

INVERELL SHIRE COUNCIL
NOTICE OF MEETING
CIVIL & ENVIRONMENTAL SERVICES COMMITTEE

8 July, 2016

A Civil & Environmental Services Committee Meeting will be held in the Committee Room, Administrative Centre, 144 Otho Street, Inverell on Wednesday, 13 July, 2016, commencing at 8.30 am.

Your attendance at this Civil & Environmental Services Committee Meeting would be appreciated.

P J HENRY PSM

GENERAL MANAGER






A G E N D A

SECTION A	APOLOGIES CONFIRMATION OF MINUTES DISCLOSURE OF CONFLICT OF INTERESTS/PECUNIARY AND NON-PECUNIARY INTERESTS PUBLIC FORUM BUSINESS ARISING FROM PREVIOUS MINUTES
SECTION B	ADVOCACY REPORTS
SECTION C	COMMITTEE REPORTS
SECTION D	DESTINATION REPORTS
SECTION E	INFORMATION REPORTS
SECTION F	GENERAL BUSINESS
SECTION G	CONFIDENTIAL MATTERS (COMMITTEE-OF-THE-WHOLE)

Quick Reference Guide

Below is a legend that is common between the:

- Inverell Shire Council Strategic Plan
- Inverell Shire Council Delivery Plan
- Inverell Shire Council Management Plan.

Destinations	Icon	Code
<p>1. A recognised leader in a broader context.</p> <p>Giving priority to the recognition of the Shire as a vital component of the New England North West Region through Regional Leadership.</p>		R
<p>2. A community that is healthy, educated and sustained.</p> <p>Giving priority to the Shire as a sustainable and equitable place that promotes health, well being, life long learning and lifestyle diversity.</p>		C
<p>3. An environment that is protected and sustained.</p> <p>Giving priority to sustainable agriculture, the protection and conservation of rivers, waterways bio diversity and the built environment.</p>		E
<p>4. A strong local economy.</p> <p>Giving priority to economic and employment growth and the attraction of visitors.</p>		B
<p>5. The Communities are served by sustainable services and infrastructure.</p> <p>Giving priority to the provision of community focused services and the maintenance, enhancement and upgrade of infrastructure.</p>		S

CIVIL & ENVIRONMENTAL SERVICES COMMITTEE MEETING

Wednesday, 13 July, 2016

Table of Contents

SECTION/PAGE

Award Tender Aggregate Supply – 2016 Reseal Program	G	1
Award Tender Aggregate Supply – 2016 Reseal Program (Listing)	D	1
DA-15/2016 – Nullamanna Feedlot Expansion (3000 Head) – 1633 Nullamanna Road, Nullamanna 2360	D	17
DA-69/2016 – Construction of a Shed – 9 Deodara Drive, Inverell 2360	D	6
North West Weight of Loads - Memorandum of Agreement	D	5
Procurement of Supply and Spray of Bitumen - 2016 Reseal Program	G	6
Procurement of Supply and Spray of Bitumen - 2016 Reseal Program (Listing)	D	3
Works Update	E	1

MINUTES OF THE CIVIL & ENVIRONMENTAL SERVICES COMMITTEE MEETING
HELD IN THE COMMITTEE ROOM, 144 OTHO STREET, INVERELL ON
WEDNESDAY, 8 JUNE, 2016, COMMENCING AT 8.30 AM.

PRESENT: Cr H N Castledine (Chairperson), Crs A A Michael, B C Johnston,
P J Harmon and D C Jones.

Also in attendance: Crs J A Watts, D F Baker and P J Girle.

Paul Henry (General Manager), Brett McInnes (Director Civil and
Environmental Services), Ken Beddie (Director Corporate and
Economic Services), Stephen Golding (Executive Manager Corporate
and Community Services) Justin Pay (Manager Civil Engineering) and
Anthony Alliston (Manager Development Services).

SECTION A

APOLOGIES:

There were no apologies received.

1. CONFIRMATION OF MINUTES

*RESOLVED (Michael/Jones) that the Minutes of the Civil and Environmental Services
Committee Meeting held on 11 May, 2016, as circulated to members, be confirmed as
a true and correct record of that meeting.*

2. DISCLOSURE OF CONFLICT OF INTERESTS/PECUNIARY AND NON-
PECUNIARY INTERESTS

There were no interests declared.

3. PUBLIC FORUM S13.5.6/09

There were no members of the public present to speak.

4. BUSINESS ARISING FROM PREVIOUS MINUTES

Nil.

SECTION B
ADVOCACY REPORTS

Cr Watts Delungra District Development Council

Cr Watts noted the recent meeting of the Delungra District
Development Council. Matters discussed at the meeting
were;

- minor maintenance issues, and
- entry signage. It was suggested that the theme for
signage could be related to the Aboriginal meaning of
Delungra including water holes with reeds.

At this juncture, the time being 8.34am, Cr Johnston arrived at the meeting.

Cr Harmon Inverell Chamber of Commerce Business Awards

Cr Harmon congratulated the Chamber for a sensational
night. The event was very well attended and the new format
worked extremely well.

Cr Castledine

Victoria Park Amenities Building

Cr Castledine noted the completion of the new Victoria Park amenities building and the Official Opening that was held on Monday, 7 June, 2016.

SECTION D
DESTINATION REPORTS

1. EXHIBITION - DRAFT BIODIVERSITY CONSERVATION ACT AND AMENDED LOCAL LANDS SERVICES ACT S11.12.7

DP-A *RESOLVED (Michael/Jones) that the Committee recommend to Council that the draft submission in response to the land management and biodiversity reforms be endorsed.*

2. DA-59/2015/A – 'CHILD CARE CENTRE' – MODIFICATION TO HOURS OF OPERATION - 6C BREWERY STREET, INVERELL DA-59/2015/A

DP-A *RESOLVED (Jones/Harmon) that the Committee recommend to Council that Development Application Modification to 59/2015 be approved subject to the following conditions of consent:*

Preliminary

1. Inverell Shire Council issues its consent, subject to conditions stated hereunder, in accordance with Section 80A of the *Environmental Planning and Assessment Act 1979*.

Consent is granted for:

- The use of the existing KCL facility as child care centre, incorporating:
 - Long Day Care;
 - After School Care; and
 - ~~Playgroup; and~~
 - Vacation Care.
- The construction of a bus turning bay.

To confirm and clarify the terms of consent, the development must be carried out in accordance with the stamped and approved plans and accompanying documentation, unless modified by any following condition. Any deviation will require the consent of Council.

2. The applicant must comply with all relevant prescribed conditions as contained in Division 8A of the Environmental Planning & Assessment Regulation 2000 (as detailed at the end of this consent).
3. The long day care, after school care and vacation care uses must not commence operation until an Occupation Certificate has been issued.

Prior to Construction of the Bus Turning Bay

4. Prior to the construction of the bus turning bay a Construction Certificate must be issued in accordance with Section 109C (1)(b) and 81A (2) of the *Environmental Planning and Assessment Act 1979*. The application for a Construction Certificate, made to Council or an Accredited Certifier, must include plans and specifications demonstrating full compliance with the Building Code of Australia and associated standards.

5. The following is to be incorporated into the design bus turning bay:
- The kerb of the bus turning bay is to be connected with the kerb of the disabled parking space;
 - The southern access crossing from Brewery Street is to be designated as a 'In Only'; and
 - The northern access crossing from Brewery Street is to be designated as an 'Out Only'.

Prior to issue of a Construction Certificate, revised engineering plans showing the above details are to be submitted to and approved by Council.

6. Prior to issue of a Construction Certificate, approval under Section 138 of the Roads Act 1993 is to be obtained from Council for the construction of the northern access crossing from Brewery Street.

During Construction

7. To safeguard the local amenity, reduce noise nuisance and to prevent environmental pollution during the construction period:
- Works on site are to be carried out in accordance with the Protection of the *Environment Operations Act 1997* in relation to noise, dust and associated nuisances from the site. The carrying out of works shall not interfere with the quiet enjoyment of the surrounding neighbourhood;
 - Construction may only be carried out between 7.00am and 5.00pm, Monday to Saturday, and no construction is to be carried out at any time on a Sunday or Public Holiday. Council may consent to vary these hours in particular circumstances where it can be demonstrated that it is unavoidable;
 - Stockpiles of topsoil, sand, aggregate, spoil or other material shall be stored clear of any drainage path of easement, natural watercourse, footpath, kerb or road surface and shall implement measures to prevent the movement of such material off site;
 - Building operations such as brick cutting, washing tools, concreting and bricklaying shall be undertaken on the building block. The pollutants from these building operations shall be contained on site;
 - Builders waste must not be burnt or buried on site. All waste (including felled trees) must be contained and removed to a waste disposal depot;
 - Sediment and erosion control measures are to be implemented onsite and maintained until the site is fully stabilised, in accordance with Council's Erosion and Sedimentation Control Policy 2004; and
 - Where the proposed development involves the disturbance of any existing survey monuments, those monuments affected will need to be relocated by a registered surveyor under the *Surveying and Spatial Information Act 2002*. A plan showing the relocated monuments will then be required to be lodged as a matter of public record at the Lands Titles Office.

**Prior to Operation of Long Day Care, After School Care and
Vacation Care**

8. Prior to the operation of Long Day Care, After School Care and Vacation Care, an Occupation Certificate must be issued in accordance with Section 109M of the *Environmental Planning and Assessment Act 1979*.

Note: Prior to issue of the Occupation Certificate, the Principal Certifying Authority is required to be satisfied, amongst other things, that:

- all required inspections (including each applicable mandatory critical stage inspection) have been carried out; and
 - any preconditions to the issue of the certificate required by a development consent have been met.
9. Prior to issue of an Occupation Certificate, the bus turning bay is to be constructed in accordance with the approved engineering plans.
10. Prior to issue of an Occupation Certificate, all landscaping as per the approved plans is to be completed.

Ongoing Use

11. The operation of the Long Day Care is limited to:
- The hours of 8.00am to 3.00pm, Monday, Tuesday, Wednesday, Thursday and Friday, during School Term Periods;
 - No more than two (2) hours of outdoor activity, between the hours of 8.30am and 12.00pm; and
 - A maximum of twenty-eight (28) children.
12. The operation of the After School Care is limited to:
- 3.00pm to 6.00pm, Monday to Friday, during School Term Periods;
 - No more than two (2) hours of outdoor activity, between the hours of 3.00pm and 5.30pm; and
 - A maximum of twenty-eight (28) children.
13. ~~The operation of the Playgroup is limited to:~~
- ~~▪ A maximum of two (2) hours (generally between 9.30am and 11.30am), Wednesday and Thursday, during School Term Periods; and~~
 - ~~▪ A maximum of thirty two (32) children.~~
14. The operation of the Vacation Care is limited to:
- 8.00am to 6.00pm, Monday to Friday, during School Holiday periods; and
 - No more than two (2) hours of outdoor activity, between the hours of 8.30am and 12.00pm;

- No more than two (2) hours of outdoor activity, between the hours of 3.00pm and 5.30pm; and
 - A maximum of twenty-eight (28) children.
15. Any food preparation and handling must comply with all applicable legislation/regulation and standards including:
- The *Food Act 2003*;
 - Food Regulation 2004;
 - Food Standards Australia and New Zealand – Food Standards Code 2001;
 - Relevant Australian Standards for Design, Construction and Fit out of Food Premises; and
 - Mechanical ventilation – Australian Standard 1668.2-2002 The use of ventilation and air conditioning in buildings - Ventilation design for indoor air contaminant control.
16. All parking areas, the bus turning bay and landscaping must be maintained in a reasonable manner, in perpetuity.
17. All waste bins and storage areas are to be located and/or screened to not be visible from adjacent public or private land.
18. Any other condition deemed appropriate by the Director Civil and Environmental Services.

S375A Record of Voting	Councillors For:	Councillors Against:
Cr A A Michael	✓	
Cr H N Castledine	✓	
Cr P J Harmon	✓	
Cr B C Johnston	✓	
Cr D C Jones	✓	

3. HIGH PRODUCTIVITY VEHICLE ACCESS - YETMAN AREA S28.15.3/06

MCE-A *RESOLVED (Michael/Harmon) that the Committee recommend to Council that Council retain the existing policy with the addition of a clause being added that Council apply for grant funding from the State and Federal Government for any applications that have a significant benefit to the wider community.*

At this juncture, the time being 9.55am, Cr Jones declared a pecuniary interest in Section D, Destination Reports, Item 4, "Service Level Requirements – Flood Monitoring". The nature of the interest relates to Cr Jones being Council's Flood Controller.

4. SERVICE LEVEL REQUIREMENTS - FLOOD MONITORING S18.6.19

MCE-A *RESOLVED (Harmon/Michael) that the Committee recommend to Council that Council defer the payment of the servicing charge to enable the following matters to be undertaken:*

- i) *Council approach the Insurance Council to seek the determination of a position on insurance companies contributing to the cost of flood monitoring;*
- ii) *Council discuss funding of the system with the State Government, noting the 100% increase in charges; and*

- iii) *Council write to the Office of Water seeking details on the cost break-up of servicing the flood monitoring system in the Inverell Local Government Area.*

At this juncture, the time being 10.02am, Cr Jones returned to the meeting.

5. ADMINISTRATION OF WEIGHT OF LOADS GROUPS S28.11.1

MCE-A *RESOLVED (Harmon/Michael) that the Committee recommend to Council that:*

- i) *the function and administration of the Weight of Loads remain as per the current arrangements; and*
- ii) *after the governance framework for Joint Organisations are determined by the State Government, then a reexamination of the “best fit” for the Weight of Loads function be undertaken.*

6. CONSIDERATION OF THE LOCAL TRAFFIC COMMITTEE RECOMMENDATIONS S30.8.1

MEE-A *RESOLVED (Michael/Jones) that the Committee recommend to Council that:*

1. LINE MARKING ON OLD BUNDARRA ROAD S28.9.16

Linemarking be applied to Old Bundarra Road from Devon Street to Leviathan Road.

2. LINEMARKING OF MACINTYRE, CAMERON AND MEDORA STREETS, INVERELL S28.9.16

Linemarking be applied to MacIntyre, Cameron and Medora Streets from Old Bundarra Road to Bundarra Road.

3. STOP SIGN – INTERSECTION OF SHORT STREET AND RUNNYMEDE DRIVE S28.9.18

A stop sign be installed on the Short Street approach to the intersection.

SECTION E
INFORMATION REPORTS

1. WORKS UPDATE S28.21.1/09

RESOLVED (Harmon/Johnston) that the items contained in the Information Reports to the Civil & Environmental Services Committee Meeting held on Wednesday, 8 June, 2016, be received and noted.

SECTION F
GENERAL BUSINESS

Cr Harmon Ministry of Transport

Cr Harmon noted the guidelines for Community Transport Infrastructure Grants had changed and asked if Council would be submitting an application.

Manager Civil Engineering, Mr Justin Pay advised that Council, on a continuing basis, applies for funding from the Community Transport Infrastructure Grants for identified projects such as bus shelters and ‘pull off’ zones in urban areas. If the guidelines have changed and improvements in the rural areas now qualify, then projects in the rural area will be submitted.

Cr Baker Chester Street

Cr Baker questioned if Chester Street was in the forward Urban Works Program.

Manager Civil Engineering, Mr Justin Pay and Director Civil & Environmental Services, Mr Brett McInnes advised that Chester Street is one of the priorities in the Program, however, the works need to be considered in conjunction with the Chester Street/Gwydir Highway intersection upgrade. Council is seeking grant funding for this Highway intersection.

There being no further business, the meeting closed at 10.25am.

CR H N CASTLEDINE

CHAIRPERSON

TO CIVIL & ENVIRONMENTAL SERVICES COMMITTEE MEETING 13/07/2016

ITEM NO:	1.	FILE NO: S28.28.2/07
DESTINATION 5:	The communities are served by sustainable services and infrastructure	S
SUBJECT:	AWARD TENDER AGGREGATE SUPPLY – 2016 RESEAL PROGRAM (LISTING)	
PREPARED BY:	Justin Pay, Manager Civil Engineering	

SUMMARY:

This report has been initiated by the tender process for Council's annual road bitumen resurfacing program. The Committee is being asked to make a recommendation to Council to award the contract for the Manufacture and Delivery of Precoated Aggregate for the 2016/2017 Program.

COMMENTARY:

The *Local Government Act 1993* (the Act), and the *Local Government (General) Regulation 2005* makes provision for the closure of meetings to the public and media in specified circumstances. In particular s.10A of the Act provides that Council may close to the public and media so much of a meeting as relates to the discussion and consideration of information identified in s.10A(2). The matters which may be closed to the public and media, as stated in the Act, must involve:

- (a) *Personnel matters concerning particular individuals (other than councillors.)*
- (b) *The personal hardship of any resident or ratepayer.*
- (c) *Information that would, if disclosed, confer a commercial advantage on a person with whom the council is conducting (or proposes to conduct) business.*
- (d) *Commercial information of a confidential nature that would, if disclosed:*
 - (i) *prejudice the commercial position of the person who supplied it, or*
 - (ii) *confer a commercial advantage on a competitor of the council, or*
 - (iii) *reveal a trade secret.*
- (e) *Information that would, if disclosed, prejudice the maintenance of law.*
- (f) *Matters affecting the security of the council, councillors, council staff or council property.*
- (g) *Advice concerning litigation, or advice that would otherwise be privileged from production in legal proceedings on the grounds of legal professional privilege.*
- (h) *Information concerning the nature and location of a place or an item of Aboriginal significance on community land.*

In considering whether to close a part of a meeting to the public and media, Councillors are also reminded of further provisions of s.10D of the Act which states:

Grounds for closing part of meeting to be specified

- (1) *The grounds on which part of a meeting is closed must be stated in the decision to close that part of the meeting and must be recorded in the minutes of the meeting.*
- (2) *The grounds must specify the following:*
 - (a) *the relevant provision of section 10A (2),*
 - (b) *the matter that is to be discussed during the closed part of the meeting,*

- (c) *the reasons why the part of the meeting is being closed, including (if the matter concerned is a matter other than a personnel matter concerning particular individuals, the personal hardship of a resident or ratepayer or a trade secret) an explanation of the way in which discussion of the matter in an open meeting would be, on balance, contrary to the public interest.*

Having regard for the requirements stated in s.10D of the Act, Councillors should note that the matter listed for discussion in Closed Committee provides Council with confidential information relating to Tenders for the Provision of Bitumen Resurfacing Services.

The recommendation that this item of business be considered in Closed Committee is specifically relied on section 10A(2)(d)(i) of the Act as consideration of the matter involves:

- a) Commercial information of a confidential nature that would, if disclosed prejudice the commercial position of the person who supplied it, and
- b) On balance the public interest in preserving the confidentiality of the matter outweighs the public interest in openness and transparency in Council decision-making by discussing the matter in open meeting.

RELATIONSHIP TO STRATEGIC PLAN, DELIVERY PLAN AND OPERATIONAL PLAN:

Strategy: S.08 Civil infrastructure is secured, maintained and used to optimum benefit.

Term Achievement: S.08.01 An asset management strategy is in operation for civil infrastructure that optimises its use and maintains it to agreed standards fit for its contemporary purpose.

Operational Objective: S.08.01.01 An Asset Management Strategy for Civil assets is developed, maintained and implemented.

POLICY IMPLICATIONS:

Nil.

CHIEF FINANCIAL OFFICERS COMMENT:

Nil.

LEGAL IMPLICATIONS:

Nil.

