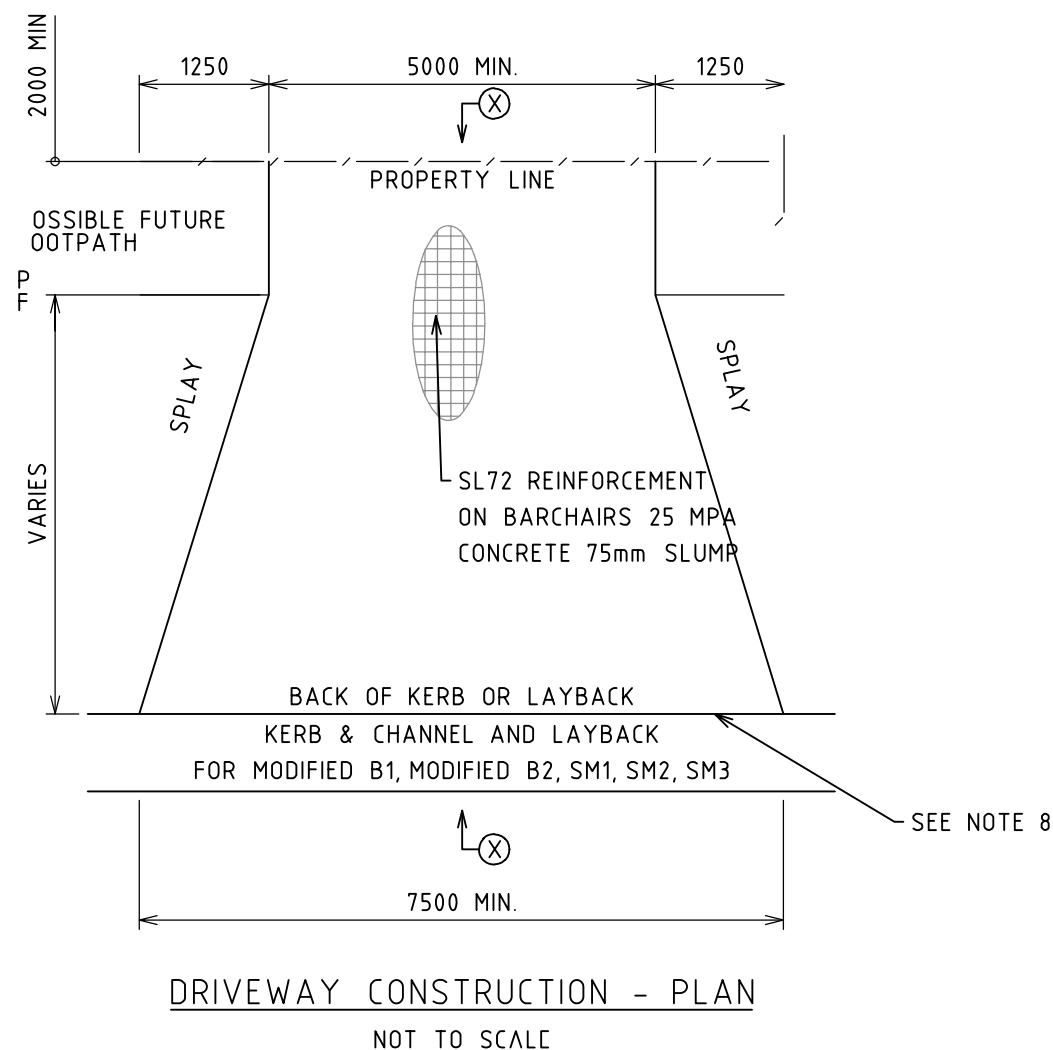
- If development results in an access becoming redundant (e.g., changes to driveway location), the old crossing must be removed and kerb and footpath reinstated to Council standards at the developer's cost.
- Council may permit retention of redundant accesses where it is demonstrated that no adverse amenity or safety impacts will result.

Definitions

Term	Meaning
Driveway	An all-weather surface across a roadside drain, possibly including culverts or pipes.
Crossover	The area between the driveway and the property boundary, including any footpath crossings.
Private Property Entrance	The roadway connecting the Council Road edge to the private property boundary, possibly crossing road reserve or stock route.
Council Road	A road listed in the Narromine Shire Council Road Register.

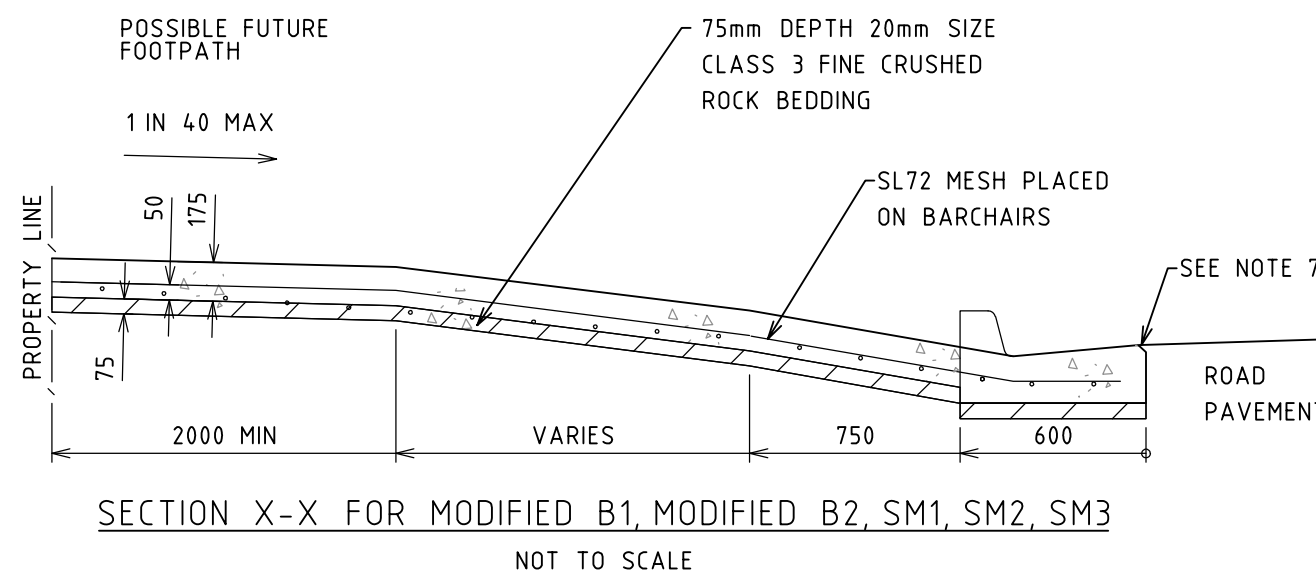
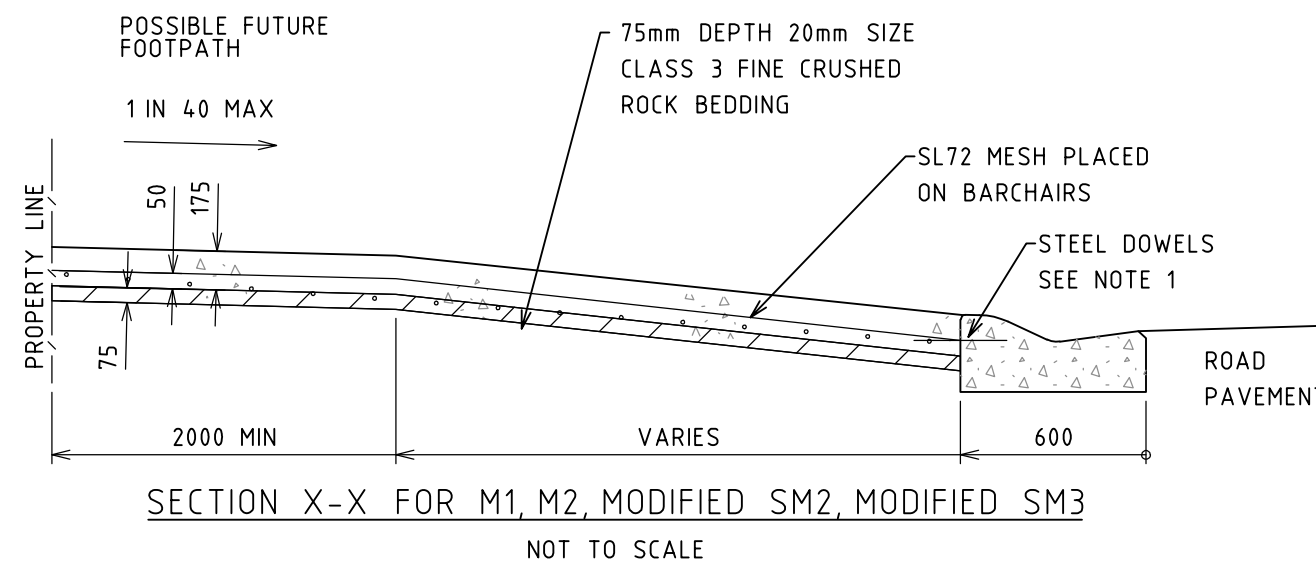
Legislative Context (Roads Act 1993)


- Section 6: Landowners have a right to access public roads but must comply with restrictions imposed by law.
- Section 92: Council may alter adjacent landforms for road stability (with compensation for loss or damage).
- Section 95: Owners must prevent and remove obstructions like sand or soil washing onto roads.
- Section 218: Council can recover the cost of constructing or repairing special crossings from adjoining landowners.

