



BUSINESS PAPER

**Civil and Environmental Services
Committee Meeting
Wednesday, 10 August 2022**

INVERELL SHIRE COUNCIL**NOTICE OF CIVIL AND ENVIRONMENTAL SERVICES COMMITTEE MEETING**

5 August, 2022

A Civil and Environmental Services Committee Meeting will be held at the Yetman Memorial Hall, 82-84 Warialda Street, Yetman on Wednesday, 10 August, 2022, commencing at **1.30pm**.

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

Please Note: Under the provisions of the Code of Meeting Practice the proceedings of this meeting (including presentations, deputations and debate) will be recorded. The audio recording of the meeting will be uploaded on the Council's website at a later time. Your attendance at this meeting is taken as consent to the possibility that your voice may be recorded and broadcast to the public.

I would like to remind those present that an audio recording of the meeting will be uploaded on the Council's website at a later time and participants should be mindful not to make any defamatory or offensive statements.

P J HENRY PSM

GENERAL MANAGER

Agenda

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Ethical Decision Making and Conflicts of Interest

A guiding checklist for Councillors, officers and community committees

Ethical decision making

- Is the decision or conduct legal?
- Is it consistent with Government policy, Council's objectives and Code of Conduct?
- What will the outcome be for you, your colleagues, the Council, anyone else?
- Does it raise a conflict of interest?
- Do you stand to gain personally at public expense?
- Can the decision be justified in terms of public interest?
- Would it withstand public scrutiny?

Conflict of interest

A conflict of interest is a clash between private interest and public duty. There are two types of conflict:

- **Pecuniary** – regulated by the *Local Government Act 1993* and Office of Local Government
- **Non-pecuniary** – regulated by Codes of Conduct and policy. ICAC, Ombudsman, Office of Local Government (advice only). If declaring a Non-Pecuniary Conflict of Interest, Councillors can choose to either disclose and vote, disclose and not vote or leave the Chamber.

The test for conflict of interest

- Is it likely I could be influenced by personal interest in carrying out my public duty?
- Would a fair and reasonable person believe I could be so influenced?
- Conflict of interest is closely tied to the layperson's definition of 'corruption' – using public office for private gain.
- Important to consider public perceptions of whether you have a conflict of interest.

Identifying problems

- 1st** Do I have private interests affected by a matter I am officially involved in?
2nd Is my official role one of influence or perceived influence over the matter?
3rd Do my private interests conflict with my official role?

Local Government Act 1993 and Model Code of Conduct

For more detailed definitions refer to Sections 442, 448 and 459 or the *Local Government Act 1993* and Model Code of Conduct, Part 4 – conflicts of interest.

Disclosure of pecuniary interests / non-pecuniary interests

Under the provisions of Section 451(1) of the *Local Government Act 1993* (pecuniary interests) and Part 4 of the Model Code of Conduct prescribed by the Local Government (Discipline) Regulation (conflict of interests) it is necessary for you to disclose the nature of the interest when making a disclosure of a pecuniary interest or a non-pecuniary conflict of interest at a meeting.

A Declaration form should be completed and handed to the General Manager as soon as practicable once the interest is identified. Declarations are made at Item 3 of the Agenda: Declarations - Pecuniary, Non-Pecuniary and Political Donation Disclosures, and prior to each Item being discussed: The Declaration Forms can be downloaded at [Disclosure of pecuniary interests form](#) or [non-pecuniary interests form](#)

Quick Reference Guide

Below is a legend that is common between the:

- Inverell Shire Council Strategic Plan;
- Inverell Shire Council Delivery Plan; and
- Inverell Shire Council Operational Plan.



1 APOLOGIES

2 CONFIRMATION OF MINUTES

RECOMMENDATION:

That the Minutes of the Civil and Environmental Services Committee Meeting held on 13 July, 2022, as circulated to members, be confirmed as a true and correct record of that meeting.

**MINUTES OF INVERELL SHIRE COUNCIL
CIVIL AND ENVIRONMENTAL SERVICES COMMITTEE MEETING
HELD AT THE COMMITTEE ROOM, ADMINISTRATIVE CENTRE, 144 OTHO STREET,
INVERELL
ON WEDNESDAY, 13 JULY 2022 AT 8:50AM**

PRESENT: Cr Stewart Berryman (Chairperson), Cr Paul Harmon (Mayor), Cr Di Baker, Cr Jacko Ross and Cr Wendy Wilks.