RECOMMENDATION:

That the matter be referred to a Closed Committee for consideration as:

- i) the report includes 'Commercial information of a confidential nature that would, if disclosed prejudice the commercial position of the person who supplied it, (Section 10A(2)(d)(i) of the Local Government Act, 1993);*
- ii) on balance the public interest in preserving the confidentiality of the information outweighs the public interest in openness and transparency in Council's decision-making by discussing the matter in open meeting, and*
- iii) all reports and correspondence relevant to the subject business be withheld from access to the media and public as required by section 11(2) of the Local Government Act, 1993.*

ITEM NO:	2.	FILE NO: S28.28.2/07
DESTINATION 5:	The communities are served by sustainable services and infrastructure	S
SUBJECT:	PROCUREMENT OF SUPPLY AND SPRAY OF BITUMEN - 2016 RESEAL PROGRAM (LISTING)	
PREPARED BY:	Justin Pay, Manager Civil Engineering	

SUMMARY:

This report is intended to inform the Committee of the process and outcome of the recent procurement of supply and spray of bitumen for the 2016/2017 bitumen resurfacing program.

COMMENTARY:

The *Local Government Act* 1993 (the Act), and the Local Government (General) Regulation 2005 makes provision for the closure of meetings to the public and media in specified circumstances. In particular s.10A of the Act provides that Council may close to the public and media so much of a meeting as relates to the discussion and consideration of information identified in s.10A(2). The matters which may be closed to the public and media, as stated in the Act, must involve:

- (a) *Personnel matters concerning particular individuals (other than councillors.)*
- (b) *The personal hardship of any resident or ratepayer.*
- (c) *Information that would, if disclosed, confer a commercial advantage on a person with whom the council is conducting (or proposes to conduct) business.*
- (d) *Commercial information of a confidential nature that would, if disclosed:*
 - (i) *prejudice the commercial position of the person who supplied it, or*
 - (ii) *confer a commercial advantage on a competitor of the council, or*
 - (iii) *reveal a trade secret.*
- (e) *Information that would, if disclosed, prejudice the maintenance of law.*
- (f) *Matters affecting the security of the council, councillors, council staff or council property.*
- (g) *Advice concerning litigation, or advice that would otherwise be privileged from production in legal proceedings on the grounds of legal professional privilege.*
- (h) *Information concerning the nature and location of a place or an item of Aboriginal significance on community land.*

In considering whether to close a part of a meeting to the public and media, Councillors are also reminded of further provisions of s.10D of the Act which states:

Grounds for closing part of meeting to be specified

- (1) *The grounds on which part of a meeting is closed must be stated in the decision to close that part of the meeting and must be recorded in the minutes of the meeting.*
- (2) *The grounds must specify the following:*
 - (a) *the relevant provision of section 10A (2),*
 - (b) *the matter that is to be discussed during the closed part of the meeting,*
 - (c) *the reasons why the part of the meeting is being closed, including (if the matter concerned is a matter other than a personnel matter concerning particular individuals, the personal hardship of a resident or ratepayer or a trade secret) an explanation of the way in which discussion of the matter in an open meeting would be, on balance, contrary to the public interest.*

Having regard for the requirements stated in s.10D of the Act, Councillors should note that the matter listed for discussion in Closed Committee provides Council with confidential information relating to Tenders for the Provision of Bitumen Resurfacing Services.

The recommendation that this item of business be considered in Closed Committee is specifically relied on section 10A(2)(d)(i) of the Act as consideration of the matter involves:

- a) Commercial information of a confidential nature that would, if disclosed prejudice the commercial position of the person who supplied it, and
- b) On balance the public interest in preserving the confidentiality of the matter outweighs the public interest in openness and transparency in Council decision-making by discussing the matter in open meeting.

RELATIONSHIP TO STRATEGIC PLAN, DELIVERY PLAN AND OPERATIONAL PLAN:

Strategy: S.08 Civil infrastructure is secured, maintained and used to optimum benefit.

Term Achievement: S.08.01 An asset management strategy is in operation for civil infrastructure that optimises its use and maintains it to agreed standards fit for its contemporary purpose.

Operational Objective: S.08.01.01 An Asset Management Strategy for Civil assets is developed, maintained and implemented.

POLICY IMPLICATIONS:

Nil.

CHIEF FINANCIAL OFFICERS COMMENT:

Nil.

LEGAL IMPLICATIONS:

Nil.

RECOMMENDATION:

That the matter be referred to Closed Committee for consideration as:

- i) the report includes 'Commercial information of a confidential nature that would, if disclosed prejudice the commercial position of the person who supplied it, (Section 10A(2)(d)(i) of the Local Government Act, 1993);*
- ii) on balance the public interest in preserving the confidentiality of the information outweighs the public interest in openness and transparency in Council's decision-making by discussing the matter in open meeting; and*
- iii) all reports and correspondence relevant to the subject business be withheld from access to the media and public as required by section 11(2) of the Local Government Act, 1993*

ITEM NO:	3.	FILE NO: S28.11.1
DESTINATION 5:	The communities are served by sustainable services and infrastructure	S
SUBJECT:	NORTH WEST WEIGHT OF LOADS - MEMORANDUM OF AGREEMENT	
PREPARED BY:	Justin Pay, Manager Civil Engineering	

SUMMARY:

The current North West Weight of Loads (NWWOL) Inter-Council Memorandum of Agreement (MOA) is required to be updated due to recent Council amalgamations. Council has received a new agreement for 2016-2021 for execution.

COMMENTARY:

Due to recent Council amalgamations the North West Weight of Loads (NWWOL) Inter-Council Memorandum of Agreement (MOA) is required to be updated. NWWOL member Dubbo City Council recently amalgamated with Wellington Shire Council to form Western Plains Regional Council. The MOA is now required to be updated to reflect this change.

A copy of the MOA for adoption by Council is attached as Appendix 1 (D56 – D58), along with related correspondence for the Committee's information.

RELATIONSHIP TO STRATEGIC PLAN, DELIVERY PLAN AND OPERATIONAL PLAN:

Strategy: S.08 Civil infrastructure is secured, maintained and used to optimum benefit.

Term Achievement: S.08.01 An asset management strategy is in operation for civil infrastructure that optimises its use and maintains it to agreed standards fit for its contemporary purpose.

Operational Objective: S.08.01.01 An Asset Management Strategy for Civil assets is developed, maintained and implemented.

POLICY IMPLICATIONS:

Nil.

CHIEF FINANCIAL OFFICERS COMMENT:

Nil.

LEGAL IMPLICATIONS:

Nil.

RECOMMENDATION:

That the Committee recommend to Council that the 2016-2021 North West Weight of Loads Inter-Council Memorandum of Agreement be executed under the Common Seal of Council.

ITEM NO:	4.	FILE NO: DA-69/2016
DESTINATION 3:	An environment that is protected and sustained	E
SUBJECT:	DA-69/2016 – CONSTRUCTION OF A SHED – 9 DEODARA DRIVE, INVERELL 2360	
PREPARED BY:	Elise Short, Trainee Town Planner	

SUMMARY

An application has been received for construction of a 10.5 metre by 3.6 metre steel shed on a concrete slab in the rear yard at 9 Deodara Drive, Inverell.

A Development Application was required as the proposal could not be assessed under a Complying Development application as the side boundary setback does not meet the requirement of 1.5m under Clause 3.16(2)(c)(i) of *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008* (CODES SEPP). Although the 900mm side setback does not meet with the side boundary setback provisions of the CODES SEPP it complies with the *Building Code of Australia* (BCA) and *Inverell Development Control Plan 2013* requirements.

The site is known as Lot 27 DP 842483 having an area of 703.1 square metres. The land is zoned 'R1 General Residential' and contains a dwelling house with associated landscaping, fencing and concrete driveway.

The application was notified from 16 June, 2016 to 30 June, 2016. As a result of the exhibition period, one (1) submission was received raising the matter that there may be a spring located under the development site and that the construction of a shed may impact on adjoining properties.

While this report addresses the matters for consideration detailed in Section 79C of the *Environmental Planning and Assessment Act 1979* and other statutory requirements, the primary focus of this report is to address the matter of a potential spring being located under the site and subsequent drainage issues that could arise from construction of the shed.

APPLICATION DETAILS

Applicant:	Ms Hayley Sue Nichols
Owner:	Ms Hayley Sue Nichols
Application No:	DA-69/2016
Address:	9 Deodara Drive, Inverell NSW 2360
Title Particulars:	Lot 27 DP 842483
Proposed Development:	Construction of a shed
BCA Classification	10a
Site Area:	703.1m ²
LEP 2012 Zoning:	R1 General Residential
Existing Use:	Residential

DA-69/2016 - APPLICATION HISTORY

<u>Date</u>	<u>Comment</u>
14 June 2016	Application lodged.
15 June 2016	Internal referral to Building Surveyor.
16 June 2016	Neighbour notification period begins.
30 June 2016	Neighbour notification period ends. One (1) submission received.

SUBJECT SITE AND LOCALITY

The site is known as Lot 27 DP 842483, 9 Deodara Drive, Inverell (refer Figures 1 and 2). Lot 27 DP 842483 is located on the eastern side of Deodara Drive and is surrounded by residential development, consisting of dwellings and ancillary structures including carports, sheds, landscaping, fencing and paved driveways. The Gwydir Highway, also known as Glen Innes Road is located to the north of the site. A Council sewer main runs parallel to the rear boundary of the site (refer Figure 3).

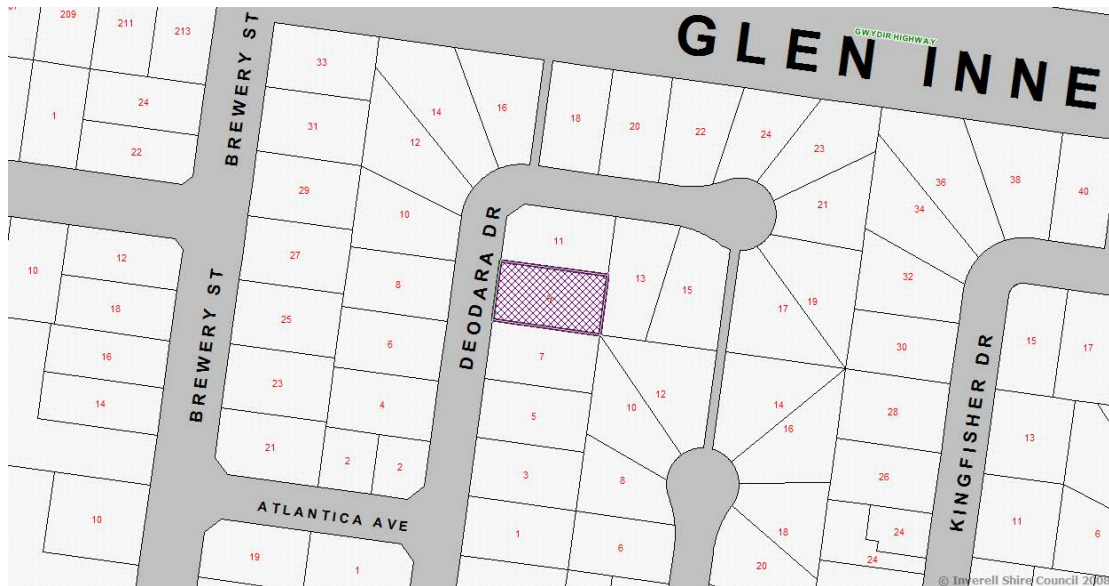


Figure 1 – Locality Plan

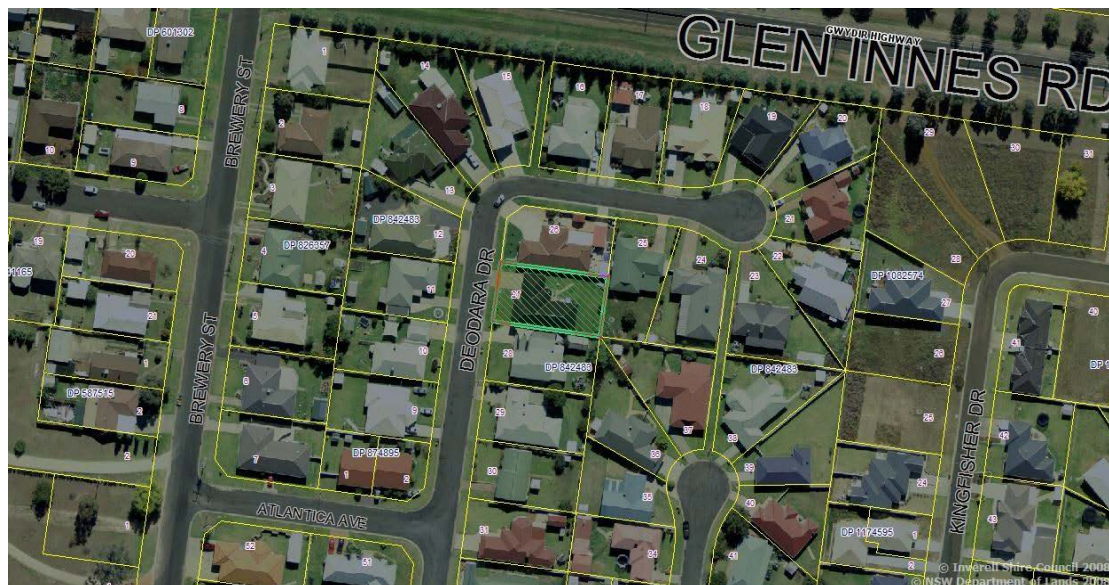


Figure 2 – Aerial Image



Figure 3 – Indicative sewer main location plan



Figure 4 – Photo of the location of the proposed shed near the clothes line (to be relocated)

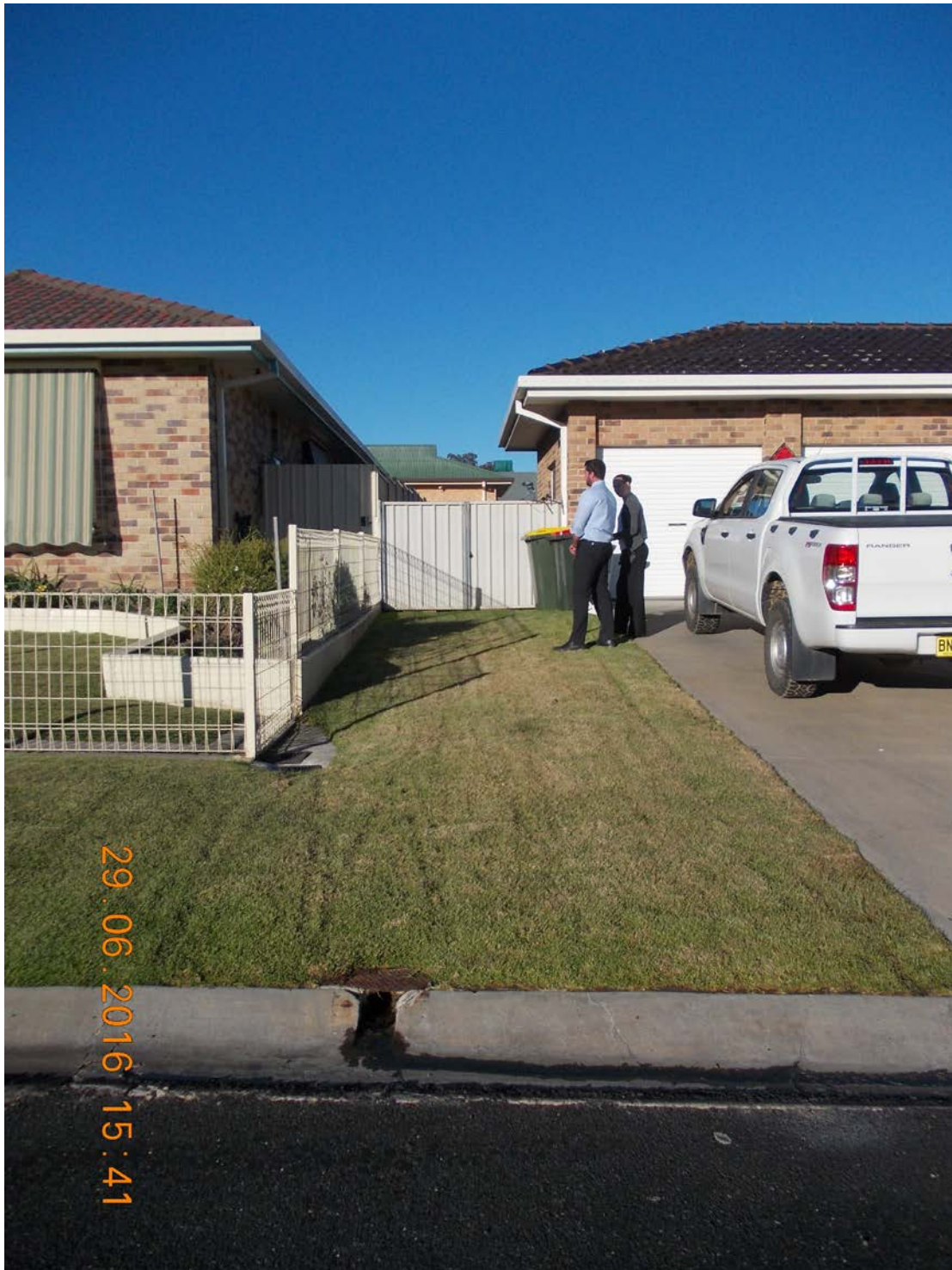


Figure 5 – Photo of access to rear yard, street drainage and two (2) additional drainage pits adjacent to front fence corner of the adjoining property.

PROPOSED DEVELOPMENT

The proposed development is for the construction of a 10.5 metre by 3.6 metre steel frame and clad shed. The wall sheeting is proposed to be Slate Grey and the roof colour will be in Mountain Blue. The height of the shed will be 2.75 metres. It will be constructed on a concrete slab and located within the rear yard of the site. The shed will be setback a distance of 900mm from the side boundary with the property at 11 Deodara Drive and 5.5m from the rear boundary. Refer to the plans in Appendix 2 (D59 – D71).

PLANS & DOCUMENTATION

The applicant submitted the following information, which is also included as Appendix 2 (D59 - D71):

- Site plan
- Floor plan;
- Elevations;
- Sections;
- Engineering schedule; and
- Colour range sheet.

REFERRALS UNDERTAKEN & OTHER APPROVALS REQUIRED

Internal Referrals

The application was referred to Council's **Building Surveyor**. The following comments were made:

It is considered that the proposed development can readily achieve compliance with the relevant provisions of the Building Code of Australia (BCA). The issues raised in respect to spring and stormwater raised by the submission maker are discussed below.

Slab/Footing Design

The proposed shed is a Class 10a building under the BCA. In accordance with 'Part 3.2 Footings and Slabs' of the BCA, the footings and slab for the shed must be appropriate to the soil classification of the site.

A consulting engineer has provided slab designs based on different soil classifications. The designs are satisfactory; however, the engineer has not specified the soil classification applicable to this site.

Where there are concerns, care is needed with the classification of the soil. It is common practice, supported by Australian Standard 2870-2011: Residential Slabs and Footings, to require a qualified engineer or engineering geologist to be consulted.

In this case with the possibility of a spring, it is recommended that a condition be placed on the approval requiring that prior to the issue of a Construction Certificate, the classification of the soil be determined, in accordance with Part 3.2 Footings and Slabs of the Building Code of Australia, by a qualified engineer or engineering geologist.

Stormwater

Stormwater from shed can be discharged to either:

- *An existing stormwater inlet pit, located between the shed and rear fence, which is connected to the Deodara Drive kerb;*
- *A new stormwater line to the Deodara Drive kerb; or*
- *The inter-allotment easement at the rear of 7 Deodara Drive.*

One of the critical stage inspections required for a Class 10a building is prior to covering any stormwater drainage connections. As Council has been appointed the Principal Certifying Authority, Council will undertake the stormwater drainage inspection and ensure that is connected as per one of the above.