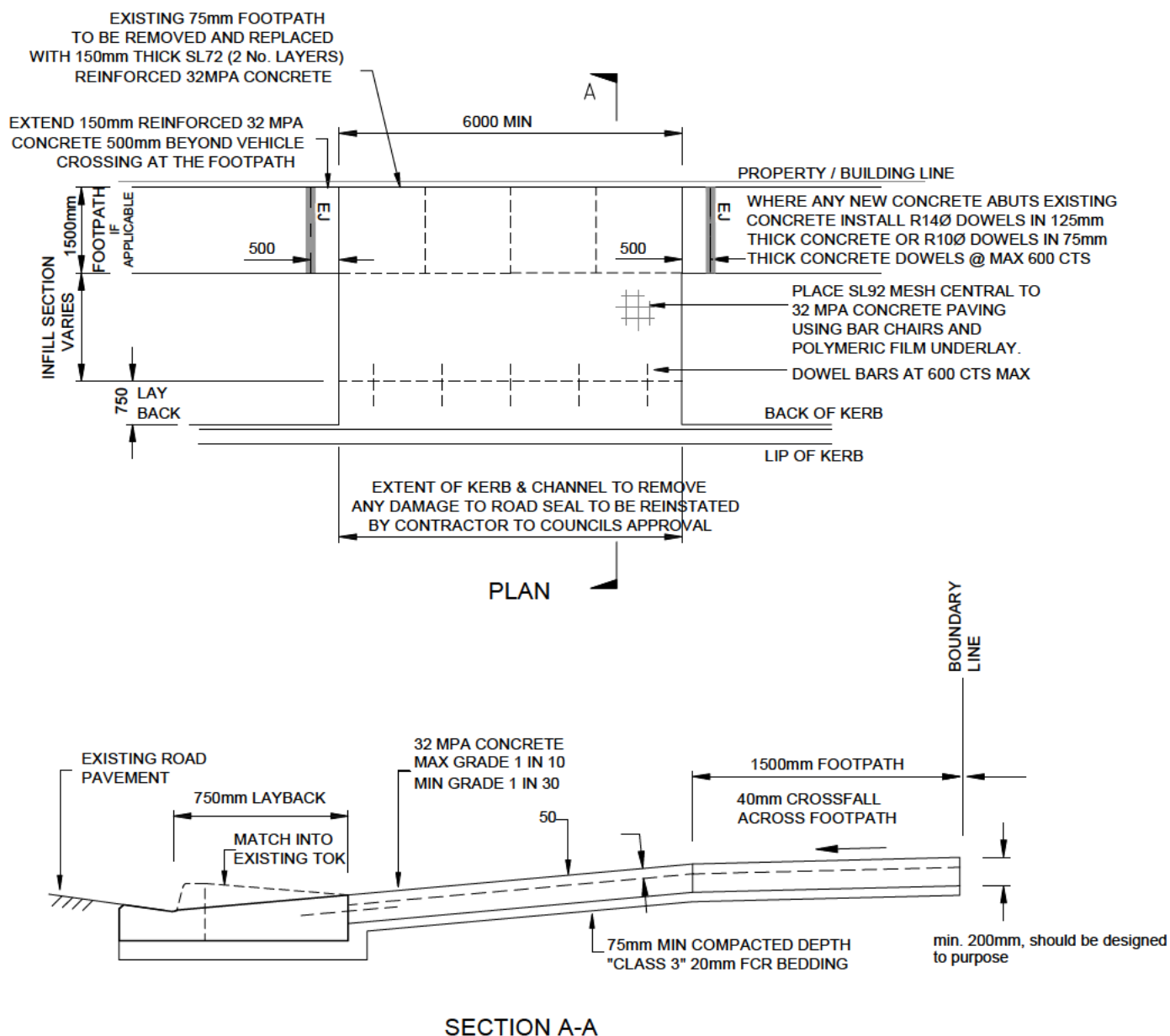


NOTES:

1. WORK REQUIRES A ROAD OCCUPATION PERMIT
2. CROSSING SHALL BE CONSTRUCTED TO THE APPROVAL OF COUNCIL
3. CONCRETE COMPRESSION STRENGTH AT 28 DAYS F'c 25Mpa
4. 12mm DIA. x 300mm DOWELS AT 500 CRS TO BE TIED TO LAYBACK MESH REINFORCEMENT
5. MAXIMUM WIDTHS OF DRIVEWAYS TO BE HALF THE PROPERTY FRONTAGE UP TO A MAX. OF 9m WIDE
6. ALL STEEL REINFORCEMENT IN CONCRETE TO BE SUPPORTED BY BAR CHAIRS
7. REFER TO RD005 FOR DETAILS ON LAYBACK CONSTRUCTION
8. ALL CONCRETE TO BE PLAIN, UNCOLOURED AND BROOM FINISHED OR AS DIRECTED BY APPROVING OFFICER
9. PLACE EXPANDITE OR APPROVED EQUIVALENT AT ALL EXPANSION & CONSTRUCTION JOINTS
10. THE STANDARD SHAPE OF CROSSING SHALL BE MAINTAINED. HOWEVER IN SPECIFIC CIRCUMSTANCES AND WITH PRIOR COUNCIL APPROVAL THE DIMENSIONS MAY BE ALTERED
11. ANY VARIATION TO THE STANDARD FOOTPATH CROSSFALL OF 4% SHALL REQUIRE PRIOR COUNCIL APPROVAL
12. ALL CROSSINGS TO BE EXPECTED PRIOR TO POURING OF CONCRETE



REV.	DATE	DESCRIPTION	APPROVED BY:	NARROMINE SHIRE COUNCIL STANDARD DRAWING	
1	071017	STANDARD DRAWING CREATED	<div></div> <div>_____ _DATE: 18.01.2024 Reports to Council - Infrastructure and Engineering Services</div>	<div></div> <div>ROAD INFRASTRUCTURE STANDARDS ROAD CROSSING</div>	
				<div>RD 004</div>	



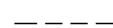
NOTE:
T.O.K. DENOTES TOP OF KERB
ALL EXPOSED EDGES TO BE ROUNDED TO 10mm RADIUS
CONCRETE COMPRESSIVE STRENGTH AT 28 DAYS F_c 32MPa
STANDARD CROSSING SHALL BE MAINTAINED, HOWEVER, UNDER
SPECIFIC CIRCUMSTANCES DIMENSIONS MAY BE ALTERED WITH THE
APPROVAL OF THE COUNCIL ENGINEERING DEPARTMENT
ANY VARIATION TO THE CROSS FALLS SHALL BE APPROVED BY THE
COUNCIL ENGINEERING DEPARTMENT
ALL CROSSINGS TO BE INSPECTED PRIOR TO POURING CONCRETE
ALL WORKS TO COMPLY WITH NSC SPECIFICATION 0310
BROOM FINISH
NO COLOUR ADDITIVE IS APPROVED
CONCRETE ADDITIVES TO BE APPROVED BY COUNCIL ENGINEERING
DEPARTMENT PRIOR TO USE

LEGEND:

EXPANSION JOINT



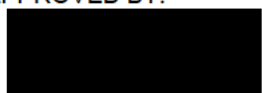
CONSTRUCTION JOINTS



ALL MEASUREMENTS IN MILLIMETRES

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APPROVED BY:



DATE: 18.01.2024

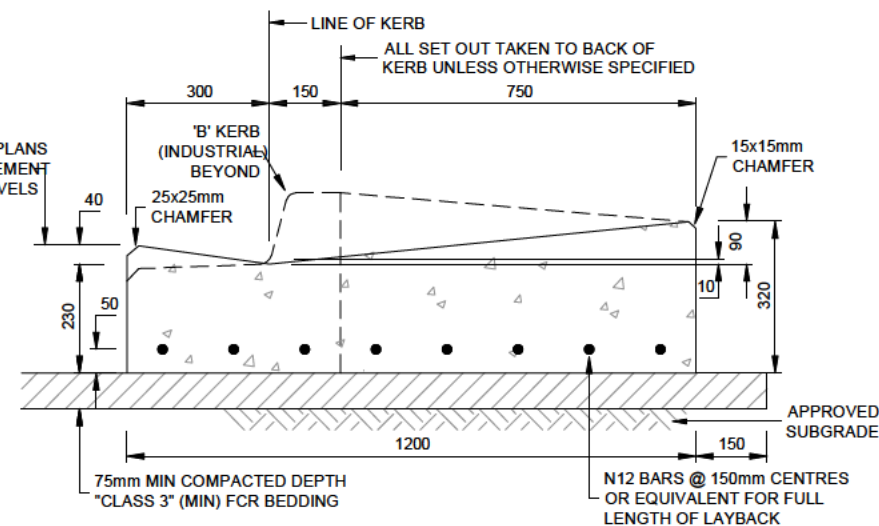
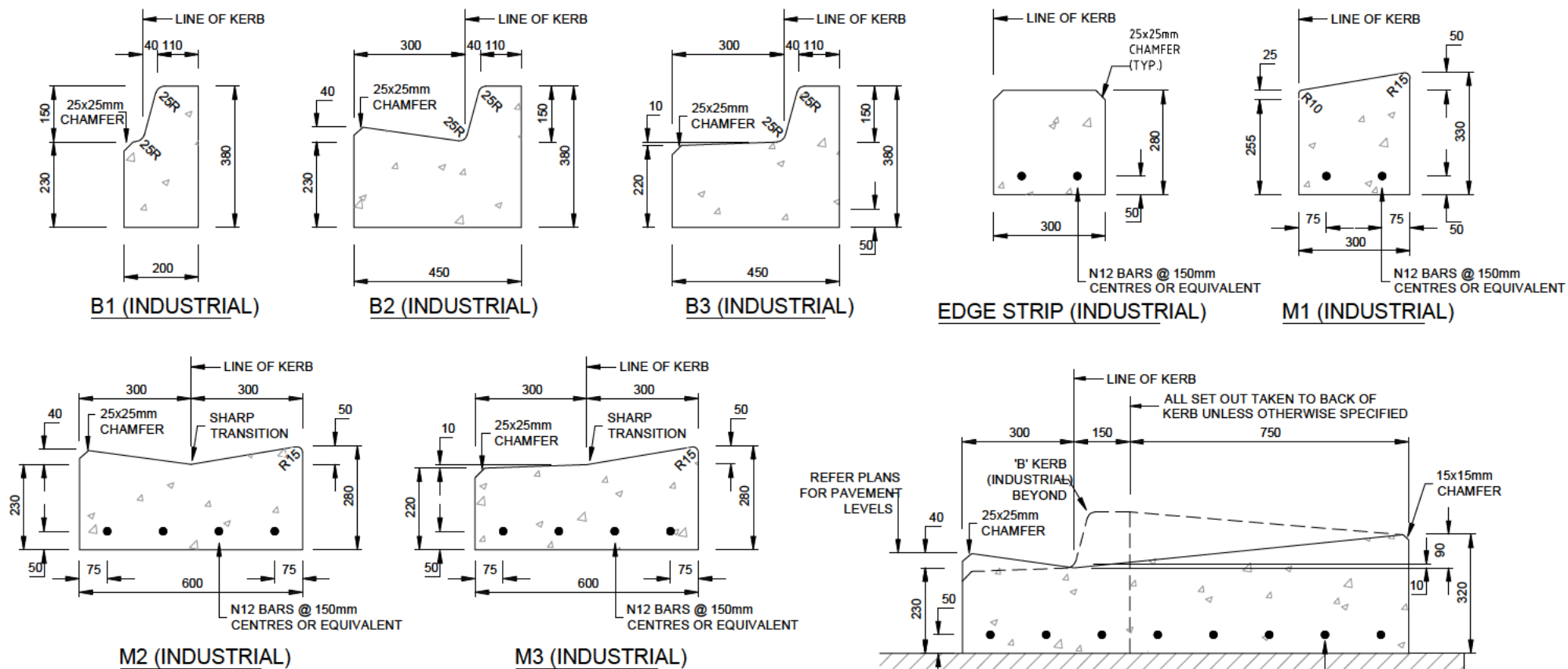
NARROMINE SHIRE COUNCIL STANDARD DRAWING