IN ATTENDANCE: Cr Kate Dight, Cr Paul King OAM, Cr Nicky Lavender and Cr Jo Williams.

Paul Henry (General Manager), Brett McInnes (Director Civil & Environmental Services), Paul Pay (Director Corporate and Economic Services), Justin Pay (Manager Civil Engineering) and Anthony Alliston (Manager Development Services).

1 APOLOGIES

Nil

2 CONFIRMATION OF MINUTES

COMMITTEE RESOLUTION

Moved: Cr Di Baker

Seconded: Cr Jacko Ross

That the Minutes of the Civil and Environmental Services Committee Meeting held on 8 June, 2022, as circulated to members, be confirmed as a true and correct record of that meeting.

CARRIED

3 DISCLOSURE OF CONFLICT OF INTERESTS/PECUNIARY AND NON-PECUNIARY INTERESTS

Nil

4 PUBLIC FORUM

Nil

5 DESTINATION REPORTS

5.1 BITUMEN RESURFACING PROGRAM 2022/2023 S28.21.1/15

COMMITTEE RESOLUTION

Moved: Cr Paul Harmon

Seconded: Cr Di Baker

The Committee recommend to Council that:

- *the 2022-2023 Bitumen Resurfacing Program be adopted as presented; and*
- *the adopted Bitumen Resurfacing Program be placed on Council's website for the*

information of the community.

CARRIED

5.2 SMOKE-FREE OUTDOOR PUBLIC PLACES POLICY S24.17.1

COMMITTEE RESOLUTION

Moved: Cr Jacko Ross

Seconded: Cr Paul Harmon

That a supplementary report on this matter be received.

CARRIED

5.4 SMOKE-FREE OUTDOOR PUBLIC PLACES POLICY S24.17.1

COMMITTEE RESOLUTION

Moved: Cr Jacko Ross

Seconded: Cr Wendy Wilks

That the Committee recommend to Council:

- i) That the draft Smoke-Free Outdoor Public Places Policy be adopted as presented;*
- ii) The policy commence upon erection of required signage and community notification; and*
- iii) A further report evaluating the effectiveness of the policy be provided at the completion of 12 months from the date of commencement.*

CARRIED

5.3 BRIEFING - PLANNING MATTER DA-38/2022

COMMITTEE RESOLUTION

Moved: Cr Di Baker

Seconded: Cr Jacko Ross

That the information be noted.

CARRIED

6 INFORMATION REPORTS

COMMITTEE RESOLUTION

Moved: Cr Di Baker

Seconded: Cr Jacko Ross

That the following information reports be received and noted.

CARRIED

6.1 IPART DETERMINATION WATER NSW BULK WATER CHARGES 2022/23 S32.9.1

6.2 WORKS UPDATE S28.21.1/15

6.3 FIRST RELEASE OF 2021 CENSUS DATA BY AUSTRALIAN BUREAU OF STATISTICS S14.16.9

6.4 NSW PLANNING PORTAL - PERFORMANCE AUDIT S18.6.60

6.5 DEVELOPMENT APPLICATION PROCESSING TIMES S18.6.60

The Meeting closed at 9.15am.

3 DISCLOSURE OF CONFLICT OF INTERESTS/PECUNIARY AND NON-PECUNIARY INTERESTS

4 DESTINATION REPORTS

4.1 GRAVEL RESHEET PROGRAM 2022-2023

File Number: S28.21.1/15 / 22/25918

Author: Matthew Mephram, Works Engineer

SUMMARY:

Funding allocations have been determined for the 2022-2023 Gravel Resheeting Program. This report details the breakdown of this funding and identifies which roads gravel resheeting is proposed. The Committee is being asked to recommend adoption of the Gravel Resheeting Program to Council.

RECOMMENDATION:

That the Committee recommend to Council that:

- i. the 2022-2023 Gravel Resheeting Program as presented be adopted; and*
- ii. the adopted program be placed on Council's website for the information of the community.*

COMMENTARY:

Each year Council undertakes a Gravel Resheeting Program on Council's unsealed road network.

Council controls and maintains 1329km of unsealed roads. These roads are maintained in accordance with their classification under Council's Road Hierarchy and Asset Management System. Gravel resheeting is the process of re-applying a layer of gravel to the road, this layer acts as the road base and wearing course. The service standard requires the provision of a 100mm thick layer of gravel during resheeting.