Planner Comment:

The assessment by Council's **Building Surveyor** is considered to be sufficient to allow Council to process the Development Application and there are no Building Code of Australia matters which would preclude the issuing of development consent. The recommended condition relating to soil classification is supported.

External Referrals

No external referrals were required for this application.

Other Approvals

Subject to development consent, the following additional approvals are required for this development:

- Construction Certificate.

Council Policies

It is considered that no specific Council policies apply to this development.

ASSESSMENT - STATUTORY REQUIREMENTS – S.79C

In determining a Development Application, a consent authority is to take into consideration the following matters that are of **relevance** to the development, the subject of the Development Application.

State Environmental Planning Policies

It is considered that there are no State Environmental Planning Policies applicable to this development.

Local Environmental Plans

Inverell Local Environmental Plan 2012

CLAUSE	TITLE	COMMENT AND ASSESSMENT
2.1	Land use zones	<p>The site is zoned R1 General Residential. The development is characterised as an outbuilding ancillary to a "dwelling house", which is permissible with consent.</p> <p>The objectives of the R1 zone are:</p> <ul style="list-style-type: none"> • <i>To provide for the housing needs of the community.</i> • <i>To provide for a variety of housing types and densities.</i> • <i>To enable other land uses that provide facilities or services to meet the day to day needs of residents.</i> <p>The development will provide a shed for storage of the resident's belongings thereby providing a facility to meet their day to day needs. The development is consistent with the R1 General Residential zone.</p>

6.1	Earthworks	Earthworks are ancillary to the construction of the shed foundations and will be minimal. It is considered that the earthworks will have minimal impact on drainage patterns and soil stability within the site or on adjoining properties.
6.6	Essential Services	<p>The following services are already connected to the site:</p> <ul style="list-style-type: none"> • Electricity; • Telephone; • Council's water supply; and • Council's sewer system. <p>The development is not considered to burden the above service infrastructure. There will be no changes to the vehicle access arrangements for the site.</p>

Development Control Plans

Inverell Development Control Plan 2013 – Chapter 1 Introduction

CLAUSE	TITLE	COMMENT AND ASSESSMENT
1.11	Notification Applications of	The application was notified from 16 June, 2016 to 30 June, 2016. As a result of the exhibition period, one (1) submission was received and is addressed below.
1.12	Advertising Applications of	The development did not meet the criteria to be advertised.

Inverell Development Control Plan 2013 – Chapter 3 Residential Accommodation

The proposed shed complies with the requirements of this chapter of the IDCP with the following matters provided with particular discussion:

CLAUSE	TITLE	COMMENT AND ASSESSMENT
3.4	Neighbourhood Character	<p>The character of the area is residential, consisting of dwellings and associated ancillary structures including carports, sheds, landscaping, fencing and paved driveways.</p> <p>The proposed construction of a 37.8m² shed in the rear yard of the site is consistent with the development patterns in the locality and existing neighbourhood character.</p>
3.5	Streetscape	The development site is in the rear yard of 9 Deodara Drive, which will reduce its visibility from the street. Therefore, the development is not considered to impact the streetscape. It is considered that the colours of the shed are compatible within the locality and will not adversely impact on the streetscape.
3.8	Setbacks	The shed is setback to comply with minimum BCA requirements, being 900mm, from the side boundary, and to be clear of the sewer main located parallel with the rear boundary, both of which are acceptable.
3.9	Private Open Space	There will still be ample private open space on the site.
3.14	Stormwater Drainage	Stormwater will be collected from the shed and directed into the street drainage system and the site has natural fall to Deodara Drive.

3.19	Ancillary Development	The proposal will not detract from the amenity of neighbouring properties or the streetscape.
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The likely impacts of that development

Having regard for the provisions of section 79C (b) impacts of the development are considered negligible with the following discussion provided on the matters most likely to be considered to result in any impacts:

Matters	Consideration
Context & Setting	As discussed in the assessment against the provisions of the <i>Inverell Development Control Plan 2013</i> , the proposed development is consistent with the surrounding residential development or neighbourhood character.
Water	The matter of a spring in the locality has been raised in the submission to the development and is discussed below. Generally, stormwater will be collected from the shed and directed into the street drainage system. In addition the site has natural fall to Deodara Drive.
Site Design & Internal Design	The applicant has demonstrated due consideration of impacts during the siting of the development to ensure it is clear of Council's sewer main, stormwater pit and existing drainage from higher properties to the open drain running south in the rear yard of 7 Deodara Drive and Deodara Drive generally.

Suitability of the Site

In assessing the suitability of the site, two matters are considered:

Does the proposal fit in the locality?

The development is consistent with the residential character and ancillary development in the area and has been located to maintain the streetscape of Deodara Drive.

Are the site attributes conducive to development?

All essential services (water, sewer, electricity and telephone) are already connected to the site and the shed has been located to be clear of Council's sewer main, the onsite stormwater pit and existing overland drainage from higher properties as discussed above.

Legal and practical access is available from Deodara Drive and access to the shed is gained via a gateway beside the dwelling.

Overall, it is considered that the site attributes are conducive to the proposed development.

Submissions

The application was notified from 16 June, 2016 to 30 June, 2016. As a result of the exhibition period, one (1) submission was received by way of objection.

The submission has been circulated separately to Committee Members with the Business Paper.

The matter raised in the submission is considered below.

Location of an active spring

The submission maker states that there is an active spring under the location of the proposed shed. The term 'spring' refers to groundwater discharging to the surface. Springs may be permanent or intermittent.

Council has reviewed historic approvals for this property, including the Building Application for the dwelling in 1994 (B-157/1994). There is no mention in the assessment report or inspection records of B-157/1994 that there is a spring on the property.

During Council's site inspection (after receiving information about a possible spring) there was no obvious waterlogged ground and no patches of greener grass, which would indicate the presence of groundwater close to the surface. Whilst there is a stormwater inlet pit in the rear yard, between the proposed shed and rear fence, advice from the owner indicates that the inlet pit is to address surface water from neighbouring properties, not groundwater rising to the surface.

Discussion with various Council staff indicates that historically there has been evidence of springs within the area, which over the years have impacted on Council infrastructure including roadways. These springs have been considered a nuisance, rather than a significant hazard.

Based on the evidence on hand, Council cannot unequivocally confirm the presence (or lack thereof) of a spring on 9 Deodara Drive. Any spring (if present) may be intermittent and only appear during exceptionally wet periods. However, this is not reasonable grounds for refusal of the proposed development. Furthermore:

- 9 Deodara Drive is located in a residential neighbourhood and contains an existing dwelling. There is a reasonable expectation that a shed can be constructed ancillary to a dwelling;
- Deodara Drive and Libani Close are characterised by single dwellings with outbuildings. It is not considered reasonable to deny a single property consistency with this development pattern;
- As confirmed by Council's Building Surveyor, it will be necessary to engage a suitable consultant to determine the soil classification of the site, which would consider the potential for groundwater. In turn, this soil classification will dictate the slab design to ensure structural adequacy of the shed; and
- In the event that ground water appears on the surface in the future, there are sufficient drainage measures to ensure that shed does not displace nuisance water to adjoining land. The structures include:
 - Surface inlet pits; and
 - Inter-allotment drainage easement at the rear of 7 Deodara Drive.

Erection of the shed over existing onsite drainage measures

The submission maker also raised concerns that the shed will be constructed over existing onsite drainage measures designed to mitigate the impacts from the spring and overland drainage. They also raised concerns about drainage impacting on adjoining properties.

The following drainage measures are present:

- *A stormwater inlet pit, located between the shed and rear fence, which is connected to the Deodara Drive kerb;*
- *A concrete half-pipe at the rear of 7 Deodara Drive, which forms part of a larger inter-allotment drainage system to the south (Figure 6).*

Council's site inspection confirmed that the proposed shed is located clear of the onsite and adjoining sites drainage measures.



Figure 6 – Photo of open concrete drain in adjacent property (7 Deodara Drive) running south.

Stormwater from the proposed shed can be discharged without causing nuisance to adjoining properties. The specific options include:

- *The use of an existing stormwater inlet pit, located between the shed and rear fence, which is connected to the Deodara Drive kerb;*
- *The provision of a new stormwater line to the Deodara Drive kerb; or*
- *The use of the inter-allotment easement at the rear of 7 Deodara Drive.*

As mentioned previously, stormwater drainage is a critical stage inspection for a Class 10a building and as Council has been appointed the Principal Certifying Authority, Council can ensure that all stormwater from the shed is discharged to the kerb or easement.

It should also be noted that the submission maker's property is located uphill from the development and would not receive any stormwater runoff.

On this basis, it is considered that the proposed development will not have an unreasonable impact on the drainage of water on surrounding properties.

Public Interest

The application is not considered to be prejudicial to the public interest.

Conclusion

DA-69/2016 has been assessed against the *Inverell Local Environmental Plan 2012*, *Inverell Development Control Plan 2013* and has been examined having regard to the matters for consideration detailed in Section 79C of the *Environmental Planning and Assessment Act 1979* and other statutory requirements.

Although the proposal could not be considered as Complying Development under the CODES SEPP the proposed setbacks, location of the development, and design and finishes are consistent with the relevant provisions and compatible with the character of the locality.

This assessment, including consideration of the objection raised, has concluded that the proposed shed can be constructed to ensure minimal impact on the site and adjoining properties from the existence of a spring or ongoing surface water drainage.

The development is permissible under the relevant planning and building controls and will have minimal environmental impact. It is recommended that DA-69/2016 be approved subject to conditions of consent.

RECOMMENDATION:

That Development Application 69/2016 be approved subject to the following conditions of consent:

Preliminary

1. Inverell Shire Council issues its consent, subject to conditions stated hereunder, in accordance with Section 80A of the *Environmental Planning and Assessment Act 1979*.

Consent is granted for construction of a shed.

To confirm and clarify the terms of consent, the development must be carried out in accordance with the stamped and approved plans and accompanying documentation, unless modified by any following condition. Any deviation will require the consent of Council.

2. The applicant must comply with all relevant prescribed conditions as contained in Division 8A of the *Environmental Planning & Assessment Regulation 2000* (as detailed at the end of this consent).

Prior to Construction

3. Prior to the commencement of any building works on the site a Construction Certificate must be issued in accordance with Section 109C (1)(b) and 81A (2) of the *Environmental Planning and Assessment Act 1979*. The application for a Construction Certificate, made to Council or an Accredited Certifier, must include plans and specifications demonstrating full compliance with the *Building Code of Australia* and associated standards.
4. Prior to issue of a Construction Certificate, a report by a qualified engineer or engineering geologist, classifying of the soil in accordance with Part 3.2 Footings and Slabs of the Building Code of Australia, is to be submitted to Council.
5. Prior to issue of a Construction Certificate, a stormwater plan must be submitted to and approved by Council. The stormwater plan must show how roof water and surface water will be drained in accordance with *Australian Standard 3500.3 Plumbing and drainage*.

During Construction

6. To safeguard the local amenity, reduce noise nuisance and to prevent environmental pollution during the construction period:
 - Works on site are to be carried out in accordance with the *Protection of the Environment Operations Act 1997* in relation to noise, dust and associated nuisances from the site. The carrying out of works shall not interfere with the quiet enjoyment of the surrounding neighbourhood;
 - Construction may only be carried out between 7.00am and 5.00pm, Monday to Saturday, and no construction is to be carried out at any time on a Sunday or Public Holiday.

Council may consent to vary these hours in particular circumstances where it can be demonstrated that it is unavoidable;

- Stockpiles of topsoil, sand, aggregate, spoil or other material shall be stored clear of any drainage path of easement, natural watercourse, footpath, kerb or road surface and shall implement measures to prevent the movement of such material off site;
- Building operations such as brick cutting, washing tools, concreting and bricklaying shall be undertaken on the building block. The pollutants from these building operations shall be contained on site;
- Builders waste must not be burnt or buried on site. All waste (including felled trees) must be contained and removed to a waste disposal depot;
- Sediment and erosion control measures are to be implemented onsite and maintained until the site is fully stabilised, in accordance with Council's Erosion and Sedimentation Control Policy 2004; and
- Where the proposed development involves the disturbance of any existing survey monuments, those monuments affected will need to be relocated by a registered surveyor under the *Surveying and Spatial Information Act 2002*. A plan showing the relocated monuments will then be required to be lodged as a matter of public record at the Lands Titles Office.

Prior to Occupation

7. Prior to occupation of the premises, an Occupation Certificate must be issued in accordance with Section 109M of the *Environmental Planning and Assessment Act 1979*.

Note: Prior to issue of the Occupation Certificate, the Principal Certifying Authority is required to be satisfied, amongst other things, that:

- all required inspections (including each applicable mandatory critical stage inspection) have been carried out; and
- any preconditions to the issue of the certificate required by a development consent have been met.

8. Prior to issue of an Occupation Certificate, all stormwater (i.e. roof water and/or surface water) must be drained in accordance with *Australian Standard 3500.3 Plumbing and drainage* and the approved stormwater plan.
9. Any other condition deemed appropriate by the Director Civil and Environmental Services.

ITEM NO:	5.	FILE NO: DA-15/2016
DESTINATION 3:	An environment that is protected and sustained	E
SUBJECT:	DA-15/2016 – NULLAMANNA FEEDLOT EXPANSION (3000 HEAD) – 1633 NULLAMANNA ROAD, NULLAMANNA 2360	
PREPARED BY:	Chris Faley, Development Planner	

SUMMARY

An application has been received for an expansion to the Nullamanna Feedlot at Nullamanna Station, 1633 Nullamanna Road, Nullamanna.

The existing 1,000 head feedlot was approved under DA-164/2005, dated 22 November 2005, and subsequently amended to construct additional holding pens under DA-164/2005-AM1, dated 26 May 2009.

The expansion proposes:

- An additional 2,000 head, (total operating capacity 3,000 head);
- Construction of 10 additional feedlot pens;
- Construction of sedimentation basin and holding pond for wastewater treatment;
- Construction of additional cattle, truck and turning lanes;
- Expansion of 65ML gully dam for freshwater storage; and
- Construction of small catchment dams below the silage pit and south-western truck lane.

The site of the feedlot is known as Lots 2, 10, 16, 17 and 18 DP 750112, which forms part of the larger Nullamanna Station property. The development site is zoned 'RU1 Primary Production' pursuant to the *Inverell Local Environmental Plan 2012*. The feedlot is characterised as a 'feedlot', which is a type of 'intensive livestock agriculture'. A feedlot is permissible with consent in the RU1 Zone.

The proposed development is 'integrated development', as there is a requirement for an Environment Protection Licence to be issued by the NSW Environment Protection Authority under the *Protection of the Environment Operations Act 1997*.

The application was notified to adjoining neighbours and advertised within the Inverell Times from 16 February 2016 to 15 March 2016. As a result of the exhibition period, five (5) submissions were received. The issues raised in the submissions are:

- Quality of Aboriginal Cultural Heritage Assessment;
- Odour Impacts;
- Conflict between B-Doubles and School Buses;
- Insufficient water supply; and
- Animal Welfare (Shade).

The application has been examined having regard to the matters for consideration detailed in Section 79C of the *Environmental Planning and Assessment Act 1979* and other statutory requirements.

APPLICATION DETAILS

Applicant:	Nullamanna Station
Owner:	Mr Peter Gerard Lane and Mr Mark Anthony Lane
Application No:	DA-15/2016
Address:	1633 Nullamanna Road, Nullamanna
Title Particulars:	Lots 2, 10, 16, 17 and 18 DP 750112
Proposed Development:	Nullamanna Feedlot Expansion (3000 head)
BCA Classification	Class 10b
Site Area:	308 hectares
Zoning:	RU1 Primary Production
Existing Use:	Intensive Livestock Agriculture

DA-15/2016 - APPLICATION HISTORY

<u>Date</u>	<u>Comment</u>
05 February 2016	Application lodged.
12 February 2016	Application referred to NSW Environment Protection Authority.
16 February 2016	Neighbour notification period begins.
15 March 2016	Neighbour notification period ends. Four (4) submissions received.
15 March 2016	Response received from NSW EPA. Additional information required by the EPA to continue assessment.
17 March 2016	Further information requested from the applicant.
22 March 2016	Late submission received and accepted.
3 June 2016	Additional information received from the applicant.
6 June 2016	Additional information referred to the NSW EPA.
5 July 2016	General Terms of Approval received from the NSW EPA.

SUBJECT SITE AND LOCALITY

The development site is known as Lots 2, 10, 16, 17 and 18 DP 750112 and forms part of the larger Nullamanna Station holding (22 lots in total) addressed as 1633 Nullamanna Road, Nullamanna (refer Figure 1 and 2).

The village of Nullamanna is located approximately 1 kilometre south of the Nullamanna Station property and approximately 2 kilometres south from the feedlot footprint. Frazers Creek is located on the southern boundary of the property and is approximately 700 metres from the feedlot. A number of watercourses, including Tumbledown Gully, are located within the property.



Figure 1 – Locality Plan

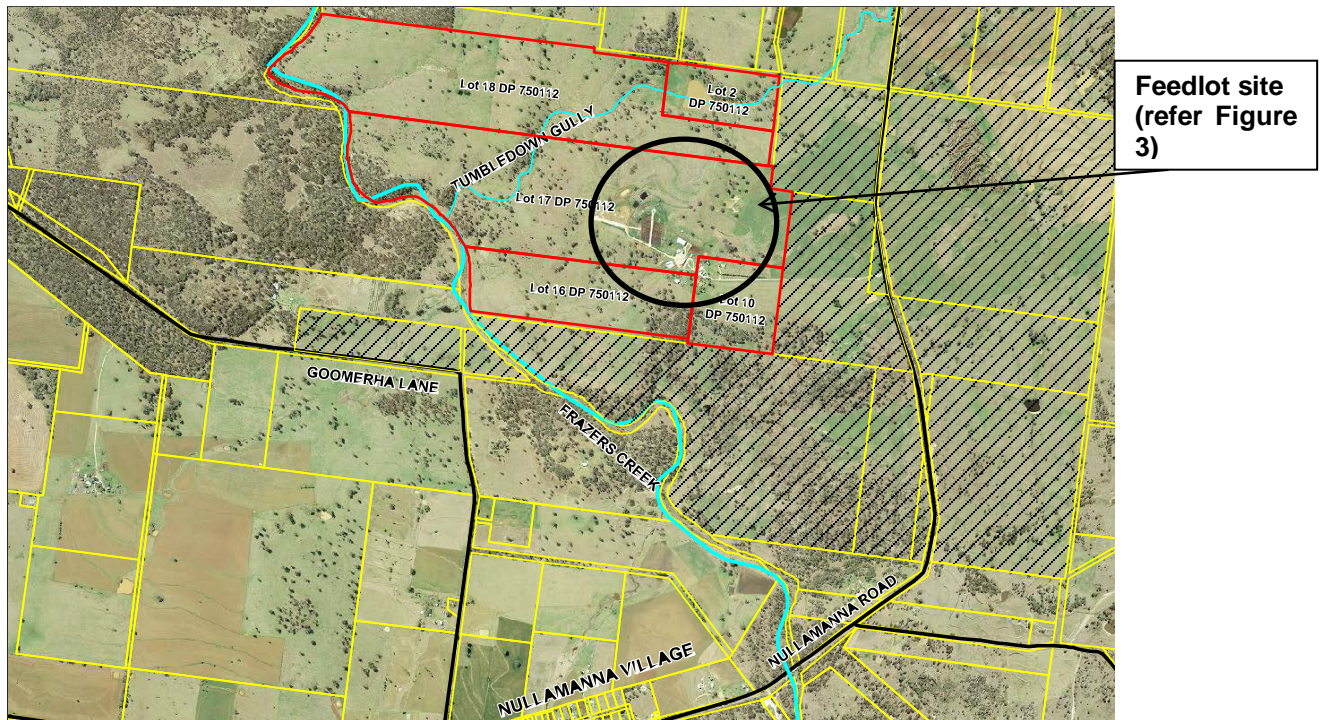


Figure 2 – Aerial Photo Development Site

The current feed lot operation (Figures 3) contains:

- Cattle pens;
- Grain facilities;
- Holding pond;
- Sedimentation basin;
- Silage pits;
- Composting area;
- Grain Facilities;
- Loading/unloading area; and
- Access/Cattle Roads.