INFRASTRUCTURE DESIGN STANDARDS
NEW INDUSTRIAL VEHICLE CROSSING DETAIL

NOT TO SCALE



RD 032

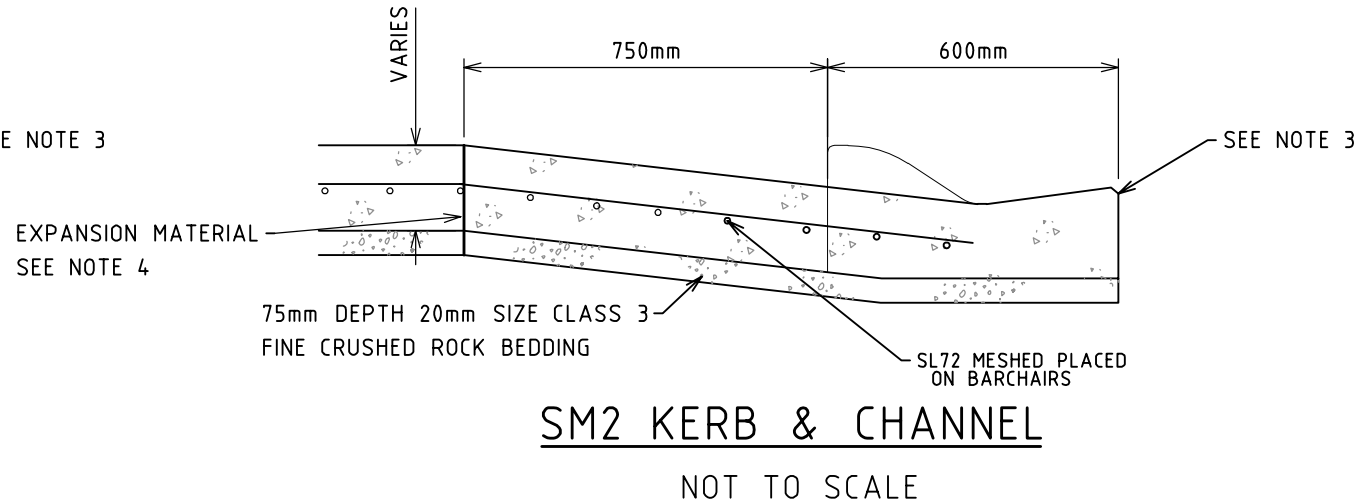
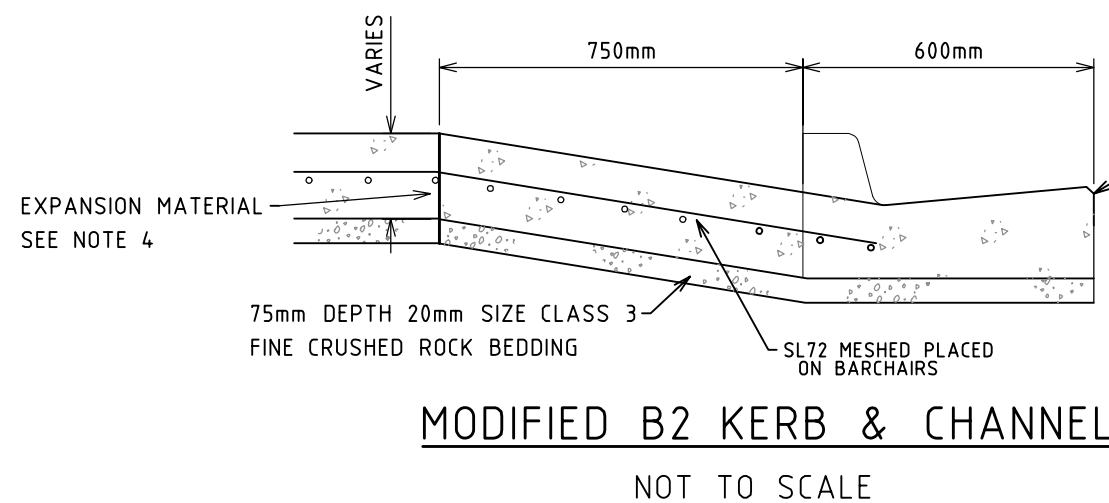


ALL MEASUREMENTS IN MILLIMETRES

NOTES:

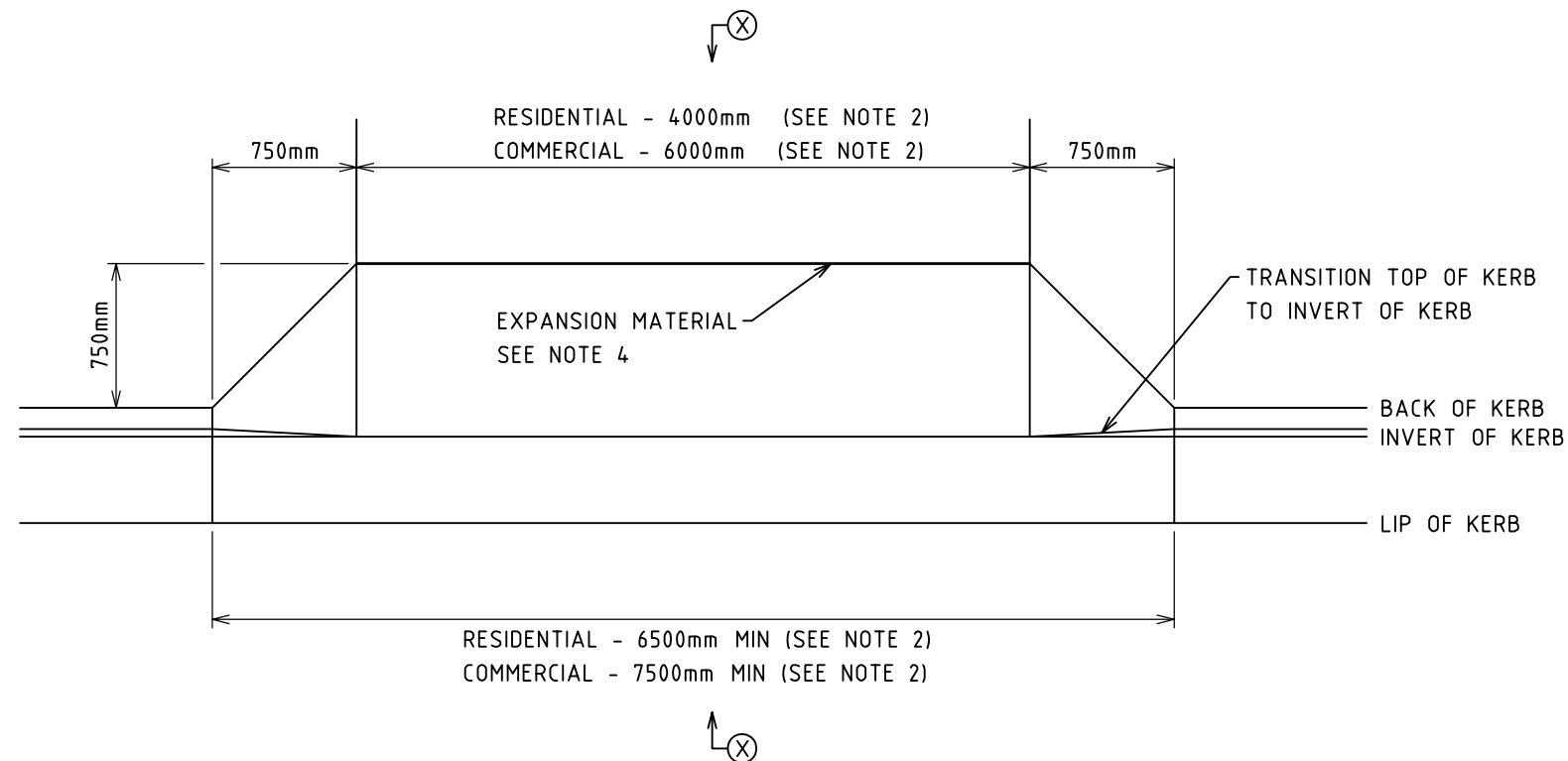
1. REFER TO AS. 2878-2000 CONCRETE KERBS AND CHANNELS FOR SPECIFIC REQUIREMENTS.
2. REFER TO AUSTRROADS GUIDE TO ROAD DESIGN PART 3: GEOMETRIC DESIGN FOR THE RECOMMENDED USE OF KERBS AND CHANNELS.
3. CONCRETE SHALL BE NORMAL CLASS N25 STANDARD STRENGTH GRADE COMPLYING WITH THE REQUIREMENTS OF AS. 1379. REFER TO VICROADS STANDARD SPECIFICATION 703 FOR REQUIREMENTS OF CONCRETE TO BE USED IN EXTRUSION MACHINES.
4. BEDDING TO BE COMPACTED CLASS 3 F.C.R. SUPPLIED BY THE CONTRACTOR UNLESS OTHERWISE DIRECTED. (REFER SD110)
5. INCREASE OVERALL KERB PROFILE (DEPTH OF CONCRETE):
 - a) 80mm FOR COMMERCIAL PROPERTIES
 - b) 80mm WITH L8TM TRENCH MESH FOR INDUSTRIAL PROPERTIES (MESH TO HAVE 40mm COVER)
6. CONCRETE TO BE SMOOTH TROWELLED FINISHED ON TRAY AND KERB.
7. CONCRETE SPONGE FINISHED ON LAYBACK.
8. CONSTRUCTION JOINTS LOCATED - 2500mm MAXIMUM SPACING - 75mm MINIMUM DEPTH
9. ELIMINATE 25mm BULLNOSE ON ALL POSITIVE FALL PEDESTRIAN CROSSINGS.
10. WIDTHS SPECIFIED IN CROSS SECTIONS ARE FACE (LINE) OF KERB MINIMUM.
11. MINIMUM CONCRETE STRENGTH TO BE 25 MPA.
12. LINE OF KERB IS USED TO DETERMINE CARRIAGEWAY WIDTHS.