Council sources this gravel from natural ridge gravel borrow pits and the material needs to meet certain engineering standards in order to provide adequate safety, trafficability and longevity. The cost of hauling gravel over long distances is significant and as such Council endeavours to source gravel as close to the resheeting works as possible.

The 2022-2023 Gravel Resheeting Program is scheduled to commence in September 2022. Gravel winning for the program will be undertaken so that the program can commence as soon as plant resources are available.

The budget allocation for the 2022-2023 program is \$1,600,942.

The funding source for the program is as follows:

i)	Financial Assistance Grant (ACRD)	\$1,187,735
ii)	Roads to Recovery (R2R)	\$ 222,067
iii)	Revenue	\$ 191,140
	Total	\$1,600,942

The \$1,600,942 budget allocation for the 2022-2023 program is consistent with Council's recurrent funding levels in previous year's budgets.

The funding has been allocated on a priority basis, as determined by Council's Asset Management System. A detailed investigation into unsealed road gravel depths has been undertaken with twenty (20) percent of unsealed road assets completed each year for the past five (5) years, totalling one hundred (100) percent of Council's unsealed road network. Council's asset management staff continue scheduled unsealed road inspections to ensure the asset register has up to date condition data. Along with this information other factors also considered when developing the program include customer requests and areas known to be prone to issues during

inclement weather. Proposed segments were then inspected to verify their current condition and priority and adjustments to the program were made where required.

There is potential for sections of the unsealed road network to experience increased deformation due to extreme weather events or changes in usage patterns throughout the year. As such it is proposed that a portion of the budgeted funds will remain unallocated and will be used for reactionary resheeting. These unallocated funds also provide Council flexibility and enable resheeting works to be undertaken on any road segment that may become a priority through the course of the year. The unallocated funds are also able to be utilised to supplement any self-help proposal consistent with Council's policy.

Over the past 3 years the average cost per kilometre for gravel resheeting programs was \$20,000. Due to the increase in plant hire rates and wages over the past 12 months, as well as longer than average haulage lengths a rate of \$25,000 per kilometre has been estimated for the 2022-2023 program.

Upward of 50,000 cubic metres of gravel will be utilised during the completion of the program, this gravel will be sourced from Council's various gravel pits. The winning and stockpiling of the gravel by bulldozer will be undertaken predominately by contractors. A request for quotation process will be undertaken and contracts awarded for winning and stockpiling of material. All contractors that have the appropriate machinery listed with Council will be given the opportunity to provide a quotation to undertake the works. The contracts will be awarded based on the quantities required to complete the program as listed in the table below.

Composite works crews will complete the resheeting program, comprising both Council staff and contractors. The program will be scheduled around other priority programs such as Sealed Road Rehabilitation Program and the Gwydir Highway/Bundarra Road Roundabout Construction project. Every effort will be made to complete the program by June 2023, this will be dependent on climatic conditions over the period.

The table shown below lists the Shire Roads proposed for resheeting prior to 30 June, 2023.

2022-2023 Gravel Resheeting Program				
Road No.	Road Name	L (m)	Area (m2)	Estimated Resheet Cost
SR212	LEVIATHAN ROAD	5,873	29,365	\$146,825
SR224	AIRLIE BRAKE ROAD	8,440	34,725	\$211,000
SR193	WILTSHIRE ROAD	6,064	27,981	\$151,600
SR266	DUFTY'S ROAD	3,014	12,056	\$75,350
SR425	GEORGES CREEK ROAD	8,808	52,848	\$220,200
SR017	HOLDFAST ROAD	6,311	37,866	\$157,775
SR018	MILKOMI ROAD	5,982	35,892	\$149,550
SR019	YETMAN WEST ROAD	14,504	87,024	\$362,600
SR023	BEDWELL DOWNS ROAD	4,109	24,654	\$102,725
	Unallocated			\$23,317
	Totals	63,105	342,411	\$1,600,942

Attachment 1 contains maps showing locations of above roads for the information of the Committee members.