Nullamanna Road is bitumen sealed from Ashford Road to entrance of Nullamanna Station. Nullamanna Road then reverts to an unsealed road north of the property entrance. Nullamanna Road is currently approved for B-Double access from the intersection with Ashford Road for a distance 33.9 kilometres to the property "Maryland".

Part of the site is identified as bush fire prone. Council records do not indicate the site as being flood prone land or containing any items of environmental heritage under the *Inverell Local Environmental Plan 2012*.



Figure 3 – Existing Feedlot (2011 Aerial)



Figure 4 – Property Entrance off Nullamanna Road which is bitumen sealed



Figure 5 – Internal Gravel Access Road



Figure 6 – Site Office and Sheds



Figure 7 – Grain Facilities



Figure 8 – View of Cattle Pens (DA-164/2005) from Grain Facilities



Figure 9 – Access Lane and Cattle Pens (DA-164/2005)



Figure 10 – Cattle Pens (DA-164/2005-AM1) from Cattle Pens (DA-164/2005)



Figure 11 – Cattle Pens (DA-164/2005-AM1)



Figure 12 – Composting Area



Figure 13 – Sedimentation Basin and Holding Pond

PROPOSED DEVELOPMENT

The proposed expansion to Nullamanna Feedlot includes:

- An additional 2,000 head (total operating capacity 3,000 head);
- Construction of 10 additional cattle pens;
- Construction of sedimentation basin and holding pond for wastewater treatment;
- Construction of additional cattle, truck and turning lanes;
- Expansion of 65ML gully dam for freshwater storage; and
- Construction of small catchment dams below the silage pit and south-western truck lane.

The feedlot will be expanded to the north of the current feedlot operation (Figures 14 and 15).

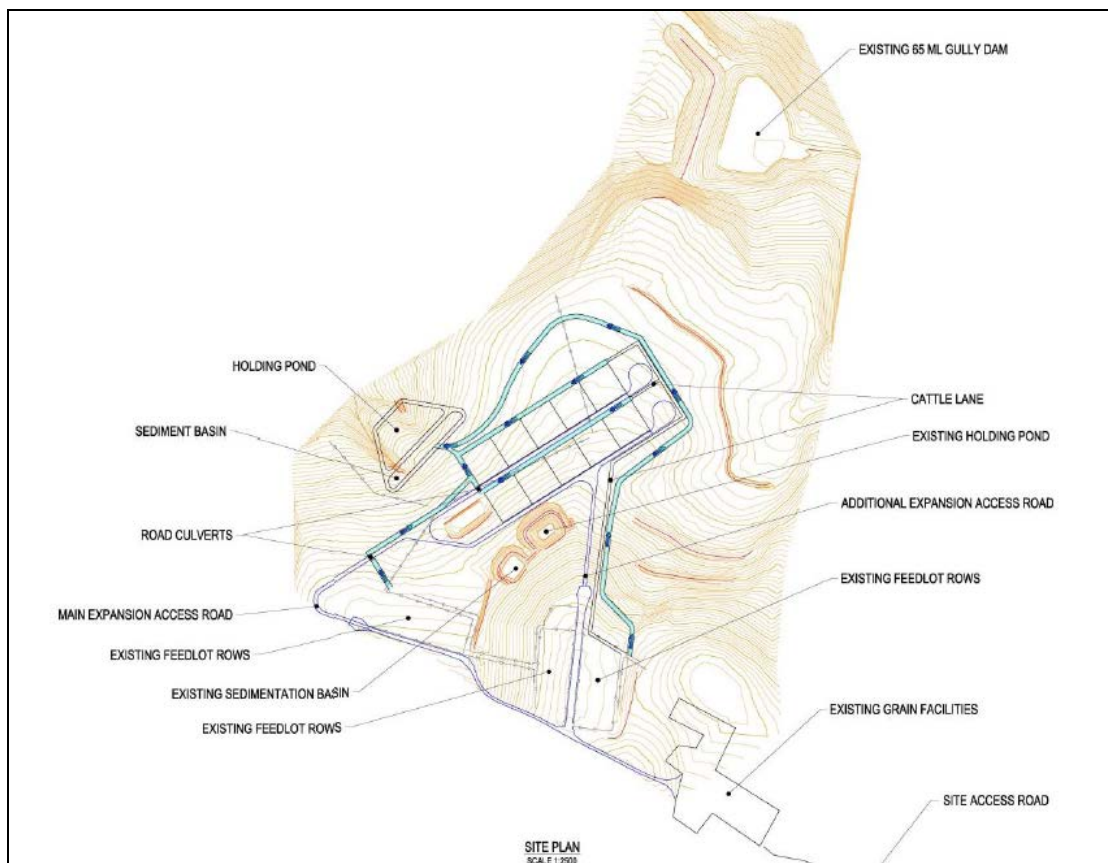


Figure 14 – Expansion Site Plan



Figure 15 – Area of Proposed Expansion behind Existing Holding Pond

Construction of 10 additional cattle pens

The feedlot pens have been designed to be 50 metres x 45 metres. Each pen will hold approximately 150 head, being a stocking density of 15m² per head.

The flooring material of the pens will be an impermeable layer of clay covered with composted manure. The pens will be sloped at 2-3%.

Construction of sedimentation basin and holding pond for wastewater treatment

Uncontaminated water from areas upslope of the feedlot area will be prevented from entering the feedlot facility by an upslope "clean" water diversion bank.

Runoff from the feedlot pens will be collected in catch drains situated behind each pen. The individual catch drains behind each pen will discharge into main collection drains that will in turn discharge into a sedimentation system and ultimately the holding pond.

The sedimentation basin separates solids and liquids, and directs liquids to the holding pond. Solids recovered from the sedimentation basin will be placed on the compost manure pad for composting.

Liquid in the holding pond will be subject to microbial degradation (principally anaerobic) and treated wastewater will be applied to an adjacent 6.6 hectare irrigation area, which is to be sown with improved pasture for harvest as hay.

Traffic Movements

Heavy vehicles will mainly approach Nullamanna Station from the south via Inverell, generally either:

- West via Gwydir Highway – Jardine Road – Ring Street – Ashford Road – Nullamanna Road; or
- East via Gwydir Highway – Runnymede Drive – Swanbrook Road – Killeen Street – Ashford Road – Nullamanna Road.

Current and expected truck movements are shown below.

Reason	Truck Type	Current Frequency	Current Yearly Average	Expanded Capacity Yearly Average	Proposed Frequency
Stock Movement	B-double	2/week	104	312	6 - week Or 1 - day
Grain	B-double	2/week	100	300	6 - week Or 1 - day
Lucerne	Single	1/6weeks	9	27	2 per month
Hay	Single	30/year	30	90	2 per week
Macadamia Meal	Single	1/6weeks	9	27	2 per month
Supplement	Single	1/6weeks	9	27	2 per month

Cotton Seed	B-double	1/6weeks	9	27	2 per month
Manure	Tip Truck	1500t/year	Only travels on Nullamanna Rd to get to northern paddocks of property, i.e. maximum 2km.		

PLANS & DOCUMENTATION

The applicant submitted a Statement of Environmental Effects, prepared by EnviroAg Australia (refer to separate attachment). The Statement of Environmental Effects includes the following:

- Odour Assessment;
- Air Quality Impact Assessment;
- Hydrogeological Assessment;
- Hydrological Assessment;
- Erosion and Sediment Control Plan;
- Soils Survey and Land Capability Assessment;
- Traffic Assessment;
- Solid and Liquid Waste Management Plan;
- Groundwater Management Plan; and
- Flora and Fauna Assessment.

The following additional information was submitted on 3 June, 2016 (refer to separate attachment):

- Aboriginal Heritage Assessment;
- Environmental Monitoring Plan;
- Updated Soil and Land Capability Assessment;
- Updated Hydrology Assessment; and
- Response to submissions.

REFERRALS UNDERTAKEN & OTHER APPROVALS REQUIRED

Internal Referrals

The application was referred to Council's **Manager Environmental Engineering**. The following comments were made:

The Traffic Impact Study included with the Statement of Environmental Effects for the proposed development has been reviewed and its findings are considered to be satisfactory. While there is a nominal "threefold" increase in traffic movements, the actual total number of movements is still very minor relative to the overall capacity of the affected roads and infrastructure.

There are no requirements for upgrade works to Nullamanna Road.

Council's **Manager Civil Engineering** has also provided the following comments in relation to B-Doubles along Nullamanna Road:

From the information provided with the application and Traffic Impact Study, the minimal increase in B-Double traffic will have a negligible impact on Nullamanna Road's overall risk assessment from Ashford Road to Nullamanna Station. No changes to the current B-Double route approval are required.

Should there be any significant increase of Restricted Access Vehicle use; the route would need to be re-assessed.

Expected traffic volumes are discussed further in the Impacts section of this report.

External Referrals

The application was referred to **NSW Environment Protection Authority**. The EPA issued General Terms of Approval (GTA) on 5 July, 2016 (refer to separate attachment).

The GTA's include conditions including, but not limited to:

- Groundwater quality monitoring;
- Surface water quality monitoring;
- Soil quality monitoring;
- Operational noise limits;
- Construction noise limits;
- Solid waste management;
- Liquid waste management;
- Dust prevention; and
- Reporting requirements.

ENVIRONMENTAL PLANNING AND ASSESSMENT REGULATION 2000 – SCHEDULE 3 – DESIGNATED DEVELOPMENT

Part 1 What is designated development?		
21	Livestock intensive industries	<p>(1) <i>Feedlots that accommodate in a confinement area and rear or fatten (wholly or substantially) on prepared or manufactured feed, more than 1,000 head of cattle, 4,000 sheep or 400 horses (excluding facilities for drought or similar emergency relief).</i></p> <p>At 3,000 head of cattle, the expansion of the feedlot would ordinarily be considered 'designated development'. In this instance, it is considered the development is not designated development subject to the provisions of Part 2 of this schedule (discussed below).</p>
Part 2 Are alterations or additions designated development?		
35	Is there a significant increase in the environmental impacts of the total development?	<p><i>Development involving alterations or additions to development (whether existing or approved) is not designated development if, in the opinion of the consent authority, the alterations or additions do not significantly increase the environmental impacts of the total development (that is the development together with the additions or alterations) compared with the existing or approved development.</i></p> <p>The expansion of Nullamanna Feedlot constitutes alterations and additions. The main identified impacts associated with the feedlot are:</p> <ul style="list-style-type: none"> ▪ Odour; ▪ Traffic; ▪ Water Quality; and ▪ Soil degradation. <p>Odour, water quality and soil degradation have been considered in accordance with <i>State Environmental Planning Policy No. 30 – Intensive Agriculture</i> (discussed further in assessment).</p>

		<p>The location, design and mitigation measures proposed for feedlot expansion are such that it is considered the environmental impacts associated with odour, water quality and soil degradation will not significantly increase.</p> <p>The main traffic movements for the feedlot will be through stock movement and grain, both via B-Double. The current operation of the feedlot results in four (4) truck movements a week for cattle and grain.</p> <p>An expansion to 3,000 head of cattle, predicts that cattle and grain truck movements will likely increase by 8 movements; a total of 12 movements a week. This equates to approximately two (2) additional trucks per day along Nullamanna Road.</p> <p>Two additional truck movements per day along Nullamanna Road are not considered significant.</p> <p>Overall, the environmental impacts of the total development (existing and proposed), when compared to the existing operation, are not considered to significantly increase.</p>
36	Factors to be taken into consideration	<p><i>In forming its opinion as to whether or not development is designated development, a consent authority is to consider:</i></p> <p><i>(a) the impact of the existing development having regard to factors including:</i></p> <p><i>(i) previous environmental management performance, including compliance with the conditions of any consents, licences, leases or authorisations by a public authority and compliance with any relevant codes of practice, and</i></p> <p>A review of previous development consents DA-164/2005 and DA-164/2005-AM1, indicates that Nullamanna Feedlot has continued to operate in accordance with the conditions of consents.</p> <p>There are no records to indicate poor environmental management by the feedlot.</p> <p><i>(ii) rehabilitation or restoration of any disturbed land, and</i></p> <p>No disturbed land is considered to require rehabilitation or restoration. The existing feedlot footprint is satisfactory and the area of the expansion has been historically disturbed from agricultural use.</p> <p><i>(iii) the number and nature of all past changes and their cumulative effects, and</i></p>

		<p>The 1000 head feedlot was established under DA-164/2005, with three additional pens constructed under DA-164/2005-AM1.</p> <p>The purpose of the three additional pens was to improve the stocking density from 10m² per head to 15m² per head. This improved productivity and animal health. DA-164/2005-AM1 did not increase the approved capacity of the feedlot.</p> <p>Since the establishment of the feedlot, the number of changes has been minimal and the cumulative effects have not been significant.</p> <p><i>(b) the likely impact of the proposed alterations or additions having regard to factors including:</i></p> <p style="padding-left: 40px;"><i>(i) the scale, character or nature of the proposal in relation to the development, and</i></p> <p>Whilst the operation of the feedlot will triple, the likely impacts (odour, water quality, traffic, soil degradation, etc.) are not considered to significantly increase. Detailed assessments have been submitted demonstrating the location, design and proposed mitigation are such the likely impacts from the expansion are minimal. These impacts are discussed in further detail through this assessment report.</p> <p style="padding-left: 40px;"><i>(ii) the existing vegetation, air, noise and water quality, scenic character and special features of the land on which the development is or is to be carried out and the surrounding locality, and</i></p> <p>The footprint of the proposed expansion is on land previously used for grazing and cultivation. A flora and fauna assessment has been undertaken, which has concluded that the proposed activity will not have a significant impact on threatened species.</p> <p>Odour and water quality are discussed in further detail under State Environmental Planning Policy No. 30 – Intensive Agriculture. The expansion is not considered to result in adverse odour impacts or adversely impact water quality.</p> <p>The existing feedlot is slightly visible from Goomerah Lane and Nullamanna Road; however, it is considered that the distance from the road, undulating land and existing vegetation minimises the exposure of the feedlot and expansion to public view. The development will not impact the scenic character of the area or special features of the land.</p> <p style="padding-left: 40px;"><i>(iii) the degree to which the potential environmental impacts can be predicted with adequate certainty, and</i></p>
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		<p>DA-15/2016 has been accompanied by a number of specialised assessments, e.g. odour, hydrology, land capability, etc. It is therefore considered the potential environmental impacts, considered minimal, have been predicted with reasonable accuracy.</p> <p>(iv) <i>the capacity of the receiving environment to accommodate changes in environmental impacts, and</i></p> <p>The site of the expansion has been historically disturbed from past agricultural practices and a land capability assessment has been undertaken that has determined that the environment can accommodate the proposed expansion.</p> <p>(c) <i>any proposals:</i></p> <p>(i) <i>to mitigate the environmental impacts and manage any residual risk, and</i></p> <p>A number of measures have been proposed to mitigate risk, principally the ongoing monitoring of soil and water quality through an Environmental Protection Licence issued by the EPA.</p> <p>(ii) <i>to facilitate compliance with relevant standards, codes of practice or guidelines published by the Department or other public authorities.</i></p> <p>The proposal is consistent with the <i>National Guidelines for Beef Cattle Feedlots in Australia</i> and the NSW Department of Planning <i>Cattle Feedlots – EIS Guideline</i>.</p> <p>As the development is 'Integrated Development', compliance with NSW EPA requirements is also mandatory, with the NSW EPA issuing General Terms of Approval for the feedlot expansion.</p>
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In consideration of Clauses 35 and 36, Schedule 3 of the *Environmental Planning and Assessment Regulation 2000*, it is considered that the proposed expansion to Nullamanna Feedlot is not designated development. This position was conveyed to EnviroAg Australia (consultants for the owners) in correspondence dated 16 October 2015 after an on-site meeting between the owners of Nullamanna Station, NSW EPA, EnviroAg and Council.

ASSESSMENT - STATUTORY REQUIREMENTS – S.79C

In determining a Development Application, a consent authority is to take into consideration the following matters that are of **relevance** to the development, the subject of the Development Application.

State Environmental Planning Policies

State Environmental Planning Policy No 30—Intensive Agriculture

CLAUSE	TITLE	COMMENT AND ASSESSMENT
6	Development for the purpose of cattle feedlots or piggeries	Consent is being sought in accordance with this policy.
7	Consideration of development applications for cattle feedlots or piggeries	<p>(1) <i>Sections 84, 85, 86 and 87 (1) of the Environmental Planning and Assessment Act 1979 apply to development to which clause 6 applies in the same way as those sections apply to designated development.</i></p> <p>These provisions relate to the notification and advertising of a development application for a feedlot.</p> <p>DA-15/2016 was notified to surrounding landowners, advertised within the Inverell Times and published on Council's website from 16 February 2016 to 15 March 2016, consistent with these requirements.</p> <p>(2) <i>A statement of environmental effects that accompanies a development application for consent to carry out development to which clause 6 applies must include a description of the design features of the proposed feedlot or piggery and an outline of proposed management practices intended to address the matters set out in subclause (3) (b), (c), (d) and (e).</i></p> <p>The Statement of Environmental Effects and additional information submitted for DA-15/2016 addresses the required details.</p> <p>(3) <i>In determining whether or not to grant consent to a development application for the purposes of a cattle feedlot or piggery to which clause 6 applies, the consent authority must take into consideration:</i></p> <p><i>the adequacy of the information provided in the statement of environmental effects or environmental impact statement accompanying the development application, and</i></p> <p>The Statement of Environmental Effects and additional information submitted on 3 June 2016 are adequate to enable Council to undertake a merit based assessment of the development application.</p> <p>(a) <i>the potential for odours to adversely impact on the amenity of residences or other land uses within the vicinity of the site, and</i></p> <p>The nearest sensitive receptors are:</p> <ul style="list-style-type: none"> ▪ "Whispering Willows", 649 Goomerah Lane, Nullamanna;

		<ul style="list-style-type: none"> ▪ “Shalom Grove”, 491 Goomerah Lane, Nullamanna; ▪ “Belmore”, 1439 Nullamanna Road, Nullamanna; ▪ “Innes Glen”, 24 Innes Glen Lane, Nullamanna; and ▪ The Village of Nullamanna. <p>The separation distance necessary to mitigate odour impacts are based on the capacity of the feedlot, receptor sensitivity, feedlot design, feedlot management and site specific variables.</p> <p>An odour assessment has been provided. Modelling of the relevant factors has been undertaken for the above sensitive receptors, which has determined the following:</p> <table border="1"> <thead> <tr> <th>Property</th><th>Required Distance (m)</th><th>Actual Distance (m)</th></tr> </thead> <tbody> <tr> <td>“Whispering Willows”</td><td>672.9</td><td>1,000</td></tr> <tr> <td>“Shalom Grove”</td><td>865.1</td><td>1,500</td></tr> <tr> <td>“Belmore”</td><td>897.2</td><td>1,800</td></tr> <tr> <td>“Innes Glen”</td><td>961.3</td><td>2,100</td></tr> <tr> <td>Nullamanna Village</td><td>1,922.5</td><td>2,100</td></tr> </tbody> </table> <p>Based on the above calculations, the distance of the feedlot from sensitive receptors is within acceptable limits for consideration of odour.</p> <p>The mitigation and management measures have been proposed for odour are summarised as:</p> <ul style="list-style-type: none"> ▪ Pen cleaning to ensure depth of dry manure is 50mm or less; ▪ Pen cleaning a minimum of every 13 weeks; ▪ Management of pen stocking densities; ▪ Use of dust suppression measures; ▪ Monitoring of compost moisture and temperature levels; ▪ Record keeping. <p>It is considered that the combination of the separation distance and mitigation/management measures are sufficient to minimise odour impacts. Furthermore, the NSW EPA has assessed DA-15/2016, including odour impacts. The NSW EPA have issued General Terms of Approval, which include conditions relating to odour, including:</p> <ul style="list-style-type: none"> • No offensive odour; • Stocking density; and 	Property	Required Distance (m)	Actual Distance (m)	“Whispering Willows”	672.9	1,000	“Shalom Grove”	865.1	1,500	“Belmore”	897.2	1,800	“Innes Glen”	961.3	2,100	Nullamanna Village	1,922.5	2,100
Property	Required Distance (m)	Actual Distance (m)																		
“Whispering Willows”	672.9	1,000																		
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“Belmore”	897.2	1,800																		
“Innes Glen”	961.3	2,100																		
Nullamanna Village	1,922.5	2,100																		