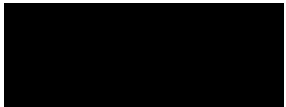
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				RD 017	



NOTES:

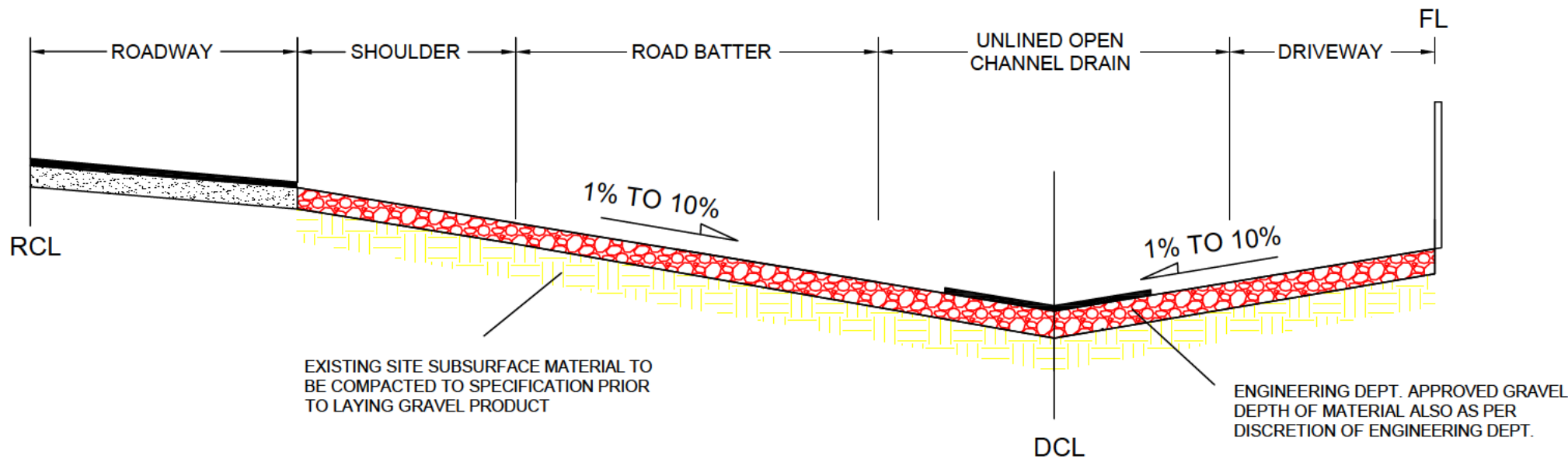
1. ALL CONCRETE TO BE PLAIN, UNCOLOURED AND BROOM FINISHED OR AS DIRECTED BY ROAD OCCUPATION OFFICER.
2. MAXIMUM WIDTHS OF DRIVEWAYS TO BE HALF THE PROPERTY FRONTAGE UP TO A MAXIMUM OF 9m WIDE.
3. SAW-CUT NEATLY ALONG EXISTING LIP OF KERB & EDGE OF SEAL AND REMOVE EXISTING KERB CAREFULLY TO AVOID BREAKING UP PAVEMENT. DAMAGED SEAL OR PAVEMENT TO BE REINSTATED TO BCSC'S SATISFACTION.
4. PLACE EXPANDITE OR APPROVED EQUIVALENT AT ALL EXPANSION & CONSTRUCTION JOINTS.
5. ALL STEEL REINFORCEMENT IN CONCRETE TO BE SUPPORTED BY BAR CHAIRS.



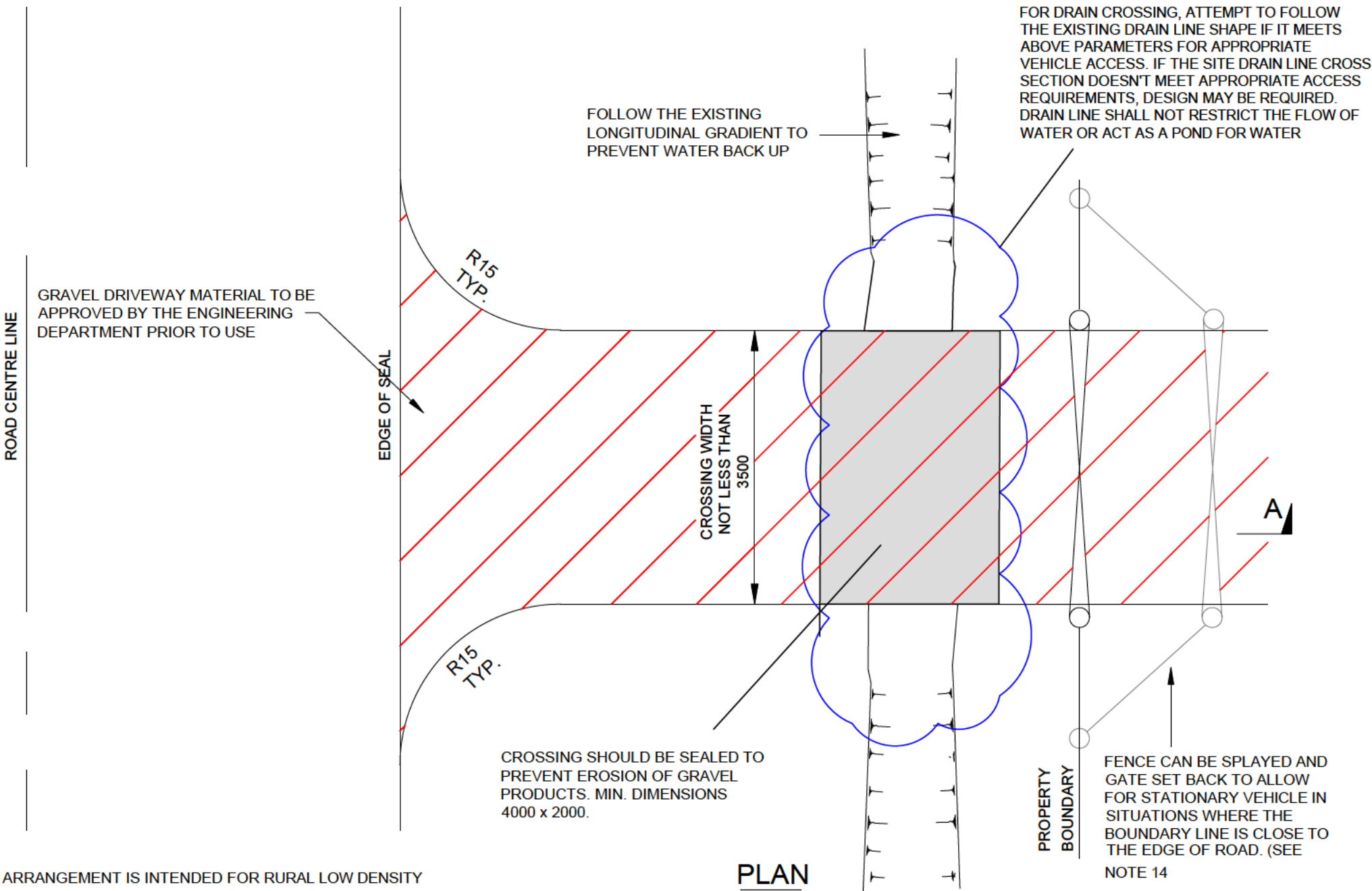
REV.	DATE	DESCRIPTION	APPROVED BY:	NARROMINE SHIRE COUNCIL STANDARD DRAWING	
1	301017	STANDARD DRAWING CREATED		ROAD INFRASTRUCTURE STANDARD	
				Vehicle Crossing Layback	
				RD 005	

DATE: 18.01.2024

Reports to Council - Infrastructure and Engineering Services



SECTION A-A



NOTES:

1. THIS ARRANGEMENT IS INTENDED FOR RURAL LOW DENSITY RESIDENTIAL ACCESS WAYS WHERE NO KERB AND GUTTER IS AVAILABLE AND COVER FOR A CULVERT IS NOT POSSIBLE
2. COUNCIL RESERVES THE RIGHT TO DIRECT THE USE OF BASE MATERIAL
3. THIS IS A TYPICAL CROSSING PLAN. SLIGHT VARIATIONS MAY OCCUR AFTER INSPECTION AND APPROVAL OF LOCATION BY COUNCIL.
4. PRIOR TO THE CONSTRUCTION, THE CROSSING LOCATION SHALL BE APPROVED BY COUNCIL.
5. ALL WORKS TO BE COMPLETED TO THE SATISFACTION OF COUNCIL
6. MAINTENANCE OF THE CROSSOVER REMAINS THE RESPONSIBILITY OF THE LAND OWNER.
7. THE CLEAR ZONE TABLE SHOWN IS A GUIDE ONLY AND FOR FURTHER ACCURATE CLEAR ZONE GUIDELINES REFER TO AUSTRROADS 'GUIDE TO ROAD DESIGN - PART 6: ROADSIDE DESIGN, SAFETY AND BARRIERS' TABLE 4.1: 'CLEAR ZONES DISTANCES FROM EDGE OF THROUGH TRAVELLED WAY'
8. TABLE DRAINS ARE NOT TO BE CLOSER THAN 1.0m FROM FENCE LINES OR SERVICES. IF NOT POSSIBLE DISCUSS WITH ENG. DEPT.
9. CROSSING PAVEMENT CAN BE SEALED WHERE ABUTS A SEALED ROAD
10. IF BITUMEN SEAL IS USED A DESIGN AND MATERIALS TO BE SPECIFIED BY COUNCIL
11. GRAVEL MATERIAL DATA SHEET TO BE SUBMITTED TO COUNCIL FROM SELECT SUPPLIER
12. COUNCIL APPROVAL IS REQUIRED PRIOR TO ANY WORKS

ALL MEASUREMENTS IN MILLIMETRES

REV.	DATE	DESCRIPTION
1	190220	DRAWING CREATED
2	110625	DRAWING UPDATED
Reports to Council - Infrastructure and Engineering Services		
Page 26		

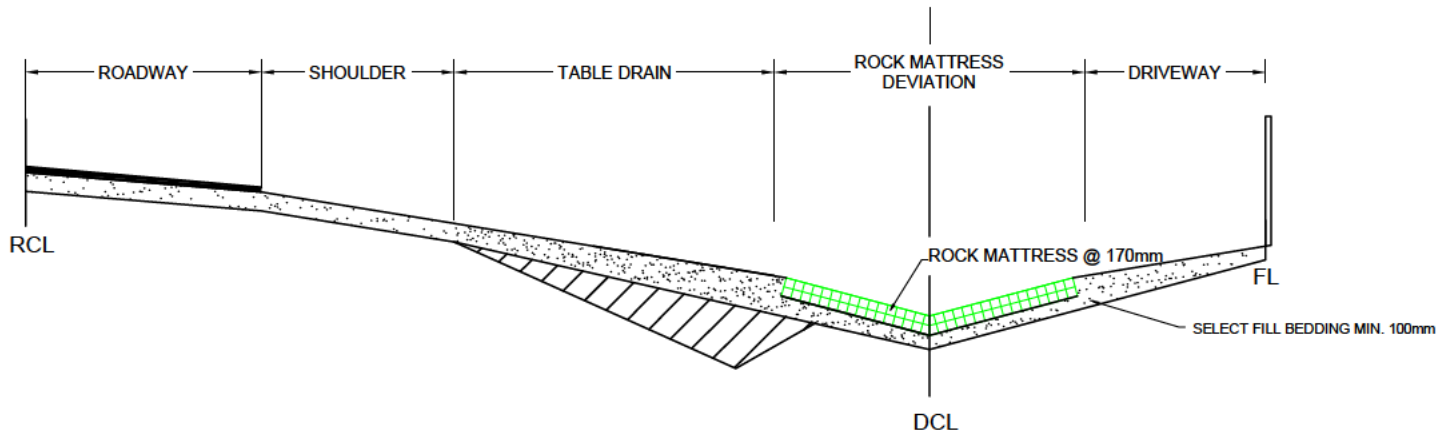
Narromine Shire Council
Manager Engineering Services
Jordan Richardson