RISK ASSESSMENT:

Nil

POLICY IMPLICATIONS:

Nil

CHIEF FINANCIAL OFFICERS COMMENT:

Nil


LEGAL IMPLICATIONS:

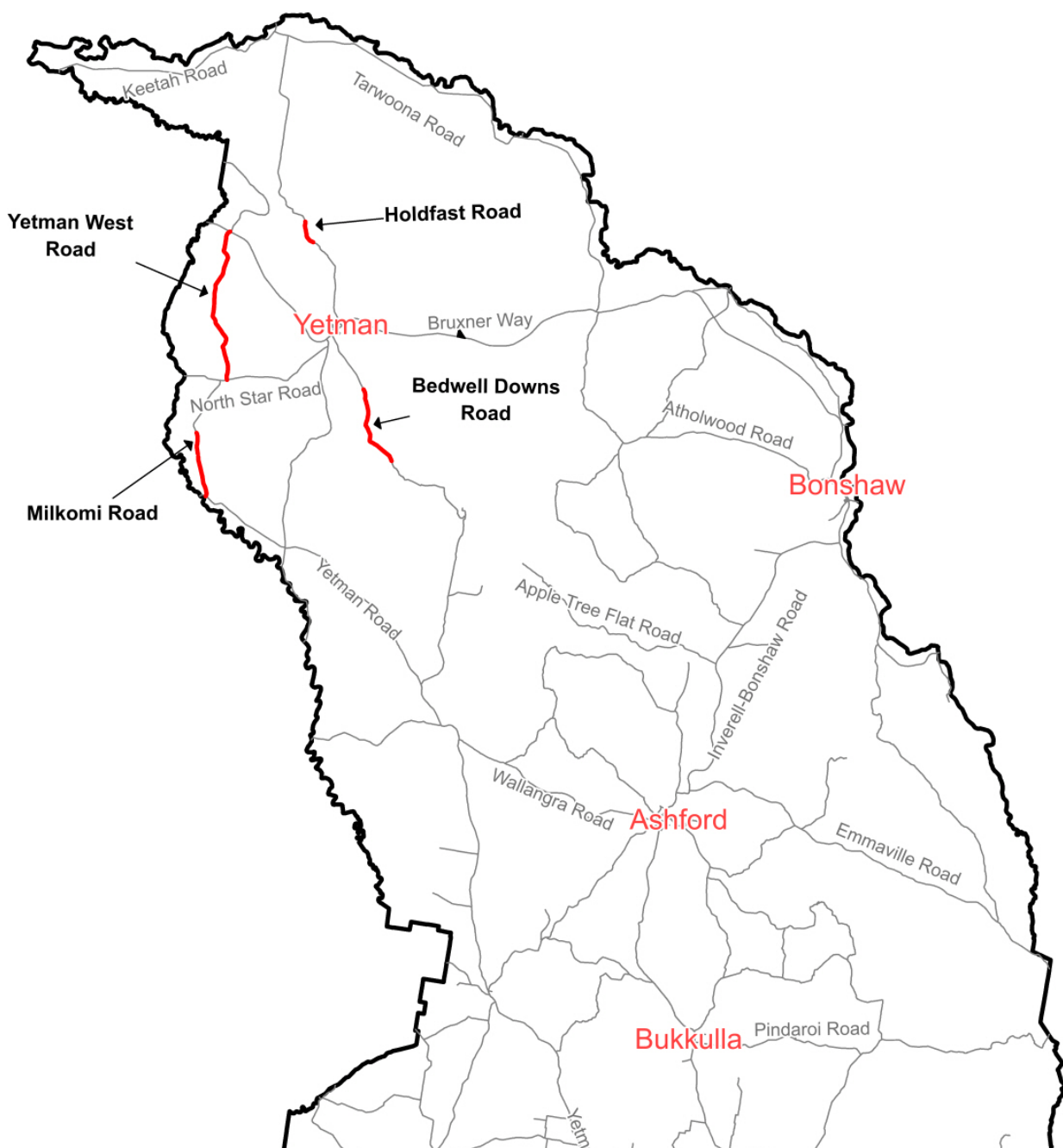
Nil

ATTACHMENTS:

1. Maps showing location of roads [↓](#)

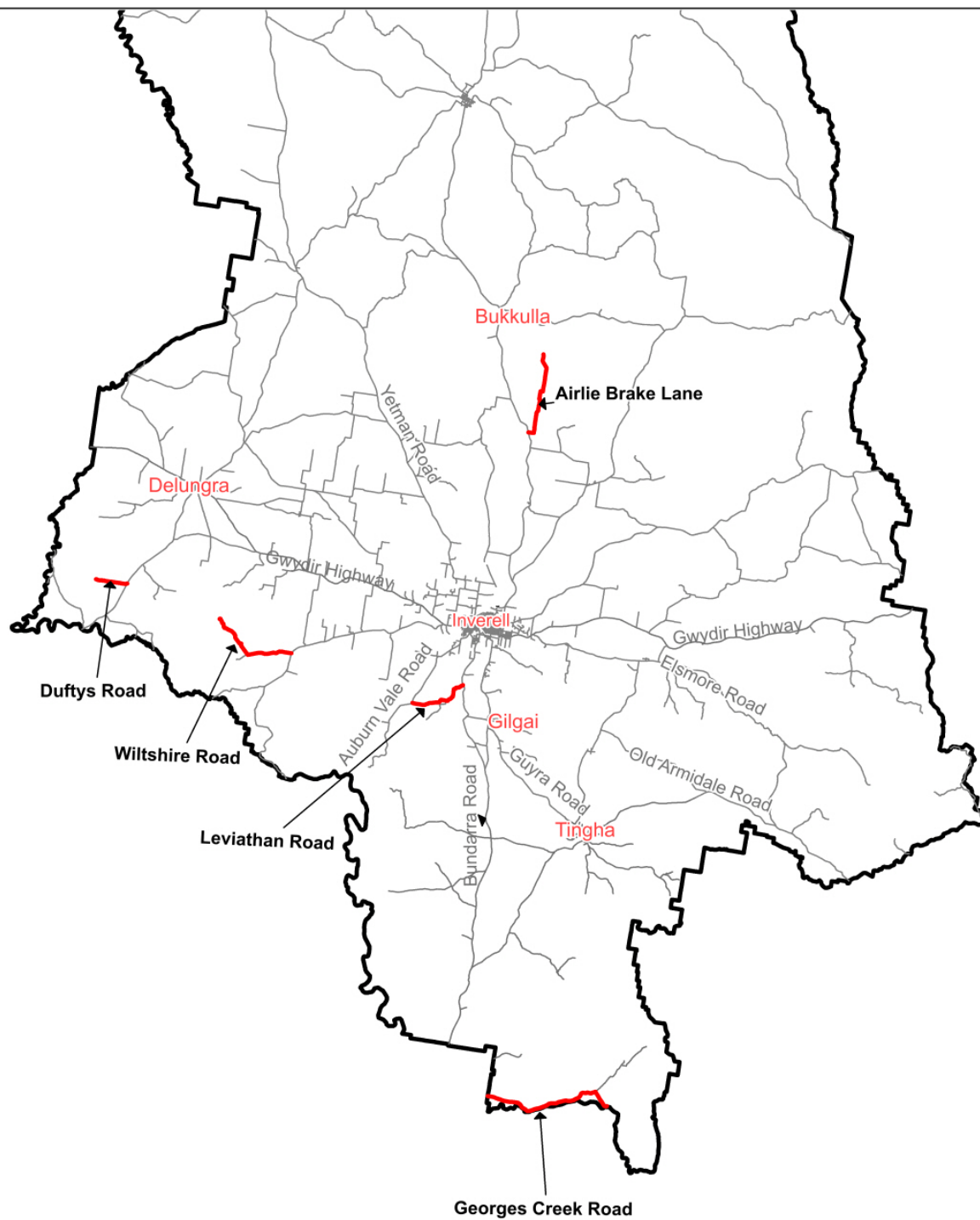
Location of Proposed Roads to be Gravel Resheeted 2022-2023 - North

 Proposed Roads to be Gravel Resheeted



Location of Proposed Roads to be Gravel Resheeted 2022-2023 - South

— Proposed Roads to be Gravel Resheeted



4.2 SPECIAL PROJECTS ROADS INFRASTRUCTURE FUNDING ALLOCATION - 2022/2023**File Number:** S28.16.7 / 22/26683**Author:** Justin Pay, Manager Civil Engineering**SUMMARY:**

Council has secured funding from the Federal Government's Remote Roads Upgrade Pilot Program to upgrade the road network from Tingha to Green Valley Farm. The Committee is requested to consider allocating further funding to allow for extension of the bitumen seal on Jones Road.