		<ul style="list-style-type: none"> • Pen cleaning requirements. <p><i>(b) the potential for the pollution of surface water and ground water, and</i></p> <p>The potential for pollution of surface and ground water would be from:</p> <ul style="list-style-type: none"> ▪ Runoff from the feedlot area; ▪ Leaching into soil from the feedlot area; and ▪ Waste utilisation area. <p><u>Surface Runoff from the Feedlot Area</u></p> <p>Uncontaminated (clean) water from areas upslope of the feedlot area will be prevented from entering the feedlot facility by an upslope “clean” water diversion bank.</p> <p>Contaminated water from inside the feedlot area will be captured within the feedlot ‘Controlled Drainage Area’ (CDA).</p> <p>Runoff from the feedlot pens is to be collected in catch drains situated behind each pen. The individual catch drains behind each pen will discharge into main collection drains that will in turn discharge into a sedimentation system and ultimately the holding pond. A Hydrological Assessment has been included in the documentation, which provides design and calculations for the CDA, which are considered satisfactory.</p> <p><u>Leaching from the Feedlot Area</u></p> <p>To prevent leaching into the soil, the following has been included in the design of the feedlot:</p> <ul style="list-style-type: none"> ▪ Impermeable clay lining of pens, compost manure pad, drains, sediment basin and holding pond; ▪ Bunding of any diesel tanks, as well as chemical storage areas; and ▪ Where appropriate, heavily trafficked areas will also be compacted clay or concreted. <p>It is considered that there is unlikely to be any significant risk to groundwater from leaching in the feedlot area.</p> <p><u>Waste Utilisation Area</u></p> <p>The runoff from the feedlot CDA captured in the holding pond is to be irrigated on land adjacent to the feedlot complex. An area of 6.6 hectares is proposed to be used for wastewater utilisation, with the potential for excess nutrients to leach into groundwater.</p> <p>A Soil Survey and Land Capability Assessment have been undertaken, which includes an assessment of the suitability of the 6.6 hectare area for wastewater application. The assessments have determined that:</p>
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		<ul style="list-style-type: none"> ▪ The application of wastewater to the wastewater utilisation areas will not result in excess nutrient availability (Nitrogen and Phosphorus); ▪ Some accumulation of Potassium occurs and this is expected to be compensated by plant luxuriant uptake; and ▪ The health of the soil will be directly related to management of organic matter (to prevent a decline) and use of lime and gypsum to manage the cation exchange balance (Potassium and Sodium). <p>Annual soil monitoring is proposed to check nutrient levels in the soil.</p> <p><u>Conclusion</u></p> <p>It is considered that the design of the feedlot expansion is unlikely to significantly pollute surface water or ground water. To ensure environmental values are maintained, the following monitoring is proposed:</p> <ul style="list-style-type: none"> ▪ Surface water on Frazer's Creek and Tumbledown Gully will be monitored annually for three years. The monitoring plan will be reviewed after three years; and ▪ Groundwater monitoring will be conducted annually for three years at two locations: <ul style="list-style-type: none"> – Downhill of the feedlot and effluent ponds; and – Downhill of the irrigation area. <p>The NSW EPA has assessed DA-15/2016, including water quality impacts. The NSW EPA have issued General Terms of Approval, which include conditions relating to water quality, including:</p> <ul style="list-style-type: none"> • Groundwater monitoring; • Surface water monitoring; • Effluent utilisation area requirements; and • Provision of annual returns. <p><i>(c) the potential for the degradation of soils, and</i></p> <p>As discussed above, the soil capability of the wastewater irrigation area is adequate, subject to on-going monitoring of nutrient levels.</p> <p>The feedlot (pens, drains, etc.) have been designed (e.g. clay lining, etc.) to prevent leaching and degradation of the soil.</p> <p>An erosion and sediment control plan has been prepared for the construction of the feedlot, which is satisfactory.</p> <p>The General Terms of Approval issued by the NSW EPA include requirements for soil quality monitoring and reporting.</p>
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		<p>Overall, the proposed feedlot expansion is not considered to result in a significant risk to the degradation of soils.</p> <p><i>(d) the measures proposed to mitigate any potential adverse impacts, and</i></p> <p>Impacts, and proposed mitigation measures, have been considered throughout this assessment report.</p> <p><i>(e) the suitability of the site in the circumstances, and</i></p> <p>The suitability of the site has been addressed in the Section 79C Suitability of the Site further in the report.</p> <p><i>(f) whether the applicant has indicated an intention to comply with relevant industry codes of practice for the health and welfare of animals, and</i></p> <p>The feedlot has been designed to comply with the <i>National Guidelines for Beef Cattle Feedlots in Australia</i>. Animal welfare measures proposed are summarised as follows:</p> <ul style="list-style-type: none"> ▪ Suitable stock/pen density rates; ▪ Consultation with a veterinarian as required; ▪ Pens are graded to ensure bogging does not occur in rain events; ▪ Sick animals to be removed from herd and placed in hospital pens; ▪ Purpose built compost bays for dead animals; and ▪ Disease quarantine and mass death procedures. <p><i>(g) the consistency of the proposal with, and any reasons for departing from, the environmental planning and assessment aspects of any guidelines for the establishment and operation of cattle feedlots or piggeries published, and made available to the consent authority, by the Department of Agriculture and approved by the Director of Planning.</i></p> <p>The proposal is consistent with the <i>National Guidelines for Beef Cattle Feedlots in Australia</i> and the NSW Department of Planning <i>Cattle Feedlots – EIS Guideline</i>.</p>
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State Environmental Planning Policy (Rural Lands) 2008

CLAUSE	TITLE	COMMENT AND ASSESSMENT
7	Rural Planning Principles	<p><i>The Rural Planning Principles are as follows:</i></p> <p>(a) <i>the promotion and protection of opportunities for current and potential productive and sustainable economic activities in rural areas,</i></p> <p>The existing 1,000 head feedlot is an established use. It is considered that the expansion will continue to ensure that the feedlot is a productive and sustainable economic use.</p> <p>(b) <i>recognition of the importance of rural lands and agriculture and the changing nature of agriculture and of trends, demands and issues in agriculture in the area, region or State,</i></p> <p>There is a growing trend in recent years of a shift from extensive agriculture (grazing, etc.) to intensive agriculture (feedlots, piggeries, etc.). The proposed expansion to Nullamanna Feedlot is indicative of this trend.</p> <p>(c) <i>recognition of the significance of rural land uses to the State and rural communities, including the social and economic benefits of rural land use and development,</i></p> <p>The proposed feedlot expansion will provide some economic benefit to the broader area through the provision of employment, movement of stock and feed, etc.</p> <p>(d) <i>in planning for rural lands, to balance the social, economic and environmental interests of the community,</i></p> <p>The feedlot has been designed to minimise environmental impacts. It is considered that the development will not significantly impact the social, economic and environmental interests of the community.</p> <p>(e) <i>the identification and protection of natural resources, having regard to maintaining biodiversity, the protection of native vegetation, the importance of water resources and avoiding constrained land,</i></p> <p>The design of the feedlot has responded to the protection of natural resources. The expansion is located on previously cleared land (e.g. no tree clearing). Suitable design and management measures are proposed to minimise water impacts (i.e. controlled drainage area, monitoring, etc.).</p>

		<p>(f) <i>the provision of opportunities for rural lifestyle, settlement and housing that contribute to the social and economic welfare of rural communities,</i></p> <p>It is considered in the context of the nearby rural village of Nullamanna, the proposed expansion of the feedlot will not adversely affect the provision of rural housing in the area.</p> <p>(g) <i>the consideration of impacts on services and infrastructure and appropriate location when providing for rural housing,</i></p> <p>The proposed feedlot expansion will utilise existing feedlot services and infrastructure. It is not considered to impact the availability of services or infrastructure for any future rural housing in the area, e.g. Nullamanna village.</p> <p>(h) <i>ensuring consistency with any applicable regional strategy of the Department of Planning or any applicable local strategy endorsed by the Director-General.</i></p> <p>The NSW Department of Planning published the <i>Strategic Regional Land Use Plan New England North West</i> in 2012, which is aimed at land use controls around mining and coal seam gas. The proposed expansion of Nullamanna Feedlot is not inconsistent with this regional plan, with no impacts expected on potential mining resources.</p>
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Local Environmental Plans

Inverell Local Environmental Plan 2012

CLAUSE	TITLE	COMMENT AND ASSESSMENT
1.2	Aims of Plan	<p><i>The particular aims of this Plan are as follows:</i></p> <ul style="list-style-type: none"> <i>a) To encourage sustainable economic growth and development,</i> <i>b) To protect and retain productive agricultural land,</i> <i>c) To protect, conserve and enhance natural assets,</i> <i>d) To protect built and cultural heritage assets,</i> <i>e) To provide opportunities for growth.</i> <p>The feedlot expansion is a suitable rural land use. It will provide economic growth to the area without adversely impacting on natural resources. The development is consistent with the aims of the LEP.</p>
2.1	Land use zones	<p>The site is zoned RU1 Primary Production. The development is characterised as 'feedlot', being a type of 'intensive livestock agriculture'.</p>

		<p><i>feedlot means a confined or restricted area that is operated on a commercial basis to rear and fatten cattle, sheep or other animals, fed (wholly or substantially) on prepared and manufactured feed, for the purpose of meat production or fibre products, but does not include a poultry farm, dairy or piggery.</i></p> <p>A feedlot is permissible with consent.</p> <p>The objectives of the R1 zone are:</p> <ul style="list-style-type: none"> ▪ <i>To encourage sustainable primary industry production by maintaining and enhancing the natural resource base.</i> ▪ <i>To encourage diversity in primary industry enterprises and systems appropriate for the area.</i> ▪ <i>To minimise the fragmentation and alienation of resource lands.</i> ▪ <i>To minimise conflict between land uses within this zone and land uses within adjoining zones.</i> <p>The Nullamanna area is predominantly utilised for extensive agriculture, with the feedlot (intensive agriculture) providing diversity. There is no fragmentation of Nullamanna Station to enable the feedlot. The feedlot expansion has been sited and designed to minimise land use conflict with Nullamanna Village to the south and other nearby residential receptors (the impacts discussed further in the report).</p> <p>The development is considered to be consistent with the objectives of the zone.</p>
5.10	Heritage Conservation	<p>No heritage items or heritage conservation areas are listed as applicable to the site under Schedule 5 of the LEP.</p> <p>An Aboriginal Cultural Heritage Assessment has been undertaken, which indicates:</p> <p><i>“Given the proposed development site location as a hill crest a kilometre away from water in association with virtually nil surface visibility, it is unlikely that any items of Aboriginal Cultural Heritage would be present or observable”.</i></p> <p>The assessment also proposes mitigation measures in case Aboriginal Cultural Heritage material is found:</p> <p><i>“Although no direct evidence was found to indicate the likely presence of any Aboriginal Cultural Heritage material on the proposed feedlot and associated infrastructure development site, should any such objects or sites be uncovered during project development and construction, work should immediately stop and appropriate authorities notified.”</i></p>

6.1	Earthworks	<p><i>Before granting development consent for earthworks (or for development involving ancillary earthworks), the consent authority must consider the following matters:</i></p> <p><i>(a) the likely disruption of, or any detrimental effect on, drainage patterns and soil stability in the locality of the development,</i></p> <p>The development will not adversely impact drainage patterns as the feedlot designs incorporates a controlled drainage area to ensure all runoff is captured in to the sedimentation basin and holding pond. There is no evidence to suggest that soil stability, landslip, etc. is an issue on Nullamanna Station.</p> <p><i>(b) the effect of the development on the likely future use or redevelopment of the land,</i></p> <p>The suitability of the site is discussed through this report and the development is not considered to significantly impact the future/continuing agricultural use or redevelopment of Nullamanna Station.</p> <p><i>(c) the quality of the fill or the soil to be excavated, or both,</i></p> <p>The existing feedlot footprint has a controlled drainage system and the footprint of the expansion has historically been used for agriculture, e.g. grazing. There is no evidence to suggest that the quality of the soil is comprised.</p> <p><i>(d) the effect of the development on the existing and likely amenity of adjoining properties,</i></p> <p>The earthworks are not in close proximity to any adjoining properties. Other impacts affecting amenity (odour, etc.) have been considered elsewhere in the report.</p> <p><i>(e) the source of any fill material and the destination of any excavated material,</i></p> <p>Excavated material will be utilised on-site and any fill material will meet the definition of 'virgin excavated natural material' under the Protection of the Environment Operations Act 1997.</p> <p><i>(f) the likelihood of disturbing relics,</i></p> <p>As assessed against Clause 5.10 of the LEP, the development is unlikely to disturb any relics.</p> <p><i>(g) the proximity to, and potential for adverse impacts on, any waterway, drinking water catchment or environmentally sensitive area,</i></p> <p>Impacts on surface water and ground water have been considered under <i>State Environmental Planning Policy No. 30 – Intensive Agriculture</i>.</p>
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		<p>(h) any appropriate measures proposed to avoid, minimise or mitigate the impacts of the development.</p> <p>A sediment and erosion control plan has been prepared for the development and is considered satisfactory.</p>
6.6	Essential Services	<p><i>Development consent must not be granted to development unless the consent authority is satisfied that any of the following services that are essential for the development are available or that adequate arrangements have been made to make them available when required:</i></p> <p>(a) the supply of water,</p> <p>Nullamanna Station has a licensed bore and dams for water supply, which is satisfactory. Water supply is discussed further in the Submissions section of the report.</p> <p>(b) the supply of electricity,</p> <p>The proposed expansion (pens, dams, roads, etc.) will require little to no electricity. Existing services on Nullamanna Station can be used, where required.</p> <p>(c) the disposal and management of sewage,</p> <p>The existing dwellings and office are connected to licensed septic systems, which will not be altered. Controlled drainage and wastewater utilisation area are proposed for feedlot effluent. This is discussed in further detail against State Environmental Planning Policy No. 30 – Intensive Agriculture.</p> <p>(d) stormwater drainage or on-site conservation,</p> <p>The proposed controlled drainage area, including pen drains, sedimentation basin and holding pond are considered satisfactory.</p> <p>(e) suitable vehicular access.</p> <p>The existing public and private access roads for the Nullamanna Feedlot will be used for the expansion, which is satisfactory.</p>

Development Control Plans

Inverell Development Control Plan 2013 – Chapter 1 Introduction

CLAUSE	TITLE	COMMENT AND ASSESSMENT
1.11	Notification Applications of	<p>The application was notified from 16 February, 2016 to 15 March, 2016.</p> <p>As a result of the exhibition period, five (5) submissions were received. These submissions have been addressed further in the report.</p>

1.12	Advertising Applications	of	The application was advertised in the Inverell Times on 16 February 2016 and published on Council's website in accordance with this section.
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Council Policies

Council Management Policy - Protecting Rural Landscapes

The current feedlot is visible from Nullamanna Road and Goomerah Lane, with the visible features being:

- Grain facilities;
- Pen fence and concrete feed troughs; and
- Cattle standing at fences.

The above is most visible when viewed from the right-angle corner on Goomerah Lane (refer Figures 16 and 17).

No works are proposed to the grain facilities. The proposed additional pens will not be visible from Goomerah Lane, but may be partially visible from Nullamanna Road. It is considered that the proposed expansion is not considered to impact the rural landscape as:

- There is sufficient setback from Nullamanna Road;
- The low height of feedlot fences and feed troughs;
- Existing scattered paddock trees;
- As can be seen in Figures 16 and 17, even when visible the feedlot is not intrusive in the rural landscape.



Figure 16 – View of Feedlot from Goomerah Lane



Figure 17 – Zoomed View of Figure 16

Planning for Bush Fire Protection 2006

Part of the site is identified as bush fire prone as per the Inverell LGA – Bush Fire Prone Land Map 2004.

No specific bush fire protection standards apply to feedlots; however, all development on bush fire prone land must satisfy the objectives of Planning for Bush Fire Protection 2006, which are:

- (i). *Afford occupants of any building adequate protection from exposure to a bush fire;*
- (ii). *Provide for defensible space to be located around buildings;*
- (iii). *Provide appropriate separation between a hazard and buildings, which in combination with other measures, prevent direct flame contact and material ignition;*
- (iv). *Ensure safe operational access and egress for emergency service personnel and residents is available;*
- (v). *Provide ongoing management and maintenance of bush fire protection measures, including fuel loads in the asset protection zone; and*
- (vi). *Ensure that utility services are adequate to meet the needs of fire-fighters (and others assisting in bush fire fighting).*

The feedlot area contains no significant vegetation or fuel loads (refer Photos 4-13). The expansion will have similar characteristics. The feedlot roads provide suitable defensible space and access. The internal access road off Nullamanna Road is 5 metres wide with 1 metre grassed shoulders, which is adequate for emergency vehicles. Water for fire fighting supply is available via dams, bore and rainwater tanks. Both houses on the property have maintained areas and will not be exposed to any additional risk as a result of the feedlot expansion.

It is considered that the proposed feedlot expansion is consistent with the aims of Planning for Bush Fire Protection 2006.