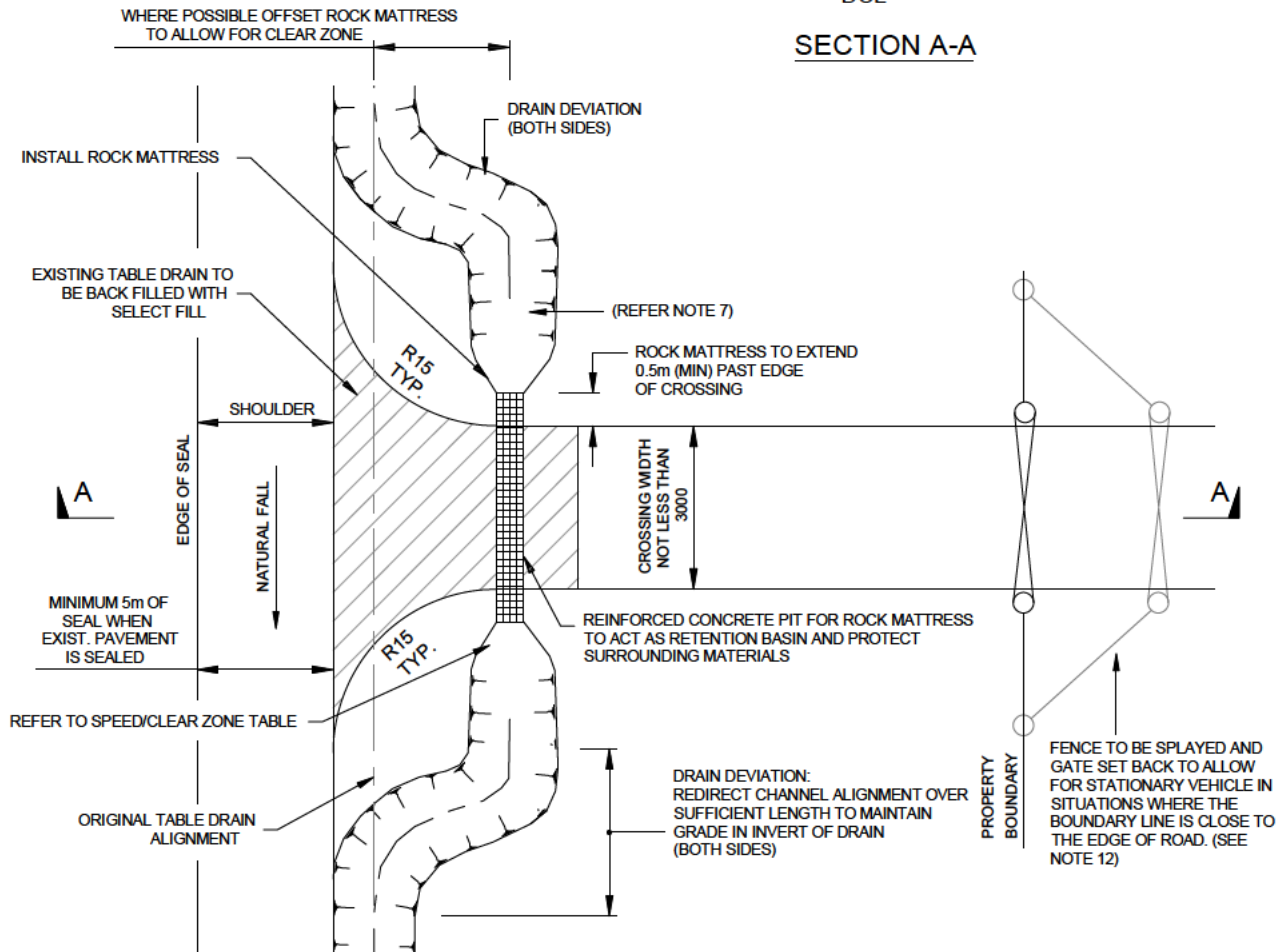
NARROMINE SHIRE COUNCIL STANDARD DRAWING
INFRASTRUCTURE DESIGN STANDARDS
UNLINED OPEN CHANNEL DRAIN CROSSING

NOT TO SCALE

RD 054



SECTION A-A



PLAN

NOTES:

1. THIS ARRANGEMENT IS INTENDED FOR RURAL LOW DENSITY RESIDENTIAL & FARMING ACCESS WAYS.
2. COUNCIL RESERVES THE RIGHT TO DIRECT THE USE OF BACKFILL MATERIAL
3. THIS IS A TYPICAL CROSSING PLAN. SLIGHT VARIATIONS MAY OCCUR AFTER INSPECTION AND APPROVAL OF LOCATION BY COUNCIL.
4. PRIOR TO THE CONSTRUCTION, THE CROSSING LOCATION SHALL BE APPROVED BY COUNCIL.
5. ALL WORKS TO BE COMPLETED TO THE SATISFACTION OF COUNCIL
6. MAINTENANCE OF THE CROSSOVER REMAINS THE RESPONSIBILITY OF THE LAND OWNER.
7. THE CLEAR ZONE TABLE SHOWN IS A GUIDE ONLY AND FOR FURTHER ACCURATE CLEAR ZONE GUIDELINES REFER TO AUSTRROADS 'GUIDE TO ROAD DESIGN - PART 6: ROADSIDE DESIGN, SAFETY AND BARRIERS' TABLE 4.1: 'CLEAR ZONES DISTANCES FROM EDGE OF THROUGH TRAVELLED WAY'
8. TABLE DRAINS ARE NOT TO BE CLOSER THAN 1.0m FROM FENCE LINES OR SERVICES.
9. CROSSING PAVEMENT TO BE SEALED WHERE ABUTS A SEALED ROAD
10. COUNCIL APPROVAL IS REQUIRED PRIOR TO ANY WORKS
11. IF PROPERTY IS TO BE OCCUPIED THEN DWG033 - CULVERT CROSSING IS TO BE USED

12. GATE OFFSET DIMENSIONS:

STANDARD VEHICLE TYPE	MINIMUM GATE OFFSET FROM EDGE OF THROUGH LANE (m)
CAR (5.0m)	8.2
RIGID TRUCK (12.0m)	12.5
SEMI (19.0m)	22
B-DOUBLE (25.0m)	28

ALL MEASUREMENTS IN MILLIMETRES

REV.	DATE	DESCRIPTION
1	190220	DRAWING CREATED

APPROVED BY:

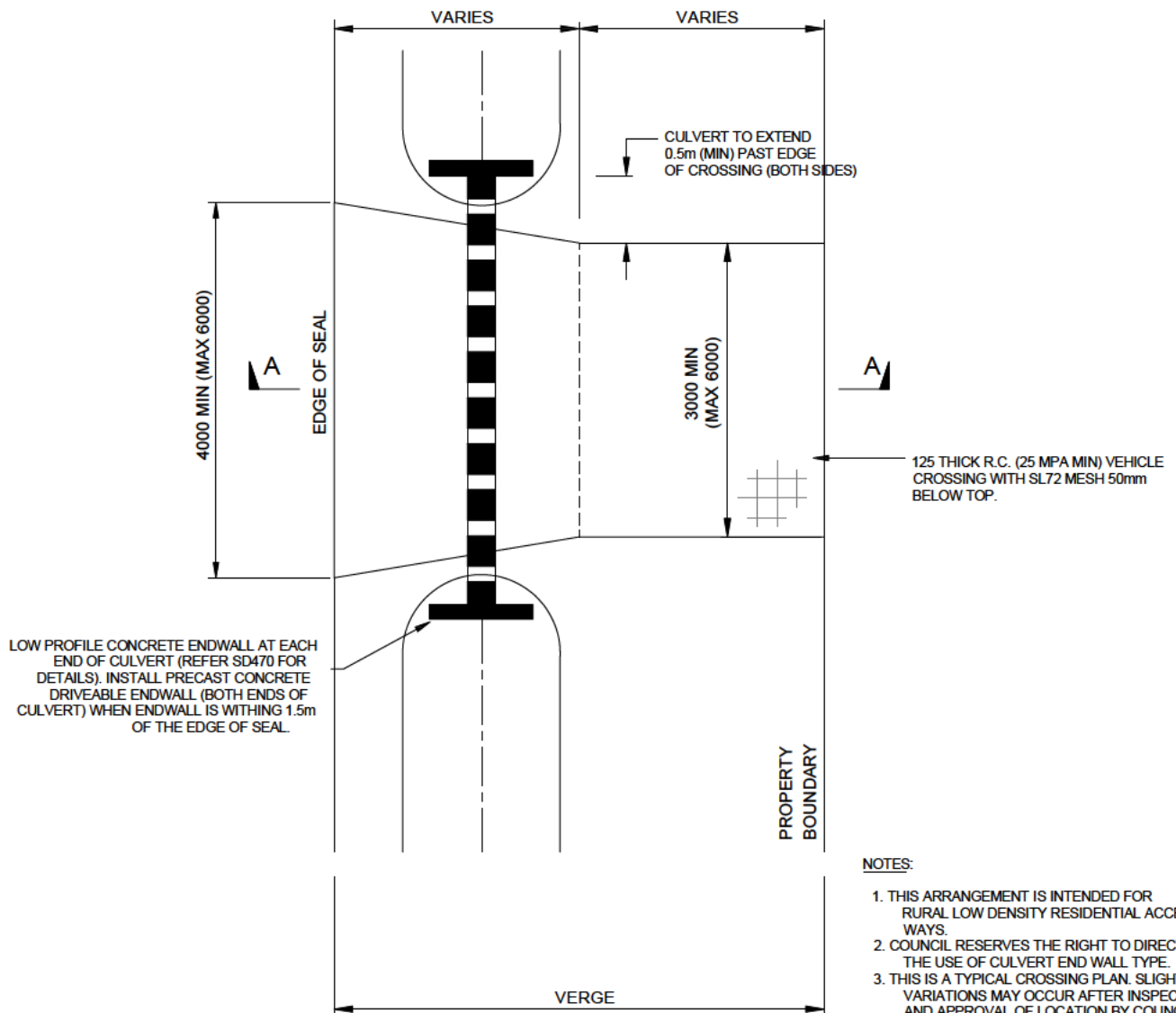
DATE:

NARROMINE SHIRE COUNCIL STANDARD DRAWING
INFRASTRUCTURE DESIGN STANDARDS
ROCK MATTRESS VEHICLE CROSSING

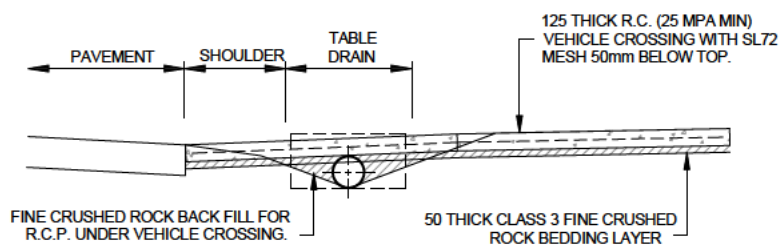
NOT TO SCALE



RD 051



PLAN



SECTION A-A

ALL MEASUREMENTS IN MILLIMETRES

NOTES:

1. THIS ARRANGEMENT IS INTENDED FOR RURAL LOW DENSITY RESIDENTIAL ACCESS WAYS.
2. COUNCIL RESERVES THE RIGHT TO DIRECT THE USE OF CULVERT END WALL TYPE.
3. THIS IS A TYPICAL CROSSING PLAN. SLIGHT VARIATIONS MAY OCCUR AFTER INSPECTION AND APPROVAL OF LOCATION BY COUNCIL.
4. PRIOR TO THE CONSTRUCTION, THE CROSSING LOCATION SHALL BE APPROVED BY COUNCIL.
5. ALL WORKS TO BE COMPLETED TO THE SATISFACTION OF COUNCIL.
6. MAINTENANCE OF THE CROSSOVER REMAINS THE RESPONSIBILITY OF THE LAND OWNER.
7. DRIVEABLE ENDWALLS TO BE USED WITHIN 1.5m OF THE EDGE OF SEAL.
8. TABLE DRAINS ARE NOT TO BE CLOSER THAN 1.0m FROM FENCE LINES OR SERVICES.
9. CULVERT TO BE LOCATED AT LEAST 600mm FROM EDGE OF SEAL.