RECOMMENDATION:

That the Committee recommend to Council that Council allocate \$341,055 funding from the 2022/2023 Special Roads Projects budget to extend the bitumen seal on Jones Road.

COMMENTARY:

Council has secured funding from the Federal Government's Remote Roads Upgrade Pilot Program to upgrade the road network from Tingha to the tourist attraction Green Valley Farm. The scope of the project is to complete heavy patching, shoulder repairs and drainage improvements on New Valley Road (sealed Road) between Tingha and Jones Road. Also, to complete upgrade works on the 1.5km unsealed section of Jones Road, including earthworks, drainage upgrade, minor road realignment and pavement construction (unsealed).

The estimate for this project is \$1,562,000. This will be funded by a Federal Government grant of \$1,249,600 (80%) with Council funding the remaining \$312,400 from the 2023/2024 Bitumen Road Renewal funds.

The funding guidelines for the Federal Government's Remote Roads Upgrade Pilot Program do not allow for upgrade from unsealed to sealed road standard, as such at the completion of the project Jones Road will remain unsealed for 1.5km from Green Valley farm.

The opportunity exists for Council to allocate further funding to enable the 1.5km of Jones Road to be upgraded to sealed road standard. This would result in sealed public road access to Green Valley Farm. Work required to achieve this outcome includes construction of an additional 150mm base pavement layer and provision of a two (2) coat bitumen seal. These works are estimated to cost \$310,000, if the works are carried out at the same time as the currently funded upgrade project. Efficiencies of scale can be achieved by completing the works concurrently with the Federal Government's Remote Roads Upgrade Pilot Program project, if Council were to complete the upgrade of Jones Road to a sealed road standard at a later time, the cost for the project would be higher.

Council does not currently have any funds allocated for extending bitumen seal on the unsealed network, however the opportunity exists to utilise funds from Council's Special Roads Projects budget for 2022/2023.

Since September 2017, the Valuer General has issued separate land valuations for the wind turbine sites installed on farming land within the Inverell Shire. This has resulted in additional income which Council has resolved to allocate to its road asset renewal and maintenance programs. These funds are consolidated into one budget allocation known as the Special Roads Projects budget. In previous years these funds have been allocated to:

- Gravel Resheeting in the Maybole area
- Gravel Resheeting on Woodstock and Waterloo Road

There is \$341,055 funding available in Council's Special Roads Projects budget for 2022/2023. Allocating the full quantum of these funds to extend the bitumen seal on Jones Road would allow for an approximate 10% project contingency.

Funding milestones for the Federal Government's Remote Roads Upgrade Pilot Program project allow for construction commencement in the 2023 calendar year and completion in 2024. If Council is to allocate the Special Roads Projects budget for 2022/2023 to extend the bitumen seal on Jones Road, these funds would be re-voted until completion of the Remote Roads Upgrade Pilot Program project. It would be Council's intention to complete these works during 2023.

RISK ASSESSMENT:

Nil

POLICY IMPLICATIONS:

Nil

CHIEF FINANCIAL OFFICERS COMMENT:

Since September 2017, the Valuer General issued separate valuations for the turbine sites installed on farming land within the Inverell Shire. The NSW rating legislation requires Council to classify these valuations as Business-Other instead of Farmland. This rating process generated a significant increase in rates during 2017/2018. Given that these land valuations are based on wind turbine leases, there is a strong possibility that these leases will lapse in future years resulting in a reduction in rating income at that time. Council has been financially responsible and quarantined this revenue so these funds cannot be utilised in funding re-occurring expenditure. Council has resolved to allocate these funds to its road asset renewal and maintenance programs.

The 2022/2023 budget contains an amount of \$341K for allocation by Council.

LEGAL IMPLICATIONS:

Nil

ATTACHMENTS:

Nil

4.3 REFERRAL OF CONFIDENTIAL REPORT**File Number:** S4.11.16/14 / 22/26845**Author:** Kristy Paton, Corporate Support Officer - Publishing**SUMMARY:**

Referral of Confidential Report

RECOMMENDATION:

That the Committee move into Closed (Public excluded) meeting of the Committee and that the press and members of the public be asked to leave the chambers whilst the Committee considers the following items:

Item: #6.1 – S28.28.2/14 - Procurement of Bitumen and Aggregate Services 2022-2023

Authority: Section 10A (2)(c) “Information that would, if disclosed, confer a commercial advantage on a person with whom council is conducting (or proposes to conduct) business”. Local Government Act 1993.