The likely impacts of that development

Matters	Consideration																																													
Context Setting	<p>A feedlot is a suitable use in a rural area. It has been sited and designed to minimise impacts on surrounding land and residences, including the Nullamanna Village to the south.</p>																																													
Access, Transport Traffic	<p>The anticipated traffic movements provided by the applicant, shown in the development description earlier in the report, have been extrapolated below to show yearly and weekly traffic movements, for the current and expanded feedlot.</p> <table><tr><td></td><td><u>1000 Head Yearly Movements</u></td><td><u>1000 Head Weekly Movement</u></td><td><u>3000 Head Yearly Movements</u></td><td><u>3000 Head Weekly Movement</u></td></tr><tr><td><i>Stock Movement</i></td><td>104</td><td>2.0</td><td>312</td><td>6.0</td></tr><tr><td><i>Grain</i></td><td>100</td><td>1.9</td><td>300</td><td>5.8</td></tr><tr><td><i>Lucerne</i></td><td>9</td><td>0.2</td><td>27</td><td>0.5</td></tr><tr><td><i>Hay</i></td><td>30</td><td>0.6</td><td>90</td><td>1.7</td></tr><tr><td><i>Macadamia Meal</i></td><td>9</td><td>0.2</td><td>27</td><td>0.5</td></tr><tr><td><i>Supplement</i></td><td>9</td><td>0.2</td><td>27</td><td>0.5</td></tr><tr><td><i>Cotton Seed</i></td><td>9</td><td>0.2</td><td>27</td><td>0.5</td></tr><tr><td></td><td>Total</td><td>5.2</td><td>Total</td><td>15.6</td></tr></table> <p>Whilst the expansion of the feedlot will triple truck movements associated with Nullamanna Feedlot, this is on average an additional 10.4 trucks per week, or between 1-2 trucks per day.</p> <p>1-2 trucks per day are not considered a significant increase. Nullamanna Road, from Ashford Road to Nullamanna Station, is a bitumen sealed road. As confirmed by Council’s Manager Environmental Engineering, “<i>the actual total number of movements is still very minor relative to the capacity of the affected roads and infrastructure</i>”.</p> <p>The current feedlot operation, as approved under DA-164/2005 and DA-164/2005-AM1 is subject to a condition of consent that requirements payment of an annual Section 94 contribution of \$0.931 per head, which is towards the ongoing maintenance of Nullamanna Road. It is recommended that this contribution also be applied to expanded operation.</p> <p>Concerns have been raised by submission makers in relation to B-Double and School Bus conflict. This is addressed further in the Submissions section of the report.</p> <p>The proposed expansion of Nullamanna Feedlot is not considered to have an adverse impact on transport or traffic.</p>		<u>1000 Head Yearly Movements</u>	<u>1000 Head Weekly Movement</u>	<u>3000 Head Yearly Movements</u>	<u>3000 Head Weekly Movement</u>	<i>Stock Movement</i>	104	2.0	312	6.0	<i>Grain</i>	100	1.9	300	5.8	<i>Lucerne</i>	9	0.2	27	0.5	<i>Hay</i>	30	0.6	90	1.7	<i>Macadamia Meal</i>	9	0.2	27	0.5	<i>Supplement</i>	9	0.2	27	0.5	<i>Cotton Seed</i>	9	0.2	27	0.5		Total	5.2	Total	15.6
	<u>1000 Head Yearly Movements</u>	<u>1000 Head Weekly Movement</u>	<u>3000 Head Yearly Movements</u>	<u>3000 Head Weekly Movement</u>																																										
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<i>Cotton Seed</i>	9	0.2	27	0.5																																										
	Total	5.2	Total	15.6																																										
Utilities	<p>Suitable services are available to the feedlot. The development is not considered to impact utility infrastructure or impact the availability of utilities for further development in the area.</p>																																													
Heritage	<p>Heritage has been considered in detail under Clause 5.10 of the <i>Inverell Local Environmental Plan 2012</i>.</p>																																													

Other Land Resources	<p>Nullamanna Station has a total area 1113.87 hectares, with the feedlot footprint being approximately 17 hectares. It is considered the feedlot will not significantly impact the availability of agricultural land. Furthermore, the land capability assessment has demonstrated the soil characteristics are suitable for wastewater irrigation.</p>
Water	<p>Impacts on surface water and ground water have been considered in accordance with <i>State Environmental Planning Policy No. 30 – Intensive Agriculture</i> (above).</p> <p>It is considered that the proposed development will not adversely impact on water.</p>
Soils	<p>Earthworks have been considered in accordance with <i>the Inverell Local Environmental Plan 2012</i> and soil degradation under <i>State Environmental Planning Policy No. 30 – Intensive Agriculture</i>.</p> <p>It is considered that the proposed development will not have an adverse soil impact.</p>
Air Quality	<p>Pollutants likely to impact air quality are odour and dust.</p> <p>An odour assessment has been undertaken and included within the Statement of Environmental Effects, which has determined that there is sufficient distance between the feedlot and sensitive receptors to minimise impacts. Refer assessment against <i>State Environmental Planning Policy No. 30 – Intensive Agriculture</i>.</p> <p>An air quality (dust) assessment is also included within the Statement of Environmental Effects. Separation distances required to meet odour nuisance criteria inherently provide potential rural residence receptors with a high level of protection from feedlot dust impacts. In addition to the separation distance from receptors, the assessment also proposes a number of active mitigation measures to minimise dust; for example, watering access roads, pen cleaning, vehicle operations when wind conditions are favourable, etc.</p> <p>The General Terms of Approval issued by the NSW EPA include conditions relating to dust and odour control.</p> <p>It is considered that the proposed development will not result in adverse impacts on air quality.</p>
Flora & Fauna	<p>A flora and fauna assessment has been included with the Statement of Environmental Effects.</p> <p>40 State and/or Federal listed threatened species have been identified as potentially occurring in the area. Based on the degraded nature of the expansion site, it is considered as a suitable habitat for two species:</p> <ul style="list-style-type: none"> ▪ Bluegrass; and ▪ Austral Toadflax. <p>A 7 Part Test has been undertaken for the above species. This concluded that the proposed expansion of Nullamanna Feedlot will not have a significant impact on the identified species.</p>
Waste	<p>Wastewater management has been assessed in accordance with <i>State Environmental Planning Policy No. 30 – Intensive Agriculture</i> and is considered acceptable.</p>

	<p>Manure harvested from the pens and sedimentation basin will be stockpiled and composted on-site prior to being used on Nullamanna Station croplands. This is considered an acceptable method of solid waste management.</p> <p>The NSW EPA has also assessed waste and issued General Terms of Approval, which contain conditions relating to waste management.</p>
Energy	No adverse impact on energy matters are considered to arise from the expansion of the feedlot.
Noise & Vibration	<p>The nearest sensitive receptor to noise is 'Shalom Grove', approximately 1 kilometre from the feedlot.</p> <p>The operation of a 3,000 head feedlot is not considered to significantly change or intensify noise sources (e.g. cattle, trucks, etc.) from the current 1,000 head feedlot.</p> <p>There will be increased noise during construction, which may impact on nearby residences in the short term. To mitigate construction noise, the following hours of construction are proposed:</p> <ul style="list-style-type: none"> ▪ 7am to 6pm, Monday to Friday; and ▪ 8am to 1pm on Saturday. <p>The hours of construction have also been reinforced as conditions of the General Terms of Approval issued by the NSW EPA.</p> <p>In addition to construction noise limits, the NSW EPA has imposed operational noise limits, with the feedlot noise not allowed to exceed specified limits at nearby properties.</p> <p>The proposed limited hours of construction (NSW EPA conditions) and the separation distance from sensitive receptors are considered sufficient to minimise construction and noise impacts on nearby sensitive receptors.</p>
Natural Hazards	<p>Bush fire protection has been considered under Planning for Bush Fire Protection 2006.</p> <p>There is no evidence to suggest the feedlot site is subject to any other natural hazards, flooding, landslip, etc.</p>
Safety, Security & Crime Prevention	The feedlot is suitably fenced and access restricted to authorised personal and visitors. The development is not considered to impact safety, security or crime prevention in the area.
Social Impacts in the Locality	The development is not considered to have an adverse social impact.
Economic Impact in the Locality	The expansion of the feedlot will have a positive influence on the area with provision of employment opportunities, transactions through purchase of cattle and grain, etc.
Site Design & Internal Design	<p>The site of the proposed expansion has been chosen as:</p> <ul style="list-style-type: none"> ▪ The site is already cleared; ▪ It will utilise existing infrastructure; and ▪ It does not encroach on the existing separation distance from Nullamanna Village.

	<p>The expansion has been designed to control all drainage from the site and avoid impacts on Frazers Creek and Tumbledown Gully.</p> <p>It is considered the design of the proposed feedlot expansion is acceptable and will have minimal environmental impact.</p>
Construction	Primary construction impacts will be from noise and earthworks. Both of these matters have been considered above and not considered to have an adverse impact.
Cumulative Impacts	<p>Cumulative impacts associated with the feedlot expansion are mainly:</p> <ul style="list-style-type: none"> ▪ Traffic; ▪ Odour; and ▪ Water Quality. <p>Each of these matters have been assessed throughout this report and it is considered that the feedlot expansion will not have an adverse cumulative impact.</p>
Climate Change	The development is not considered to significantly impact factors influencing climate change.

Suitability of the Site

In assessing the suitability of the site, two matters are considered:

Does the proposal fit in the locality?

The locality is predominantly rural, with a feedlot being a generally accepted use in a rural area. The footprint of the feedlot is small compared to the overall property size and the availability of rural agricultural land will not be impacted.

Nullamanna Village is located to the south. The residential character of the village will not be unreasonably affected given the distance to the feedlot and the design response to minimise impacts such as odour.

It is considered that the proposed expansion to Nullamanna Feedlot provides a reasonable fit with the surrounding locality.

Are the site attributes conducive to development?

The site already contains an existing 1,000 head feedlot operation. The site of the proposed expansion has been historically disturbed from past farming practices and is highly unlikely to contain Aboriginal Cultural Heritage or threatened species.

The land is not identified as flood prone. Two (2) significant watercourses, being Frazers Creek and Tumbledown Gully are located adjacent to the feedlot, but appropriate separation distances and design measures have been incorporated to minimise impacts.

A Land Capability Assessment has been undertaken to ensure that Nullamanna Feedlot, including soil characteristics, are suitable for the feedlot, in particular the irrigation of wastewater onto adjacent Nullamanna Station land.

Legal and practical access is available from Nullamanna Road, which is dedicated for unrestricted B-double access from Ashford Road to Nullamanna Station.

The land is not unduly constrained by bush fire and Council's records do not identify Nullamanna Station as subject to any other natural hazard.

Overall, it is considered that the site attributes of Nullamanna Station are conducive to the proposed expansion of the feedlot.

Submissions

The application was notified from 16 February, 2016 to 15 March, 2016. As a result of the exhibition period, five (5) submissions were received. The submissions have been circulated separately to Committee Members with the Business Paper. The matters raised in the submissions have been considered below.

The Quality of the Aboriginal Cultural Heritage Assessment.

Two of the submissions specifically relate to the quality of the Aboriginal Cultural Heritage Assessment within the Statement of Environmental Effects.

Following these submissions, and at the request of Council, the applicant has engaged a consultant and the Local Aboriginal Land Council and submitted a more detailed Aboriginal Cultural Assessment Report, which is considered satisfactory. The outcome of this report is discussed under the *Inverell Local Environmental Plan 2012*.

A condition of consent can enforce that should any such objects or sites be uncovered during project development and construction, work are to immediately stop and appropriate authorities notified.

Odour Impacts

An odour assessment has been undertaken by EnviroAg Australia assess the impacts of odour as a result of the proposed expansion and to determine the required separation distance from nearby sensitive receptors. The assessment was undertaken in accordance with the EPA requirements.

<u>Property</u>	<u>Required Distance (m)</u>	<u>Actual Distance (m)</u>
"Whispering Willows"	672.9	1,000
"Shalom Grove"	865.1	1,500
"Belmore"	897.2	1,800
"Innes Glen"	961.3	2,100
Nullamanna Village	1,922.5	2,100

As seen in the above table, the odour assessment concludes that there is sufficient separation distance between the feedlot and all sensitive receptors to minimise odour impacts.

The NSW EPA has also assessed the odour impacts to be within accepted standards and guidelines. The EPA issued their General Terms of Approval subject to conditions which require practices to minimise potential odour including stocking density, cleaning of pens and manure depth in pens.

In addition, there is an EPA requirement for the feedlot to maintain a register of odour complaints and to keep a record of actions taken to both investigate any complaint and to minimise odour emissions. It should be noted that Council records indicate that there have been no formal complaints received regarding odour from the feedlot in the past five (5) years.

One submission maker has suggested that tree planting could be undertaken, which would act as a windbreak to minimise odour. Based on the odour assessment undertaken and the proposed monitoring requirements of the NSW EPA, it is considered that tree plantings are not necessary.

The applicant, however, has made a commitment to plant native trees and shrubs to the west and southwest of the manure stockpiles. This vegetation buffer will assist by reducing wind speeds, increasing mixing of air and reduce the spread of dust and aerosols, which are carriers of odorous compounds. The vegetation buffer can be incorporated as a condition of consent.

Conflict between B-Doubles and School Buses

Several submission makers have raised concerns with the conflict between B-Doubles and school buses. One submission maker has requested that line marking be undertaken on Nullamanna Road.

Nullamanna Road is currently approved for B-Double access from the intersection with Ashford Road for a distance 33.9 kilometres to the property "Maryland". No restriction during school hours applies to the sealed section of Nullamanna Road from Ashford Road to "Nullamanna Station". School hour restrictions do however apply from "Nullamanna Station to the property Maryland".

The removal of school hour restrictions on the sealed section of Nullamanna Road was considered by the Civil and Environmental Services Committee on 8 October, 2014 (extract of report below).

A route assessment was undertaken to determine if removing the restriction was appropriate. It is worth noting that the assessment process has changed since the original approval for B-Double use on the road. Also, that significant road realignment and bitumen extension has taken place on Nullamanna Road since the original approval. Since the change of assessment procedure, Council has approved a number of routes with similar road characteristics, with out any conditions or restrictions.

The route assessment shown in Appendix 1 concluded that a number of characteristics needed to be referred to a risk assessment for further consideration. The characteristics under investigation were mainly in relation to road width and road geometry.

This risk assessment (Appendix 1) concluded that the removal of the restriction for operation of B-Doubles during school bus times to this route would not raise the level of risk beyond that currently experienced. As such it is recommended that the current restriction be removed for the section of Nullamanna Road from the intersection of Ashford Road to the property "Nullamanna Station".

Council Staff also applied the assessment criteria to the remaining gravel section of Nullamanna Road, it was deemed that removing the restriction on this section of road would not be acceptable, due to the gravel surface being narrow and having poor vertical and horizontal alignment.

It was subsequently resolved (RES 112/14) at the Ordinary Meeting of Council on 22 October, 2014:

the current restriction on B-Double operation on Nullamanna Road during school bus time be removed for the section from the intersection of Ashford Road to "Nullamanna Station"

The main traffic movements associated with Nullamanna Feedlot are cattle and grain trucks.

It is expected that the expansion to 3,000 head will result in 1-2 truck movements per day. Two (2) additional B-Doubles per day are not significant. Council's Manager Civil Engineering has provided the following comment in respect to this matter:

From the information provided with the application and Traffic Impact Study, the minimal increase in B-Double traffic will have a negligible impact on Nullamanna Road's overall risk assessment from Ashford Road to Nullamanna Station. No changes to the current B-Double route approval are required.

Should there be any significant increase of Restricted Access Vehicle use, the route would need to be re-assessed.

While Council has assessed the possible conflict between B-Doubles and school buses as not requiring any specific mitigation, the applicant, in acknowledging the situation, has offered to implement management measures, where possible, to minimise conflicts between school buses and B-Doubles. Proposed measures include:

- Minimising truck operations during school hours;
- Reducing speed for designated bus stops; and
- A flyer to be provided to all truck drivers outlining speed limits, school times and bus stops.

It is recommended that Council require the preparation and ongoing implementation of a management plan (condition of consent) relating to trucks and school buses, which incorporates the above measures.

Overall, the additional truck movements along Nullamanna Road are not significant and it is considered that B-double conflict with school buses is unlikely to be exacerbated.

Insufficient Water Supply

Concerns have been raised over the amount of water available for the feedlot.

The *National Guidelines for Beef Cattle Feedlots in Australia* states that approximately 72ML of water is required per year for a feedlot of 3,000 head. This yearly requirement includes water for dust suppression, feed processing, cattle wash, general cleaning and staff use.

Nullamanna Station has a bore licensed for 20ML per year and a 65ML gully dam, a total water supply of 85ML.

Furthermore, Nullamanna Station has a maximum harvestable water right of 131ML. The gully dam will be able to be expanded, without the need for approval from the NSW Office of Water, provided it remains under the maximum harvestable water right.

It is considered that there is sufficient water available for the 3,000 head feedlot.

Animal Welfare (Shade)

The animal welfare concerns raised in the letters were related to the provision of shade for cattle, either trees or shade cloth.

The Model Code of Practice for the Welfare of Animals: Cattle states:

The provision of shade or alternative means of cooling, such as misters and sprays, may be required and should be considered particularly where:

- a) *The duration of prolonged high temperature and high humidity with decreased air movement is likely; or*
- b) *The temperature exceeds 30°C for an annual period of 750 hours.*

Nullamanna Station experiences approximately 500 hours above 30°C. Due to the location of the feedlot on top of a hill, prolonged periods of decreased air movement rarely occur.

It is not considered necessary for Council to impose a requirement for shade (trees, shade cloth, etc.) within the feedlot. However, it is recommended that Council impose a condition requiring ongoing compliance with animal welfare standards.

Public Interest

The application is not considered to be prejudicial to the public interest.

Conclusion

DA-15/2016 has been assessed against the relevant legislation, principally *State Environmental Planning Policy No. 30 – Intensive Agriculture* and the *Inverell Local Environmental Plan 2012*. The proposed feedlot is consistent with the requirements and controls of these policies.

In consideration of Schedule 3 of the Environmental Planning and Assessment Regulation 2000, the expansion of the feedlot is not considered to trigger 'Designated Development'.

The proposed expansion is 'Integrated Development' as an Environment Protection Licence is required from the NSW Environment Protection Authority under the *Protection of the Environment Operations Act 1997*. Accordingly, the NSW EPA will be responsible for enforcing environmental impact matters (hydrological, odour, dust, etc.) during construction and operation of the feedlot. The NSW EPA issued General Terms of Approval on 5 July, 2016 (refer to separate attachment). The EPA would not have issued their General Terms of Approval if they were not satisfied that the environmental impacts could be adequately managed.

Submissions have been received and focus on Aboriginal Cultural Heritage, odour, B-double/school bus conflict, adequacy of water supply and animal welfare. These matters have been thoroughly assessed and it is concluded that:

- An Aboriginal Cultural Heritage Assessment has been undertaken, which has not identified the presence of any items or places of significance;
- There is sufficient separation distance from sensitive receptors to minimise odour impacts and the applicant has committed to plant additional vegetation buffers to further assist in managing odour;
- The expansion will result in 1-2 additional trucks per day on Nullamanna Road, which is not significant;
- School bus restrictions were removed from B-Doubles in October 2014 and 1-2 additional trucks per day is not considered to significantly alter the risk criteria along Nullamanna Road from Ashford Road to Nullamanna Station;
- There is sufficient water supply available for the feedlot; and
- The feedlot will be required to operate within national animal welfare guidelines.

This assessment has concluded that the expansion of the existing 1,000 head Nullamanna Feedlot to 3,000 head is permissible and will not have an unreasonable impact on adjoining properties or the broader road network. It is recommended that DA-15/2016 be approved subject to conditions of consent.

RECOMMENDATION:

That Development Application 15/2016 be approved subject to the following conditions of consent:

Preliminary

1. Inverell Shire Council issues its consent, subject to conditions stated hereunder, in accordance with Section 80A of the *Environmental Planning and Assessment Act 1979*.

Consent is granted for the expansion of Nullamanna Feedlot, including:

- An additional 2,000 head, (total operating capacity 3,000 head);
- Construction of 10 additional feedlot pens;

- Construction of sedimentation basin and holding pond for wastewater treatment;
- Construction of additional cattle, truck and turning lanes;
- Expansion of 65ML gully dam for freshwater storage; and
- Construction of small catchment dams below the silage pit and south-western truck lane.

To confirm and clarify the terms of consent, the development must be carried out in accordance with the:

- Statement of Environmental Effects titled Nullamanna Feedlot Expansion, prepared by EnviroAg Australia, report number 23876.81916, dated 3 February 2016;
- Briefing Note titled Nullamanna Feedlot Information Request Response, prepared by EnviroAg Australia, reference number 23876.83876, dated 3 June 2016; and

Any deviation will require the consent of Council.

2. The development is to be undertaken in accordance with the General Terms of Approval (**Appendix 1** of this consent) and any subsequent Environmental Protection License (as amended), issued by the NSW Environment Protection Authority.
3. The applicant must comply with all relevant prescribed conditions as contained in Division 8A of the *Environmental Planning & Assessment Regulation 2000* (as detailed at the end of this consent).