REV.	DATE	DESCRIPTION
1	231118	DRAWING CREATED

APPROVED BY:

DATE:

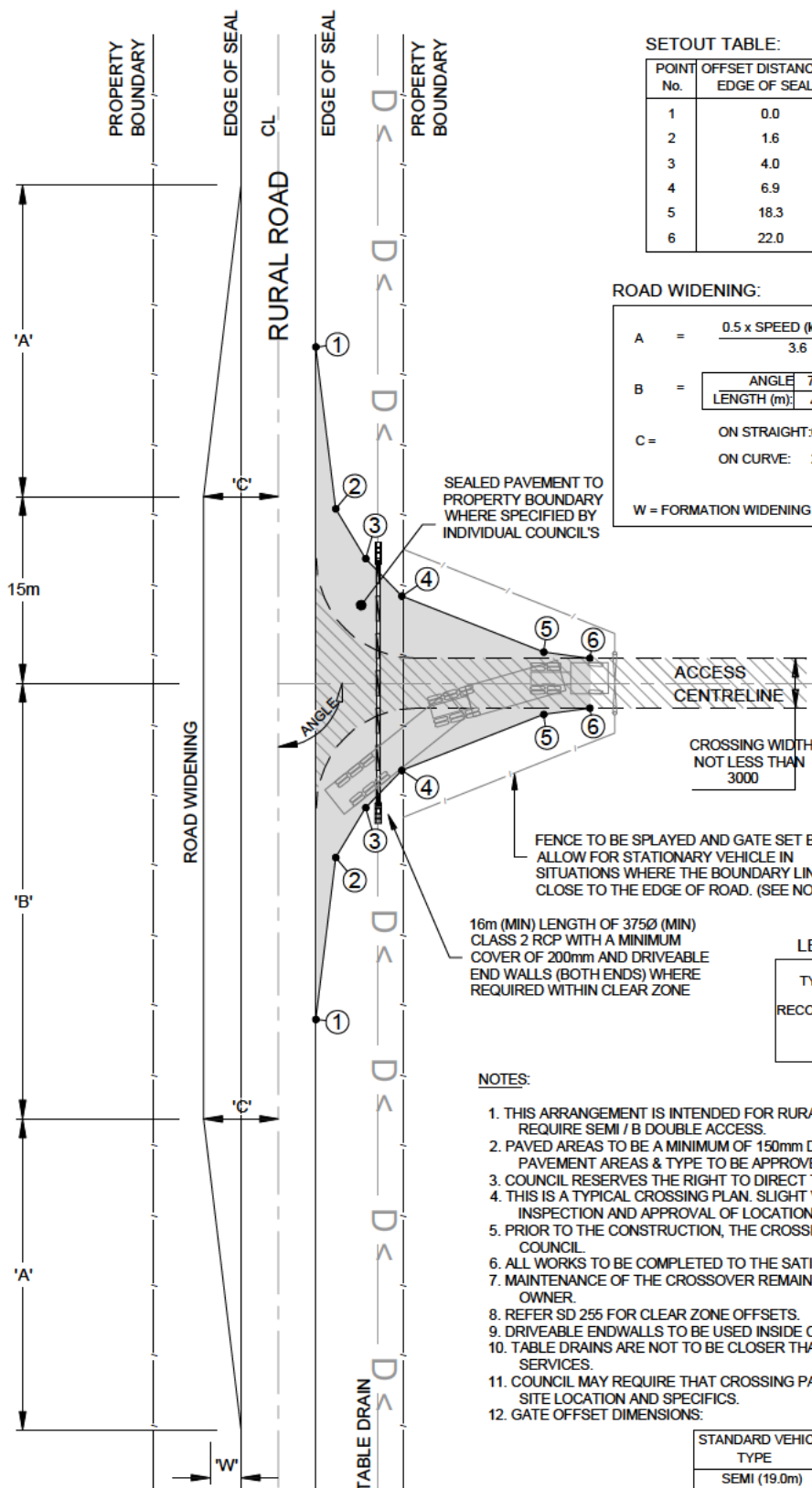
NARROMINE SHIRE COUNCIL STANDARD DRAWING

INFRASTRUCTURE DESIGN STANDARDS
TYPICAL SWALE DRAIN VEHICLE CROSSING - URBAN

NOT TO SCALE



RD 034



SETOUT TABLE:

POINT No.	OFFSET DISTANCE FROM EDGE OF SEAL (m)	OFFSET DISTANCE FROM ACCESS CENTRELINE (m)
1	0.0	27.0
2	1.6	14.0
3	4.0	10.0
4	6.9	7.0
5	18.3	2.5
6	22.0	2.0

ROAD WIDENING:

A	=	$\frac{0.5 \times \text{SPEED (km/h)} \times W \text{ (m)}}{3.6}$								
B	=	<table><tr><td>ANGLE</td><td>70°</td><td>90°</td><td>110°</td></tr><tr><td>LENGTH (m)</td><td>40</td><td>35</td><td>30</td></tr></table>	ANGLE	70°	90°	110°	LENGTH (m)	40	35	30
ANGLE	70°	90°	110°							
LENGTH (m)	40	35	30							
C	=	ON STRAIGHT: 6.0m (MIN) ON CURVE: $2 \times (3.0\text{m} + \text{CORRESPONDING WIDENING FOR CURVE RADIUS})$								
W	=	FORMATION WIDENING (IF REQUIRED BY COUNCIL)								

LEGEND:

TYPICAL EXISTING ACCESS =	
RECOMENDED ACCESS SPLAY =	
AREA TO BE SEALED =	

NOTES:

1. THIS ARRANGEMENT IS INTENDED FOR RURAL / FARMING ACCESS WAYS THAT REQUIRE SEMI / B DOUBLE ACCESS.
2. PAVED AREAS TO BE A MINIMUM OF 150mm DEPTH COMPACTED GRAVEL. PAVEMENT AREAS & TYPE TO BE APPROVED BY COUNCIL.
3. COUNCIL RESERVES THE RIGHT TO DIRECT THE USE OF CULVERT END WALL TYPE.
4. THIS IS A TYPICAL CROSSING PLAN. SLIGHT VARIATIONS MAY OCCUR AFTER INSPECTION AND APPROVAL OF LOCATION BY COUNCIL.
5. PRIOR TO THE CONSTRUCTION, THE CROSSING LOCATION SHALL BE APPROVED BY COUNCIL.
6. ALL WORKS TO BE COMPLETED TO THE SATISFACTION OF COUNCIL.
7. MAINTENANCE OF THE CROSSOVER REMAINS THE RESPONSIBILITY OF THE LAND OWNER.
8. REFER SD 255 FOR CLEAR ZONE OFFSETS.
9. DRIVEABLE ENDWALLS TO BE USED INSIDE CLEARZONE.
10. TABLE DRAINS ARE NOT TO BE CLOSER THAN 1.0m FROM FENCE LINES OR SERVICES.
11. COUNCIL MAY REQUIRE THAT CROSSING PAVEMENT BE SEALED DEPENDING ON SITE LOCATION AND SPECIFICS.
12. GATE OFFSET DIMENSIONS:

STANDARD VEHICLE TYPE	MINIMUM GATE OFFSET FROM EDGE OF THROUGH LANE (m)
SEMI (19.0m)	22
B-DOUBLE (25.0m)	28

ALL MEASUREMENTS IN MILLIMETRES

REV.	DATE	DESCRIPTION
1	231118	DRAWING CREATED

APPROVED BY:

DATE:

NARROMINE SHIRE COUNCIL STANDARD DRAWING
INFRASTRUCTURE DESIGN STANDARDS
TYPICAL B DOUBLE VEHICLE CROSSING - RURAL

NOT TO SCALE



RD 035



PUBLIC GATE AND BYPASS POLICY

Adopted by Council on xx xxx xxxx

(Resolution NO. 0000/000)

Objective

The objective of this Policy is to reduce public liability issues associated with gates and grids and ensure the safety of road users within the Narromine Shire Local Government Area. Specifically, this Policy aims to:

- Establish an approval system;
- Identify standards for construction;
- Define maintenance responsibilities for owners of grids and gates;
- Establish registration requirements; and
- Ensure that the location of gates and grids provides a safe road for use by road users.

For reasons of public safety, road maintenance and risk management, Council's preference is:

- for Gates and Grids not to be installed on public roads; and
- where they are installed to be removed as soon as possible after they are no longer required.

Introduction

Stock grids and gates are structures constructed on a road for the purpose of controlling stock movements and as such are only of benefit to the landowner.

The Roads Act 1993 (NSW) requires any new or existing structures on a public road to have a permit from the Road Authority (as defined by the Roads Act 1993 (NSW)).

Public Gate Permit

Council is given the ability to issue a Public Gate Permit under the Roads Act 1993 and the Roads (General) Regulation 2000. A Public Gate Permit can only be granted where the following conditions are met:

1. The road must be unfenced on at least one side
2. The road must pass through a parcel of land owned by the applicant
3. The Public Gate must be placed at a point where the road intersects a boundary fence.

In addition to these legislative requirements, Council requires the following conditions to be met before an application for a Public Gate Permit can be considered:

1. The road must not be classified as a State Road or Regional Road
2. The road must not be classified as Class 1 Arterial Road, Class 2 Sub Arterial Road or Class 3 Collector/Distributor/School Bus Road under Council's Road Hierarchy System.

The bypass for a public gate shall take the form of a stock grid (hereinafter referred to as *grid*) constructed along the line of the road and the public gate shall be located to the side of the stock grid.

Licence Agreement

The owner/owners of the land adjacent to the grid will be regarded as the owners of the grid. They will be required to enter into an agreement with Council for both the construction and maintenance of the grid in accordance with the specifications, standards and requirements of this document.

All costs associated with the construction and maintenance of a Public Gate and Bypass is the responsibility of the owner of the land parcel to whom the Public Gate Permit has been granted.

The responsibility for the Public Gate and Bypass Permit is also transferred with the sale of the land.