COMMENTARY:

Item: S28.28.2/14 – Procurement of Bitumen and Aggregate Services 2022-2023

Description: This report is intended to inform the Committee of the outcome of the recent procurement of Bitumen and Aggregate Services associated with the 2022-2023 Bitumen Resealing Program and the 2022-2023 Construction Spray Sealing Program.

Reason: Section 10A (2)(c) “Information that would, if disclosed, confer a commercial advantage on a person with whom council is conducting (or proposes to conduct) business”. Local Government Act 1993.

5 INFORMATION REPORTS

5.1 WORKS UPDATE

File Number: S28.21.1/15 / 22/25629

Author: Justin Pay, Manager Civil Engineering

SUMMARY:

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

COMMENTARY:

Fixing Country Roads Funding Grant

Council has been successful in obtaining \$3.685M from the Fixing Country Roads Funding Grant to complete works on Yetman Road between Palaroo Lane and Oakwood.

An additional private contribution of \$20K from an industry beneficiary brings the total funding to \$3.705M. This grant will allow Council to upgrade this section of road to allow road train access. This will result in improved freight access and efficiency. Currently, road train access on Yetman Road terminates at the Inverell Regional Livestock Exchange however, once this project is complete, a further 12km along Yetman Road will have road train access.

This project includes the following works:

- Construction of a new two-lane bridge on a new and improved alignment crossing Rob Roy Creek to replace the old narrow bridge at Moseley Dene.
- Construction of 400m of approaches for the new bridge alignment.
- Full reconstruction and widening of 2km of road from Hunts Gully to approx. 300m past Stewarts Grain Trading.
- Widening and drainage works to 3.6km of road to bring the existing road up to standard for road train access.
- Drainage works for 1.2km to clean out and restore table drains.
- Replacement of 9 pipe sets between Palaroo Lane and Stewart's Grain Trading.

The new bridge at Moseley Dene has been designed and the review of the Environmental Factors and Aboriginal Cultural Heritage Study has been completed. A Fisheries Permit has also been obtained.

Works commenced in January 2022, which included the opening up of the existing table drains for the full reconstruction section from Hunts Gully to Stewart's Grain Trading. The pavement works for Hunts Gully to Stewart's Grain Trading full reconstruction have now been completed with the bitumen seal applied at the end of May as planned. The issues identified with the bitumen seal were rectified by the bitumen seal supplier and the line marking has been installed which completes this section of the project.

Piling Contractors have been engaged to bore the piles at the Moseley Dene bridge site through a request for quotation process and are due to commence works early in September 2022. Civil Sydney were awarded the contract for these works.

The bridge planks for the new two-lane bridge have been procured under a tender process through Local Government Procurement with Waegar Constructions being awarded the contract. These components are due to be delivered to the site at the end of September 2022.

This project is currently on track and is required to be completed by the end of 2022.

Fixing Local Roads Funding Grant

Council has been successful in obtaining \$2.62M from the Fixing Local Roads Funding Grant to complete works on various roads throughout the shire. These roads include the following:

- SR050 Bukkulla Road
- SR035 Coolatai Road
- SR192 Copeton Dam Road
- SR246 Elsmore Road
- SR101 Gragin Road
- SR123 Mount Russell Road
- SR214 Old Bundarra Road
- SR048 Pindari Dam Road

Works commenced late October 2020, which included shoulder grading on each of the roads. Vegetation removal works along Elsmore Road have been completed, Mount Russell Road trimming works and removals have also been completed.

In the northern part of the Shire, Bukkulla Road, Coolatai Road and Pindari Dam Road vegetation control works and heavy patching works have been completed.

Gragin Road shoulders have now been bitumen sealed which is the completion of this program.



Fixing Local Roads Funding Grant – Gragin Road Bitumen Sealed

Yetman Road-Taylor Avenue Intersection Upgrade

Council secured funding from the Local Roads and Community Infrastructure Program for the upgrade of Yetman Road-Taylor Avenue Intersection.

The works will include pavement widening to accommodate a turning lane into Taylor Avenue and will also include a drainage upgrade at the location. Kerb and gutter will be constructed as well as a significant extension to underground drainage at the site.