Prior to Construction

4. Prior to the commencement of any works (including earthworks) on the site a Construction Certificate must be issued in accordance with Section 109C (1)(b) and 81A (2) of the *Environmental Planning and Assessment Act 1979*. The application for a Construction Certificate, made to Council or an Accredited Certifier, must include plans and specifications demonstrating full compliance with the *Building Code of Australia* and associated standards.
5. Prior to issue of a Construction Certificate, a traffic management plan outlining operational measures to reduce conflict between School Buses and trucks associated with Nullamanna Station, is to be prepared by the applicant and approved by Council.
6. Prior to construction / earthworks associated with the expansion of the 65ML gully dam, plans indicating detailed design and volume calculations must be submitted to Council. The detailed plans and volume calculations must be accompanied by documentary evidence from NSW Office of Water that the proposed expansion is in accordance with their requirements and within the Maximum Harvestable Right (MHR) for the property.

During Construction

7. The applicant will:
 - repair, or pay the full costs associated with repairing, any public infrastructure that is damaged by the development; and
 - re-locate, or pay the full costs associated with relocating, any public infrastructure that needs to be relocated as a result of the development.

8. Should any aboriginal artefacts or places be discovered during construction, all works are to cease immediately. The NSW Office of Environment and Heritage are to be contacted immediately and any direction or requirements complied with
9. Prior to issue of an Occupation Certificate a buffer of native trees and shrubs must be planted along the west and south-west of the manure stock-piles. A plan including the numbers and types of species must be submitted to and approved by Council prior to undertaking any planting.

Ongoing Use

10. A Section 94 Contribution will be required per head. The current rate is \$1.093 per head per year, plus the CPI increase in December of each year. A contribution will be required to be paid quarterly. This contribution is towards the ongoing maintenance of Nullamanna Road.
11. All trucks associated with the operation of the Nullamanna Feedlot are to comply with the approved traffic management plan.
12. The *National Guidelines for Beef Cattle Feedlots in Australia* is to be complied with at all times during the operation of the feedlot to ensure animal health and welfare.
13. Any other condition deemed appropriate by the Director Civil and Environmental Services.

APPENDIX 1

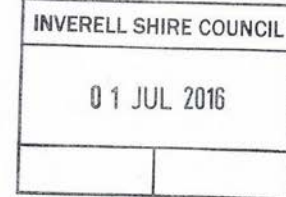
**NORTH WEST WEIGHT OF LOADS COMMITTEE**

Administered by
Moree Plains Shire Council
ABN: 46 566 790 582

PO Box 420, MOREE NSW 2400
Telephone: 02 6757 3222
Fax: 02 6752 3934
Reference: KK:RP File 13/989

Monday, 27 June 2016

Mr Paul Henry
General Manager
Inverell Shire Council
PO Box 138
INVERELL NSW 2360



Dear Mr Henry,

Memorandum of Agreement

Please find enclosed your new Memorandum of Agreement for signing by your General Manager and Mayor and plus the placement of Council common seal.

A new Memorandum of Agreement was needed due to recent Council amalgamations.

It would be very much appreciated if you could please return your signed Memorandum of Agreement to the above address by Friday, 26 August 2016.

Should you have any questions regarding this matter please do not hesitate to contact myself or Rosalie Peacey on 02 6757 3279.

Yours sincerely,

Kylie Kerr
ASSET MANAGER

NORTH WEST WEIGHT OF LOADS COMMITTEE

MEMORANDUM OF AGREEMENT

MEMORANDUM OF AGREEMENT made BETWEEN THE COUNCIL OF THE SHIRE OF MOREE PLAINS of the First Part and the COUNCIL OF THE SHIRE OF NARRABRI of the Second Part and the WESTERN PLAINS REGIONAL COUNCIL of the Third Part and the COUNCIL OF THE SHIRE OF GLEN INNES SEVERN of the Fourth Part and the COUNCIL OF THE SHIRE OF GUNNEDAH of the Fifth Part and the COUNCIL OF THE SHIRE OF GWYDIR of the Sixth Part and the COUNCIL OF THE SHIRE OF INVERELL of the Seventh Part and the COUNCIL OF THE SHIRE OF WARRUMBUNGLE of the Eighth Part.

WHEREBY IT IS AGREED AS FOLLOWS:

1. The date of commencement of this Agreement shall be the 31st of July 2016.
2. That the control of the operation shall be in accordance with the North West Weight of Loads Committee Constitution.
3. That the time spent in a Council area shall be by agreement with the North West Weight of Loads Committee and the Council concerned in accordance with the Level of Service stated and agreed annually.
4. The said Councils shall jointly employ Ordinance Inspectors (hereinafter called "the inspectors") to the said Councils under and subject to the provisions of the Local Government Act 1993, Heavy Vehicle National Law and the Regulations made or to be made thereunder in accordance with the pertinent agreements.
5. The council of the Shire of Moree Plains shall act as the administrative body in accordance with the Constitution for the joint employment of the inspectors and shall be responsible for actually paying the wage of the inspectors.
6. The inspectors shall be employed under the terms of the Local Government (State) Award, 2014.
7. The liability of each of the said Councils of respect of wages and other conditions of employments shall be proportional to the amount of time spent in a working week (or any other relevant period) by the inspectors actually working in a Council's area.
8. The Council of the Shire of Moree Plains shall receive from the other Councils party to this Agreement a contribution towards the payments due to the inspector in respect of his work for the said Councils. The contribution shall be calculated in accordance with Clause 6 hereof.

North West Weight of Loads Memorandum of Agreement	Authorised by: Signature	Draft Date: 05/07/2016
Review Date: July 2016	Reviewed by: Kylie Kerr (Asset Manager)	Page: 1 of 2

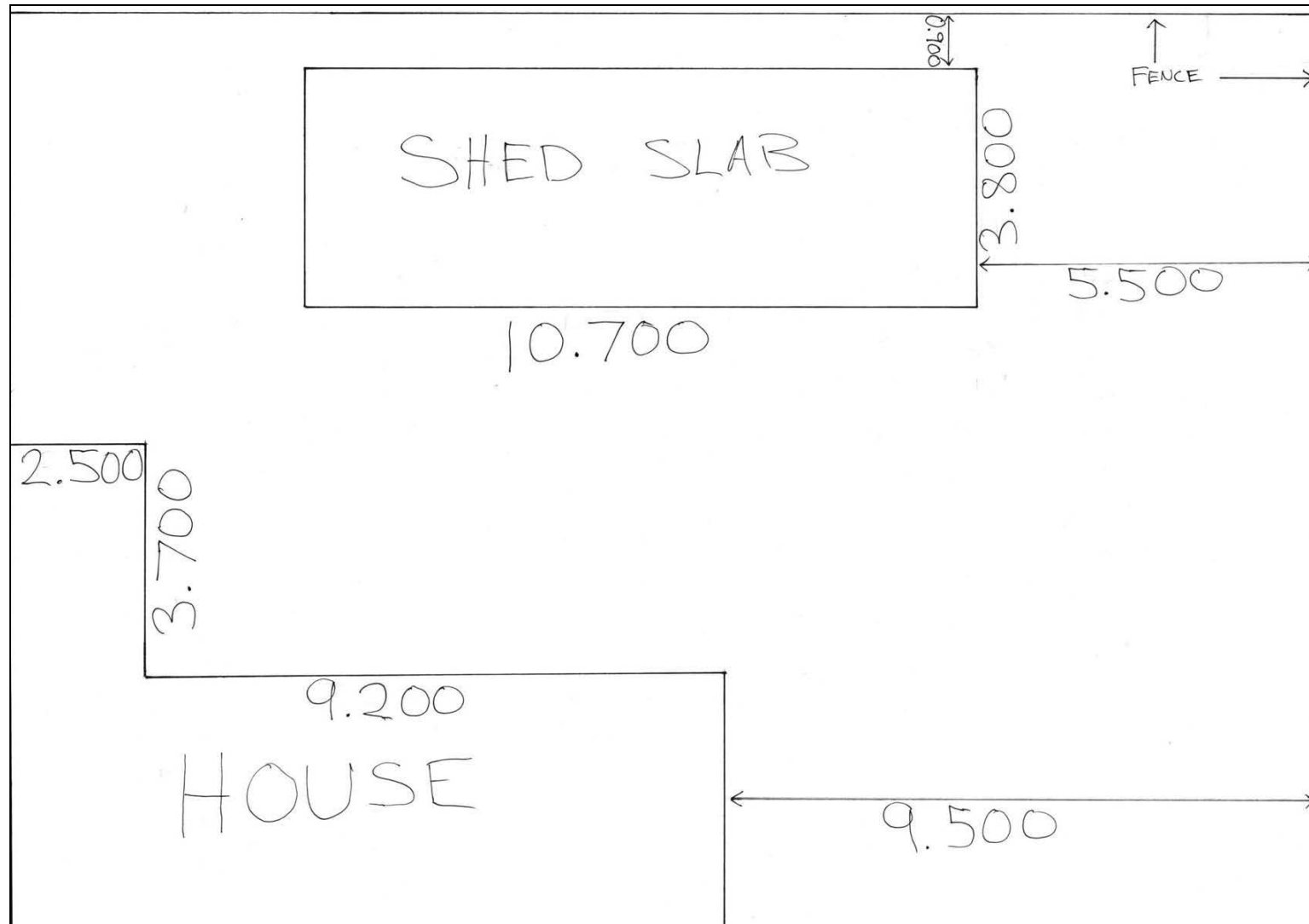
9. That each Council charge its own costs against the Moree Plains Shire Council and remit all receipts to that Council.
10. That the operational costs for work carried out within the area of each Council shall be charged to that Council by means of a hire rate, based on the time spent in that Council's area.
11. a). That the administration of the undertaking shall be in accordance with the North West Weight of Loads Committee Constitution, with an administrative charge of 8% of the total expenditure incurred within each of the Shires, to be included in the cost of operation, and charged against each Council in accordance with the formula hereto annexured.

 b). The per centum of Administrative charge be reviewed on a biennial basis at the Committee's March Meeting.
12. That the capital costs for equipment items, other than those for which hire rates are charged, be shared equally amongst the constituent Councils.
13. That the above terms of agreement shall be binding on the constituent Councils until 31 July 2021.
14. That this agreement may be terminated by six (6) months notice in writing by any of the parties to the others of them, and shall not extend for a period longer than five (5) years from the date of commencement of the agreement.
15. This agreement may be executed in any number of counterparts each of which will be an original but such counterparts together will constitute one and the same instrument.

IN THE WITNESS THEREOF the Common Seals of the Said Councils have been hereunto affixed.

North West Weight of Loads Memorandum of Agreement	Authorised by: Signature	Draft Date: 05/07/2016
Review Date: July 2016	Reviewed by: Kylie Kerr (Asset Manager)	Page: 2 of 2

APPENDIX 2



ENGINEERING SCHEDULE		
	Best Sheds 151 Smeaton Grange Road, Smeaton Grange, NSW, 2567	Ph: (02) 4648 7777 Fax: (02) 4648 7700

CERTIFIED STEEL PORTAL FRAME SHED DESIGN FOR "REGION A" TERRAIN CATEGORY 2.0, 2.5 & 3.0 – IMPORTANCE LEVEL 2.

Customer: Ryan Schuman

Site Address: 9 Deodara Drive , Inverell , NSW, 2360

Main Building: Span: 3.6, Length: 10.5, Height: 2.4, Roof Pitch: 11 degrees

The length being comprised of 3 bays, the largest bay is 3.5m bays.

Left LeanTo: NA

Right LeanTo: NA

INTERNAL PORTALS	END PORTALS
Column: C15012 Rafter: C15012 Knee Brace: NA Knee Brace Length: NA Apex Brace: NA Apex Brace Length: NA	Column: C15012 Rafter: C15012 Knee Brace: NA Knee Brace Length: NA Apex Brace: NA Apex Brace Length: NA End Wall Mullion: NA
LEFT LEAN TO PORTALS	RIGHT LEANTO PORTALS
Internal Column: NA Internal Rafter: NA End Column: NA End Rafter: NA	Internal Column: NA Internal Rafter: NA End Column: NA End Rafter: NA

NOTE: All unclad intermediate columns are back to back always back to back (refer to drawing: Floor Plan).

PURLINS AND GIRTS			
Eave Purlin: C10010 Side Wall Girts: TH64075 Front End Wall Girts: TH64075 Back End Wall Girts: TH64075 Roof Purlins: TH64075	Spacing: 1100 Spacing: 1115 Spacing: 1115 Spacing: 852		Overlap: 100mm Overlap: 100mm Overlap: 100mm Overlap: 100mm

Fasteners
Sleeve Anchor Bolts: M12x80 Sleeve Anchor Yellow Zinc Frame Bolts: M12x30 Purlin Assembly Zinc (Mild) Frame Screws: Frame Screw 14x14x22 Cross Bracing Strap: NA Open Bay Header Height: NA

Registered Professional Engineer 349317

Mr John Raymond Hart

MIEAust, CPEng-Civil (General)

Signature:  Date 14/06/16

Page 1 of 3

ACAME 243 Princess Highway
 Milton NSW 2538
 ABN 28 002 465 072 Email: acame@bigpond.net.au
Consulting Civil, Structural & Mechanical Engineers

 Director: John R Hart Dip Tech (Civil Eng) MIE (Aust) CP Eng (NPER Civil) RPEQ
 Registered Chartered Professional Engineer Regn. No. 349317
 Registered Professional Engineer (Civil) - QLD Regn. No. 7021
 Registered Certifying Engineer (Structural) - N.T. Regn. No. 13051ES
 Registered Civil Engineer - VIC Regn. No. EC22090
 Registered Civil & Structural Engineer - TAS Regn. No. CC2788F

ENGINEERING SCHEDULE



Best Sheds
 151 Smeaton Grange Road,
 Smeaton Grange, NSW, 2567

Ph: (02) 4648 7777
Fax: (02) 4648 7700

DOMESTIC & LIGHT INDUSTRIAL STEEL PORTAL FRAME SHED STRUCTURES

This structure is designed in compliance with AS4600, AS3600 and AS1170 1 to 4 as Importance Level 2 with a Live Load of 0.25kPa as "Air Leaky Structures" providing stability when openings are prevalent.

The structures are clad with corrugated pre-painted finish, 0.42mm walls and 0.42mm roof over cold formed 450 to 550mPa galvanized steel C sections primary frames.

Primary framing is fastened together with 8.8 Class galvanized bolts adequately tensioned on ground prior to erection.

Secondary framing steel bracing, with purlins and girts lapped, are all tek fastened to primary steel with a minimum of two (2) teks per connection as specified in details.

ENGINEERING

The undersigning engineer has checked that the design of the structure complies with relevant current Australian Standards as stated above and the following i.e AS4671- 2001 Steel Reinforcing materials, AS3600 - Concrete structures. However, he will not be present during construction, neither will he conduct inspections nor construction supervision.

The class 10a buildings are designed for erection on pad footings or slab based on soil of classification "A", "S" or "M" with nominal bearing capacity 100kPa (i.e. organic soil is to be removed to a minimum of 100mm below natural surface).

Where (suitable) fill is required to level the site, it should be placed and compacted in layers of 150mm maximum.

Concrete pad footings and slab supply and placement is to be in compliance with AS2870-2011 Residential Slabs & Footings, AS3600-2009 Concrete Structures for A2 and B2 exposure (i.e. 25mPa strength @ 28 days strength) with recommended slump 75 to 80mm for light pneumatic tired traffic all trafficable floors.

For sites where these conditions are considered to be inadequate, a customized foundation design for the structure can be supplied to suit a specific purpose.

CONSTRUCTION

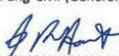
Erection of the structure is to be in compliance with local and state ordinances,

Occupational Health and Safety Regulations and with plans provided.

GENERAL

The designs as portrayed on the drawings remain the intellectual property of Best Sheds Pty Ltd and are provided for building approval and construction purposes only and are only valid when blue ink signed and dated by the engineer.

Registered Professional Engineer 349317
 Mr John Raymond Hart
 MIEAust, CPEng-Civil (General)

Signature:  Date 14/06/16

Page 2 of 3

ACAME

243 Princess Highway
 Milton NSW 2538
 ABN 28 002 465 072
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 & Mechanical Engineers
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 Registered Professional Engineer (Civil) - QLD Regn. No. 7821
 Registered Certifying Engineer (Structural) - N.T. Regn. No. 13951E5
 Registered Civil Engineer - VIC Regn. No. EC22089
 Registered Civil & Structural Engineer - TAS Regn. No. CC2789F

ENGINEERING SCHEDULE		
	Best Sheds 151 Smeaton Grange Road, Smeaton Grange, NSW, 2567	Ph: (02) 4648 7777 Fax: (02) 4648 7700

GENERAL SLAB DESIGN FOR DOMESTIC & LIGHT INDUSTRIAL USES

Thickness: 100mm with minimum 30mm cover. Refer to Slab Foundation table for reinforcing specification.

Strength: 25mPa

Thickened section under columns. Refer to Slab Foundation table for footing / pier specification.