This management plan requires an annual compliance check by the Public Gate and Bypass Permit holder to ensure that the structure is being maintained to a satisfactory standard and that appropriate Public Liability Insurance cover is held by the Public Gate Permit holder.

Issuing of Permits

- Narromine Shire Council, as a roads authority within the Narromine Shire Local Government Area, is authorised to issue permits for gates and grids in accordance with the Roads Act 1993 (NSW) and the Roads Transport (General) Regulation 2021 (NSW).
- Installation of new grids will only be considered where the cost of fencing is substantially more than the cost of installing a new grid. The cost of a grid is calculated regarding the following:
 - The cost to construct the to 'public road standard';
 - The cost to construct an associated bypass track; and
 - The cost to install associated signage.
- Applications for a permit for gates and grids will be considered by Council on their merits, pursuant to the following:
 - The location must meet the safety requirements established by the Council;
 - Gates are not permitted on formed public roads (notwithstanding that a gate shall be installed as an adjunct to any approved grid); and
 - The applicant must show that fencing the road is not a viable alternative to the provision of a gate or grid.

- For a Permit to remain in place for a Structure, the following conditions must be met:
 - Safety is maintained for all road users;
 - No alternative (such as fencing) to the installation of a Structure is viable;
 - The gate is placed at a point where the road intersects a boundary fence;
 - The road where the Structure is (proposed or pre-existing) is not classified as a State or Regional Road;
 - Gates are to only be installed as an adjunct to an approved grid on a formed public road;
 - The owner shall keep the Structure in a reasonable state that is of satisfactory condition to the Council at their own expense; and
 - The owner shall effect repairs to the Structure at their own expense that Council may require.

Submitting an Application

To apply for a Public Gate Permit, the owner of land through which the public road passes must complete a Public Gate Permit Application form (attached) and pay the application fee, advertising fee and construction bond as described in Council's Management Plan.

For further explanation of the procedure to be followed refer to Appendix A – Flowchart for New Applications for a Public Gate Permit and Appendix B –Public Gate Permit Application Form.

Application Refused

If an application refused the application fee will not be refunded and the applicant advised in writing that the application has been rejected.

Unregistered (Illegal) Public Gate and Bypass

Unless the owner of land through which the public road passes is able to produce evidence that a Public Gate and Bypass Permit has been issued for the structure, the structure will be regarded as unregistered (illegal). The owner of the unregistered Public Gate and Bypass will be required to lodge a Public Gate Permit Application with Council.

The applicant will be required to identify whether the condition of the structure complies this policy and to advise Council of the current Public Liability Insurance details for the structure to enable a permit to be issued.

In the case where the current condition of the structure does not comply with the appropriate standards Council will advise the owner of the appropriate measures to be taken. These may include:

- Elimination of the Public Gate and Bypass by fencing the road reserve
- Upgrading the structure to current standards
- Replacement of the structure to current standards.

Request for Submissions

When an unregistered Public Gate or Bypass is brought to Council's attention, a standard letter is to be sent to all surrounding land owners, requesting submissions concerning the removal of the specified structure, within a period of 30 days. The letter may also indicate the results of the field inspection which initiated the letter. In conjunction with the issuing of the letter to the responsible parties, a notice will be placed on the specific grid/gate. All responses received will be judged on merit and a decision on the future of the grid will be made by the Director of Engineering Services.

Removal of Public Gate and Bypass

If no response is received following a request for submissions Council will take action to remove any structure from the road reserve. The adjoining land owners are to be notified a minimum of 30 days prior to the removal of the structure to allow provisions to be made for the containment of stock. The containment of any livestock always remains the responsibility of the land owner and Council bears no responsibility for damage, injury or loss arising from loose livestock.

The cost of removing the structure and impounding of any livestock are able to be recovered by Council from the adjoining land owners. Where an adjoining landowner has fully fenced the road frontage of their property they will not be required to contribute to the cost of removing the structure. Any materials salvaged will become the property of Council.

Development Of Land

Assessment of Public Gates and Bypasses

Where a Development Application for land is received, the future of any existing grids pertinent to that land will be considered as part of the planning process.

Where the structure does not comply, Council will revoke the existing Public Gate Permit as part of the approval conditions of the Development Application and the applicant shall be responsible for the removal of the grid and stock gate in accordance with this policy. If any existing Public Gate and Bypass is not deemed to be appropriate to the proposed development or is unregistered, Council may require the removal of any existing Public Gate and Bypass and the fencing of the road reserve, despite compliance with the criteria listed in other parts of this document.

Transfer of Public Gate Permits

Council will determine the land parcel to which the Public Gate Permit is pertinent in the Development Application approval. Existing Public Gates and Bypasses will become the responsibility of the owner of the new parcel of land created by the subdivision process and the Public Gate and Bypass Register will be amended to record the new land parcel responsible.

Additional Public Gates and Bypasses

No new Public Gates and Bypasses shall be allowed in excess of those already in existence. Where possible existing Public Gates and Bypasses shall be made redundant and removed as part of the development. In general, fencing shall be required to be carried out as part of the development application process, rather than the provision of a Public Gate and Bypass.

Construction Standards

- Council staff are to act in the best interest of the road user when determining requirements in relation to a Structure.
- Council will not consider permitting new public gates unless at the boundary of a property where there are no other landowners beyond that point. All other gates must be removed.
- Minimum acceptable standard for gates on public roads:
 - The minimum width of a gate shall be 7.3 metres;
 - Adequate sight distance must be available along each direction of approach;
 - Gate must not be locked at any time;
 - Gates must be aluminium or painted white;
 - Gates must be affixed with reflectors upon each side (displaying red reflectors on the left hand side and white reflectors on the right hand side for approaching traffic); and
 - A notice must be attached to both sides of the gate, bearing the words "PUBLIC GATE" in letters at least 75 millimetres high.
- Minimum acceptable standard for grids on public roads:
 - Grids must be at least 3.85 metres wide;
 - Grids must have a minimum carrying capacity of 42 tonnes;
 - Grids must be installed by way of a pit dug into the road and covered with an open grille so as to enable road users to travel over it;
 - Grids must be affixed with markers (sign D4-3A) on both sides of the grid and on both approaches;
 - Advanced warning signs must be erected on both approaches, 100 metres in advance of the grid bearing the word "GRID" (sign W5-16B); and
 - The road must be constructed and gravelled at least 6 metres wide for a distance of at least 20 metres on both approaches to the grid.

Maintenance

- Council requires the Owner to keep the Structure in a reasonable state so as to no impede the movement of any road user.
- The Owner shall indemnify Council against all claims and demands in relation to the Structure.
- If an inspection by Council identifies that works are required to the Structure, Council will notify the owner in writing.
- The Owner has 30 days from notification from Council that the Structure requires works to rectify the issues identified by Council.
- The Owner may seek an extension to the 30 days from Council upon agreement of Council.
- If issues are not rectified at the conclusion of the 30 days (or other period as approved) Council may perform works necessary to rectified the issue or remove the Structure and recover all associated costs from the Owner.

Council Managed Road Maintenance

If Council is required to perform maintenance or upgrade of a public road where a Structure is located, the Structure will be upgraded to meet legislated and Council's specifications. The responsibilities in such cases are as follows:

- The Owner will:
 - Reimburse Council for the costs incurred to upgrade the Structure to the relevant standards; and
 - Maintain the Structure once Council has handed the asset back to the Owner.
- Council will:
 - Notify the Owner of their intention to upgrade the public road, including any structures located along it, at least seven (7) days prior to the commencement of works; and
 - Remove any replaced infrastructures (including grids, abutments and signage) and deliver them to a location that is mutually agreed upon to by the Owner.

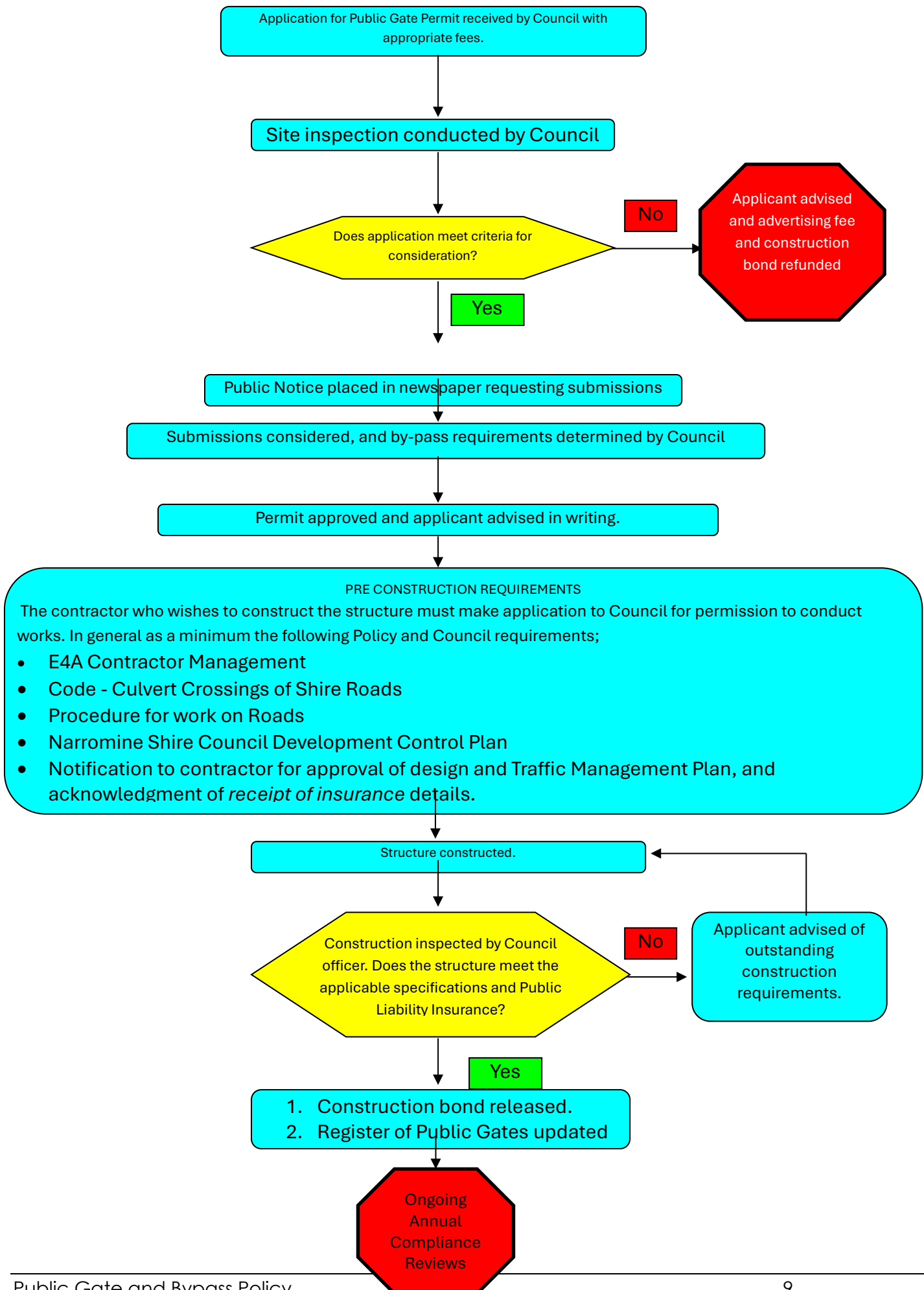
Removal

- Unauthorised structures on public roads are considered obstructions and are therefore illegal and require removal.
- Where possible, Council shall encourage the removal of structures from public roads.
- If Council determines that the Structure is in such a state of disrepair as to constitute a danger to traffic, it is to be removed or repaired immediately.
- All of Council's costs associated with the maintenance or removal of structures will be recovered from the Owner and all materials salvaged shall remain the property of Council.