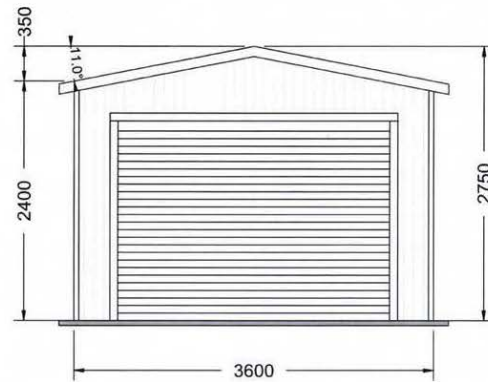
SLAB FOUNDATIONS DOMESTIC / LIGHT INDUSTRIAL (100mm minimum concrete slab included)					
SOIL CLASSIFICATION (COMPACTED)	REINFORCING IN SLAB	EDGE BEAM	PIER	EDGE BEAM (slab thickness not included)	
	MESH REINFORCING	TRENCH MESH	Ø x DEPTH	DEPTH	WIDTH
A, S, & M	SL72	-	450 x 400	-	-
M - D	SL82	L11TM3	-	300	300
H TO H - D	SL82	L11TM3	-	400	300
E TO E - D	SL82	L11TM4	-	400	400
P (DROP EDGE BEAM OR STANDARD EDGE BEAM WITH PIERS UNDER COLUMNS 300 INTO FIRM GROUND)	SL82	L11TM4	450 Ø	400	400

Registered Professional Engineer 349317
 Mr John Raymond Hart
 MIEAust, CPEng-Civil (General)

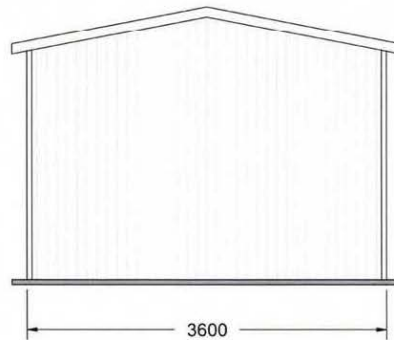
Signature:  Date 14/06/16

Page 3 of 3

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 Registered Civil Engineer - VIC Regn. No. EC22090
 Registered Civil & Structural Engineer - TAS Regn. No. CC2789F



FRONT ELEVATION



REAR ELEVATION

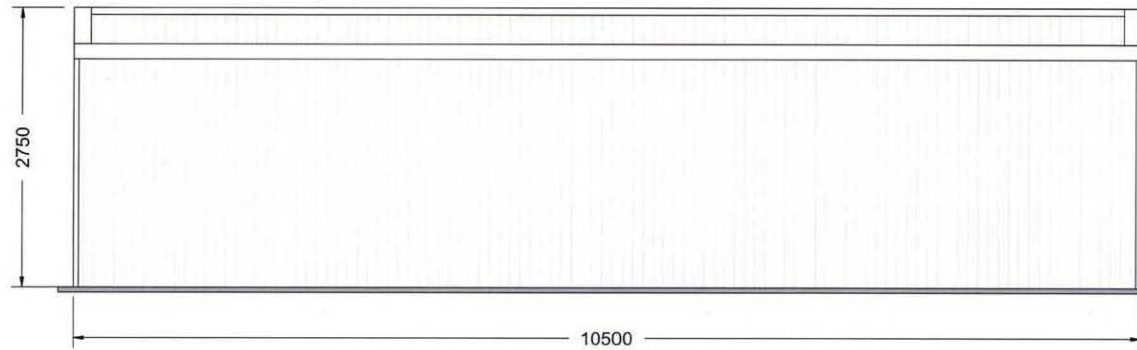
best sheds
Values & Quality Don't Sleep
151 Smeaton Grange Road,
Smeaton Grange, NSW, 2567
Phone: 02 4648 7777
Fax: 02 4648 7700
Email: sales@bestsheds.com.au

ACAME 241 Pittwater Highway
Abin 18 902 451 812
Consulting Civil, Structural
& Mechanical Engineers
241 Pittwater Highway
Abin 18 902 451 812
Fax: 02 9338 1144
Email: sales@acame.com.au

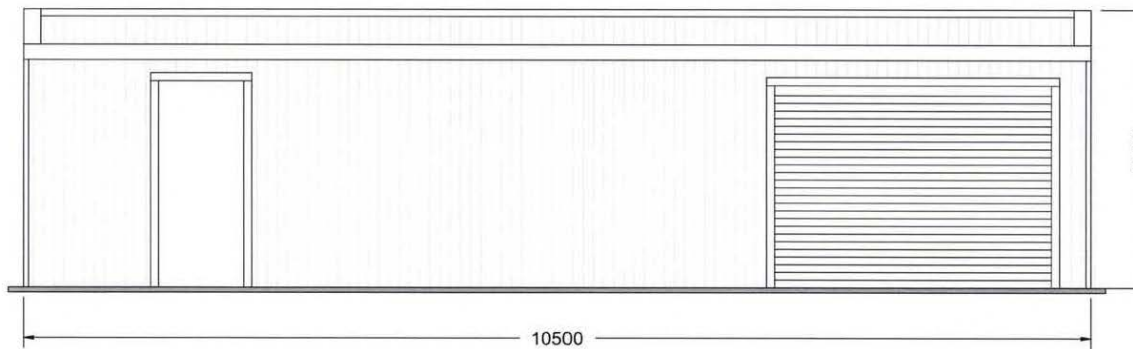
Registered Professional Engineer 345317
Mr John Raymond Hall
NSW 2560 (NSW - Civil Engineer)
10/10/16
Signature: [Signature]
Date: 10/10/16
Name: John Raymond Hall
Address: 10/10/16

Customer Name: Ryan Schuman
Site Address: 9 Deodara Drive
Inverell
NSW, 2360

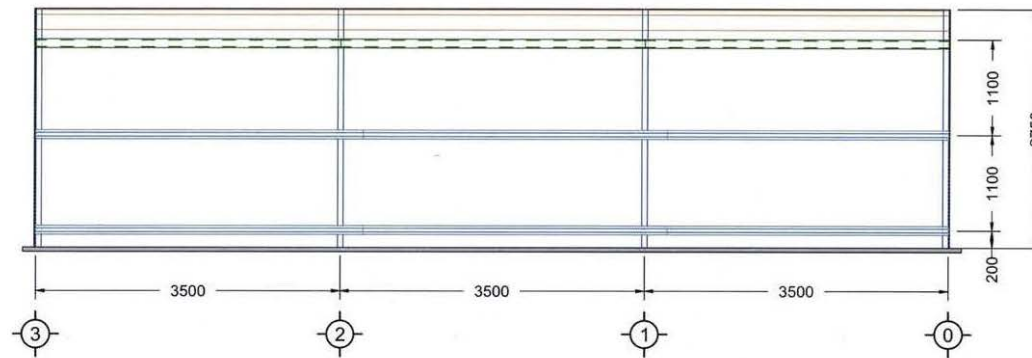
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Scale: 1:34.826
Date: 09-06-2016
Job Number: 700584
Page: 1 of 8



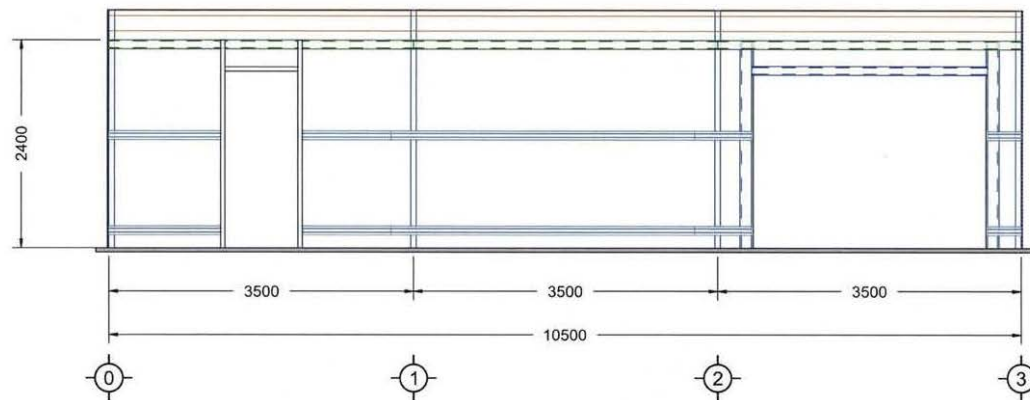
LEFT ELEVATION



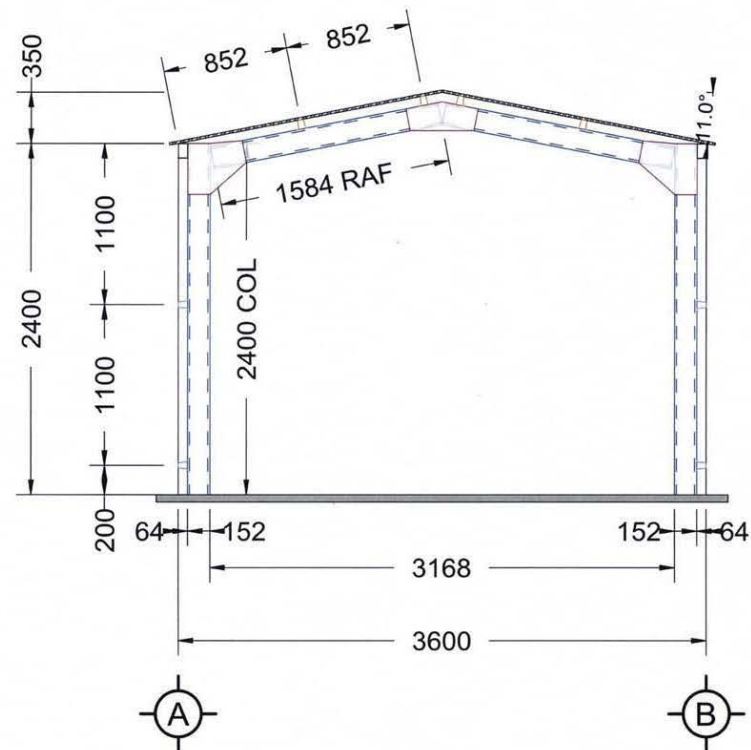
RIGHT ELEVATION



LEFT ELEVATION



RIGHT ELEVATION



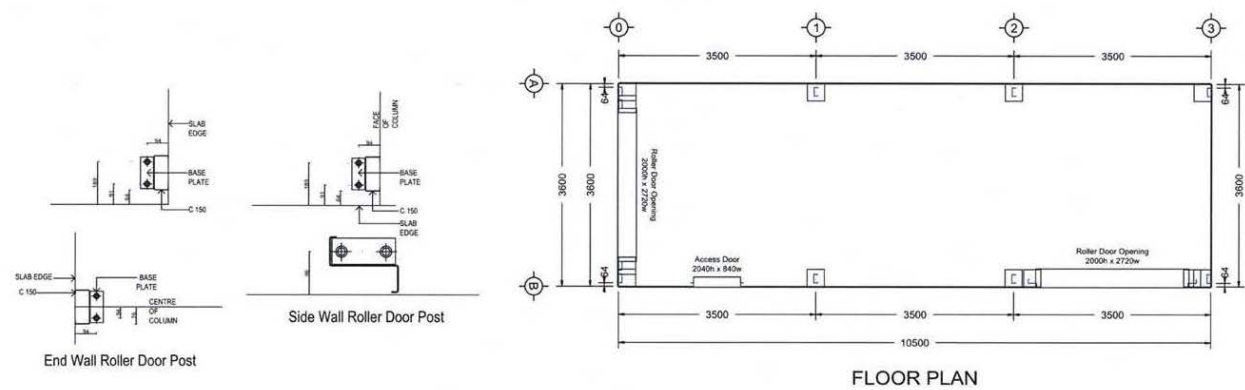
INTERMEDIATE ELEVATION

best sheds
Value & Quality Direct to You
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Fax: 02 4648 7700
Email: sales@bestsheds.com.au

ACAME 243 Princess Highway
JAN 28 2012 485 472 MILES NSW 2348
Consulting Civil, Structural & Mechanical Engineers
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ACAME (Pty) Ltd - Civil (Structural) & Mechanical
Engineers
ACAME (Pty) Ltd - Civil (Structural) & Mechanical
Engineers
ACAME (Pty) Ltd - Civil (Structural) & Mechanical
Engineers
ACAME (Pty) Ltd - Civil (Structural) & Mechanical
Engineers

Customer Name: Ryan Schuman
Site Address: 9 Decadara Drive
Inverell,
NSW, 2360

Drawing Title: Cross Section
Scale: 1:23.715
Date: 09-06-2016
Job Number: 700684
Page: 5 of 8

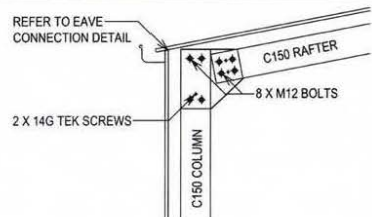


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151 Smeaton Grange Road,
Smeaton Grange, NSW, 2567
Phone: 02 4648 7777
Fax: 02 4648 7700
Email: sales@bestsheds.com.au

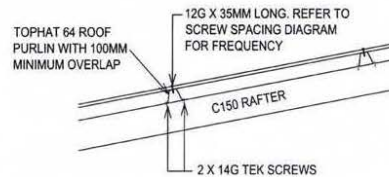
ACAME 343 Princess Highway
Milton NSW 2320
ABN 28 601 461 972
Consulting Civil Engineer
& Mechanical Engineer
Registered Professional Engineer 242317
NSW
Registered Professional Engineer 242317
NSW
Registered Professional Engineer 242317
NSW
Registered Professional Engineer 242317
NSW

Customer Name: Ryan Schuman
Site Address: 9 Deodara Drive
Inverell,
NSW, 2360

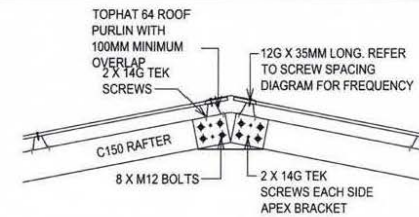
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Job Number: 700684
Page: 6 of 8



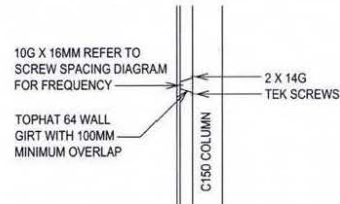
3 COLUMN AND EAVE DETAIL



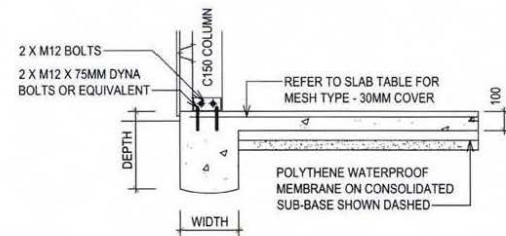
4 ROOF PURLIN DETAIL



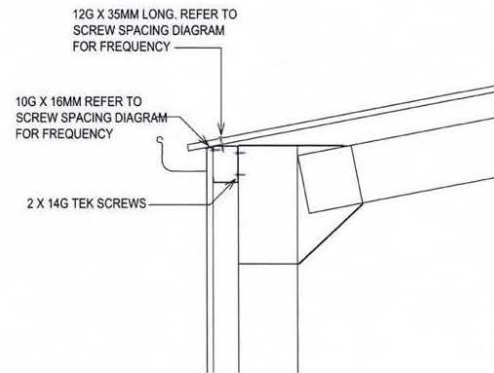
5 APEX DETAIL



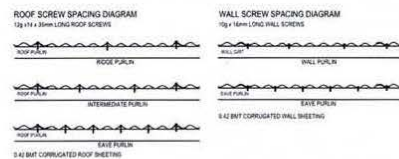
2 WALL GIRT DETAIL



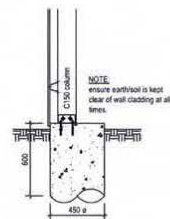
1 CONCRETE SLAB AND FOOTING DETAIL



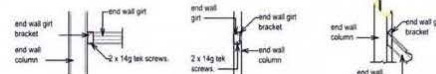
10 EAVE CONNECTION DETAIL



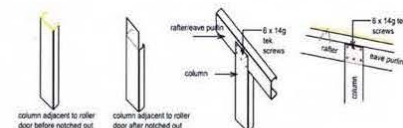
CALDDING FIXING DETAILS



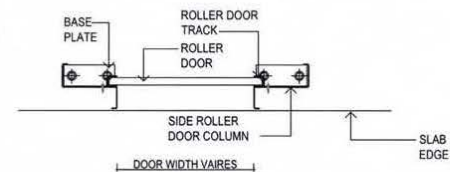
NOTE
ensure earth/soil is kept
clear of wall cladding at all
times.



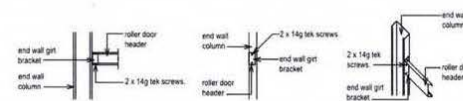
END WALL GIRT CONNECTION



COLUMN ADJACENT TO END WALL ROLLER DOOR



COLUMN ADJACENT TO SIDE WALL ROLLER DOOR



ROLLER DOOR HEADER DETAILS



Colour Range.

Wall, Accessory & Roof Colours for all sheds



CUSTOMER PICK UP GUIDELINE

This guideline is to assist in keeping Best Shed's customers, visitors and employees safe from injury.

This guideline is to be read in conjunction with other relevant forms.

It also provides information on NSW regulations and requirements for transport. If you are from another state please check with your relevant roads authority for any local requirements that may differ.

1. Warehouse Requirements

- Personal protective equipment required
 - o Steel capped leather boots
 - o Hi-Visibility vest, shirt or jumper
 - All site speed limits must be obeyed
 - Best Sheds personnel have the final say
- It is unacceptable that a person be injured or property damaged as a result of vehicles being overloaded, loads overhanging inappropriately, or loads restrained incorrectly. Best Sheds personnel have the right to refuse to load a vehicle if they believe the vehicle or restraining method is inadequate for the load.
- If the vehicle you choose to pick up your materials is inappropriate for the load or if you miss your allocated pick up time, then alternative arrangements will need to be made, additional charges may be applicable.
 - Maximum load limits
 - o Car sports rack max load = 40kg MAX
 - o Trade racks (ladder racks) = 100kg MAX
 - o Trailers and trucks, to manufacturers specifications
 - Any person that enters the warehouse must not be under the influence of drugs or alcohol. Any person deemed under the influence will be asked to leave immediately.

2. Load Restraint

Loads to be restrained to National Transport Commission 'Load Restraint Guide' viewable at <http://www.ntc.gov.au/viewpage.aspx?Areald=35&DocumentId=862>

TO CIVIL & ENVIRONMENTAL SERVICES COMMITTEE MEETING 13/07/2016

ITEM NO:	1.	FILE NO: S28.21.1/09
DESTINATION 5:	The communities are served by sustainable services and infrastructure.	S
SUBJECT:	WORKS UPDATE	
PREPARED BY:	Justin Pay, Manager Civil Engineering	

SUMMARY:

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

COMMENTARY:**Ashford Road Realignment and Widening – North of Byron Station Lane**

Construction works are continuing along this section of Ashford Road. Sub base works are completed for part of the project length however the recent wet weather and current resource demand has slowed progress over the last month. The project completion date is now September, 2016.

Old Bundarra Road Rehabilitation – Macintyre Street to Lions Park

The road works are practically completed and the road is now opened for traffic. Given the current cold weather a primer seal was applied at this point in time. A final coat of bitumen seal will be applied as part of the 2016/2017 bitumen reseal program scheduled for later this year. This new section of the road will be line marked with a double centre line and edge lines after final coat of bitumen seal is applied.

Inverell-Bonshaw Road Rehabilitation – 16km North of Ashford

Road works have commenced on a 675m section of Inverell-Bonshaw Road, 16km north of Ashford. This project includes road rehabilitation and minor drainage maintenance. The works commenced in early July and are scheduled for completion in mid August, weather permitting. During construction, one (1) lane will be closed while another will be opened for traffic. The works will be under traffic control and short delays to traffic can be expected.

Rob Roy Blackspot – Gwydir Hwy Rob Roy Road Intersection Upgrade

Council were successful in obtaining federal blackspot funding to construct a Basic Right Turn (BAR) intersection treatment at the intersection of the Gwydir Highway and Rob Roy Road.

Culvert extension works have been completed on the culvert west of the intersection with intersection widening works and guardrail installation due to commence early July, 2016. This project is due to be completed by the end of July, 2016.

Active Transport Program – Cycleway Construction and Kerb Ramps

Additional cycleway works were completed along Rivers Street from Lawrence Street to Mansfield Street during the month of June. This additional funding was sourced through the Roads and Maritime's Active Transport Program due to program savings made across the state. This concludes the Active Transport Program for the 2015/2016 financial year.

Lions Park Fence Construction

Construction of a post and rail fence adjacent to Lions Parks, Raglan and Buxton Streets was completed in the months of June and July. The fence is to improve safety to park users by limiting vehicular access from local traffic in Raglan and Buxton Streets. The fence is constructed with recycled plastic bollards which are low maintenance and complement the aesthetics of the adjacent, newly constructed cycleway.

Maintenance Grading

Maintenance grading works were undertaken on the following roads during June, 2016:

SR 9 North Star Road	15.0km
Total	15.0km

Reactive /Spot Grading

Reactive /spot grading works were undertaken on the following roads during June, 2016.

SR 13 Apple tree Flat Road	19.0km
SR 24 Mt Hallam Road	11.5km
Total	30.5km

Heavy Patching

Heavy patching works were undertaken on the following roads during June, 2016.

MR 135 Guyra Road	Various locations
-------------------	-------------------

Gravel Resheeting

No gravel resheeting was undertaken in June, 2016.

Gravel Patching

Gravel patching works were undertaken on the following roads during June, 2016.

SR 217 Beaulieu Lane	0.3km
Total	0.3km

Other Maintenance Activities

Council's State, Regional and Local Roads, Urban and Village Street maintenance activities, such as bitumen patching, drainage and shoulder repairs as well as vegetation control, are continuing as required. Town maintenance will continue as programmed.

RECOMMENDATION:

That the items contained in the Information Reports to the Civil & Environmental Services Committee Meeting held on Wednesday, 13 July, 2016, be received and noted.