Insurance

Each structure must have \$20 million public liability insurance both during construction and after approval.

APPENDIX A – FLOWCHART FOR APPLICATIONS FOR A PUBLIC GATE PERMIT



APPENDIX B - PUBLIC GATE PERMIT APPLICATION FORM

All Communications to be addressed to:

Narromine Shire Council Email: mail@Narromine.nsw.gov.au Narromine NSW 2821	Phone: 6889 9999
---	------------------

APPLICATION FOR PERMITTO ERECT OR ALTER A PUBLIC GATE OR BYPASS (GRID)

Sections 128 & 133 Roads Act 1993

To: Director of Engineering Services

PO Box 115

NARROMINE NSW 2821

As an occupier of land through which an unfenced public road passes, I hereby apply for permission to erect a Public Gate/Grid across;

.....at a distance of.....km from
 (Road Name)

.....
 (Nearest cross road)

On the boundary of Lot.....Section.....DP.....

and Lot.....Section.....DP.....Parish.....

Location of Public Gate/Grid:

At the site of the proposed Public Gate/Grid wooden pegs or stakes are to be placed either side of the road and marked "Public Gate". The application is to be accompanied by 2 copies of the following;

(a) Plan of Site: The site plan is to be drawn to scale and show locations of the proposed Public Gate, Grid, road reserve, boundary fences, connecting fences, distance along road from property boundaries, road drainage, natural features (eg steep slopes, bogs, trees) and any obstacles which could affect use of the proposed Public Gate.

(b) Locality Plan: The site of the proposed grid and gate is to be clearly marked on a photocopy of a Parish map or 1:25,000 topographical map.

(c) Attachments to Application to Erect a Public Gate/Grid: This attachment is to be signed by all adjoining land owners showing their consent to the application.

Name:.....

Signature of Applicant:.....

Date: Address.....

Note: If this application is approved the Gate is to be constructed to Council specifications and if Council deems that a by-pass is required then the by-pass is to be constructed as per Council's Public Gates and Bypasses Policy.

Fees:

- Application/inspection for installation/registration of 1 gate only:(\$ +\$ GST) \$
- Application/inspection for installation or registration of additional gate when installing 2 or more gates on one property; (\$ +\$ GST) \$
- Advertisement in the local newspaper estimated at (\$ +\$ GST)\$
- Construction bond (\$ GST exclusive) to be refunded upon satisfactory completion of construction

_____Refer to Council's current fees and

Charges)_____

OFFICE USE ONLY

Public Gates/Grids: Job No:

Advertisement : Job No:

Construction Bond:

Assessed Fee:

Date Received:

Receipt No:

I understand that the application and approval (if granted) will be subject to the conditions set out below;

- ❖ Provision of adequate description and sketch for consideration of this application.
- ❖ The applicant indemnifies Council against any Claims made against Council and which arises directly from the acts or omissions of the applicant, its employees, agents, contractors, and/ or invitees on Council's property.

"Claims" means all claims, demands, proceedings, litigation, or other action a party is entitled to bring in relation to all losses (including profits & consequential losses), damages, costs, expenses, fees and charges of any nature whatsoever suffered or incurred by that party.

- ❖ Payment of a fee as listed in Council's Management Plan.
- ❖ Following approval;
 - Provide engineering plans for approval
 - Provide a Certificate of Currency, from an authorised Insurer; Confirming Public Liability Insurance in the sum of \$20 million noting cover for the public gate and motor bypass subject of this application and noting Council's interests
- ❖ During construction the applicant will;
 - Accept responsibility and indemnify Council, as per 2. above, for damage to power lines, water mains, telephone/ communication lines, road surfaces or other services,
 - Undertake all work in compliance with Occupational Health & Safety legislation and Roads Act in force in NSW at the time and Australian Standards for signage.
 - Provide a Certificate of Currency, from an authorised Insurer; Confirming Public Liability Insurance in the sum of \$20 million noting cover for the public gate and motor bypass subject of this application and noting Council's interests
- ❖ Following construction the applicant agree to;
 - Insurance
 - Maintain insurance as described above.
 - Provide Council with a Certificate of Currency following each renewal period, or annually.
 - Maintenance

- maintain the public gate and motor bypass in line the approved plans and standards.
- maintain signage in line with Australian Standards
- undertake maintenance, or other work, on the public gate and motor bypass as directed by Council.
- The applicant agrees to pay Council for any work done on the public gate and motor bypass as a result of the applicant's failure to maintain or undertake work as required/ directed.

If the Applicant fails to pay Fees and Charges on the due date, the Applicant agrees to pay all legal costs and collection charges incurred in the recovery of the debt. If the Applicant fails to pay Fees and charges on the due date Council may also charge the Applicant a commercial rate of interest on any amount owing.

I have read and understand the conditions set out above and wish to proceed with my application under those conditions.

.....

Signature of Applicant

.....

Date



DRINKING WATER QUALITY POLICY

Version No.	Responsible Department	Prepared By	Date First Created	Review Date	Adopted Date Resolution No.
1.0	Engineering & Infrastructure Services	Project Officer	16 August 2019	4 years	9 October 2019 – Resolution No 2019/264
<u>2.0</u>	<u>Infrastructure and Engineering Services</u>	<u>Manager Utilities</u>	<u>June 2025</u>	<u>4 years</u>	<u>TBC</u>

1. PURPOSE

Narromine Shire Council ("Council") is committed to the sustainable supply and management of safe, high quality drinking water in the community. This policy provides a basis for the operation of Council's water supply involving catchments, storages, water treatment facilities and the distribution system. Council has three distinct water supply systems, Narromine, Trangie and Tomingley, this policy applies to all systems.

2. POLICY STATEMENT

Council is responsible for providing a safe, reliable and cost effective drinking water supply, which is customer focused, enhances the environment and caters for the sustainable growth of the Shire¹. ~~There is~~Council is a committed~~ment~~ to consistently meeting or exceeding the 2011 Australian Drinking Water Guidelines (ADWG), as well as consumer and other regulatory requirements. Council will implement and maintain a drinking water quality management system consistent with the ADWG and NSW Public Health Regulations to effectively manage the risks associated with public and environmental health.

This policy establishes a foundation for developing more detailed guiding principles and implementation strategies. It outlines broad issues and requirements, including:
~~This policy provides a basis for developing more detailed guiding principles and implementation strategies. As such it addresses broad issues and requirements, such as:~~

- Commitment to responsible use of water, and the application of a ~~risk based~~risk-based management approach;
- Recognition and compliance with relevant regulations and other requirements;
- Communication, engagement and partnership arrangements with ~~agencies with relevant expertise, employees, contractors, stakeholders and with water users~~Council operations staff, state and federal agencies and expert consultants;
- ~~Council's intention~~Commitment to adopt best-practice management and a multiple-barrier approach for raw-treated water supply;
- Commitment to ~~C~~continuous improvement in managing the treatment and use of drinking water; and
- Commitment to ~~Considering the opinions and requirements of all partnership collaboration with~~ agencies, employees, other stakeholders and the wider community.
- Commitment to continuous improvement
- Commitment to staff professional development in water treatment and water system management

~~Council will ensure that all staff involved in water supply will understand, implement, maintain and continuously improve the water management system.~~

~~Staff membership and participation in professional associations dealing with management and use of drinking water is encouraged.~~

¹ Narromine Shire Council Water Asset Management Plan (AMP 1) – Levels of Service

3. POLICY PROVISIONS

Council supports and promotes the responsible and sustainable use of water and the application of a management approach that consistently meets the Australian Drinking Water Quality Guidelines as well as regulatory requirements.

To achieve this Council will:

- Ensure that protection of public and environmental health is recognised as being of paramount importance;
- Maintain communication and partnerships with all relevant agencies involved in the management of water resources;
- Engage appropriate scientific expertise in developing and operating the water schemes;
- Meet the cost of providing water by applying appropriate cost recovery practices;
- Recognise the importance of community participation in decision-making processes and the need to ensure that community expectations are met within a sustainable framework;
- Manage water quality at all points along the delivery chain from source to the ~~water user~~ consumer;
- Use a risk-based approach in which potential threats to water quality are identified and controlled ~~or eliminated~~;
- Integrate the needs and expectations of our water users, communities and other stakeholders, regulators and employees into ~~the water~~ planning processes;
- ~~Establish—Undertake~~ regular monitoring of ~~control measures~~ the ~~water distribution network~~ and establish effective reporting mechanisms to provide relevant and timely information to Council, Regulators and key stakeholders ~~to, and~~ promote confidence in the water supply ~~system~~ and its management;
- ~~Develop and maintain~~ appropriate contingency planning and incident-response capability to efficiently manage Council's response to drinking water quality incidents.
- Participate in and support appropriate research and development activities to ensure continuous improvement ~~in and continued~~ understanding of water issues and performance;
- Participate in ~~working groups to create~~ setting industry regulations and guidelines, and other standards relevant to public health and the water cycle.
- Ensure a continued understanding of drinking water quality issues and efficient operation of water supply schemes through employee training and education; and
- Continually improve ~~Council~~ our practices by assessing performance against corporate commitments and stakeholder expectations.

4. DEFINITIONS

Drinking Water – Water, provided by Council ~~through the water supply system that is appropriate and,~~ intended primarily for human consumption.

5. LEGISLATIVE OBLIGATIONS AND/OR RELEVANT STANDARDS

This policy has been developed to be consistent with the following legislative requirements:

- Water Management Act, 2000
- Local Government Act, 1993
- Australian Drinking Water Guidelines [Version 3.8 Updated September 2022](#)
- National Water Quality ~~Management~~ Strategy, 2024~~18~~
- NSW Public Health Act 2010 No 127
- NSW Public Health Regulation 2022~~12~~

6. PERFORMANCE INDICATORS

The effectiveness of this policy will be measured by:

- [Compliance with the Drinking Water Quality Management Plan.](#)
- [Compliance with NSW Health Regulations and Triple Barrier Requirements](#)
- Customer feedback.
- [Drinking water usage](#)
- [Internal Audit preparation for ISO-31000 Drinking Water Audit](#)
- [External ISO-31000 Drinking Water Quality Audit](#)
- Audits by Health NSW Drinking Water Unit

7. REVIEW

The Drinking Water Quality Policy and associated management plans will be reviewed every four (4) years, or as required.