Works have recommenced on this project with the completion of the installation of box culverts and transition pits. Boxing out of the road for the installation of kerb and gutter has now been completed and is ready for the kerb and gutter to be installed. Kerb and gutter construction is due to commence the week of writing this report.



Taylor Avenue Intersection Upgrade Project – Boxing out of the shoulders for kerb and gutter installation

Roundabout Construction – Intersection of Gwydir Highway, Bundarra Road and Chester Street

Project work is continuing on the construction of a roundabout at the intersection of Gwydir Highway, Bundarra Road and Chester Street. A construction budget of \$5,882,000 has been provided which includes contributions from the State Government of \$2.2M and the Federal Government of \$1.5M. The key budget components include:

- Design & Legal - \$660,000
- Works Authority Deed (TfNSW) - \$172,446
- Demolition/Rehabilitation - \$203,062
- Roundabout Construction - \$4,156,302
- Contingency - \$690,190

Council has entered into funding deeds with both the State and Federal Governments. These deeds require the completion of the roundabout construction by November 2022.

The project includes the following:

- Earthworks
- Vegetation clearing and grubbing
- Significant storm water drainage works
- Realignment of underground services including power, Telstra, NBN, water and sewer
- Realignment of the intersection
- Construction of a concrete pavement and roundabout
- Flexible pavement construction on roundabout approaches
- Kerb and gutter construction
- Footpath works
- Traffic management at multiple intersections in Inverell township

Construction of storm water drainage in Chester Street is now complete. Earthworks and other pavement related works are now completed in the Chester Street leg of the roundabout. In this location the Select Material Zone (SMZ) of the pavement has been completed and Council's concrete crew have completed construction of the Lean Mix Concrete (LMC) sub-base pavement layer and have commenced kerb and gutter works. Drainage works across the highway are nearing completion and earthworks on the southern approach to the roundabout are continuing. Earthworks and construction of the Select Material Zone (SMZ) of the pavement has commenced on the highway section at the throat of the Chester Street leg of the Roundabout.

Council now has approval from TfNSW to complete all aspects of the project except the concrete pavement base layer. Negotiations are nearing completion with TfNSW and sub-contractors that will finalise approval for this aspect of the project.

Contractors are continuing relocating telecommunication services at the site and this work will continue for several weeks.

Contractors have commenced relocation of Council's watermain at the site, these works will continue for several weeks.

Current traffic management at the site includes Chester Street being closed at the intersection of Gwydir Highway and traffic light control on the other legs of the intersection. As an added safety measure, the northern leg of the Rosslyn Street – Gwydir Highway intersection is closed. This is to ensure that any traffic that may detour past the roundabout construction site does not cause safety issues at the Rosslyn Street intersection.

The project is slightly behind schedule due to wet weather and other delays associated with third party asset relocation. The project team has a strategy in place to make up this lost time over the remainder of the project, this strategy is dependent on minimal further delays. The major risk to the project schedule is the relocation of power infrastructure. Staff are working with our designers, Essential Energy and the asset relocation contractors to expedite this process.



Overhead Aerial view of Roundabout construction project progress



Aerial view of Roundabout construction project progress from the south



Earthworks and construction of the Select Material Zone (SMZ) of the pavement on the highway section at the throat of the Chester Street leg of the Roundabout.

Moore Street Upgrade – Hospital Entrance

Council has secured funding to complete upgrade works on Moore Street at the Inverell hospital entrance. The project cost is \$1,349,000 funded by the State Government's Fixing Local Roads Program (\$911,654), contribution from NSW Health Infrastructure (\$337,250) and Council contribution (\$100,096).

The recent redevelopment of the Inverell Hospital resulted in the 'main entrance' for this facility being moved to Moore Street. Council has received grant funding from the State Government to undertake upgrade works to Moore Street to meet subsequent demand.

The project includes works along a 1,000-metre section of Moore Street and includes pavement rehabilitation, widening, a turning lane into the hospital and drainage upgrade including construction of kerb and gutter. The key aim of the project is to improve sight distance impacting safe access to the new hospital.

In order to meet the milestones of the funding deed for the project, Council commenced construction during April and must have construction completed and open to the traffic no later than 30 June, 2023.

Site preparation works have been undertaken to meet the project commencement milestone. The main body of works will be undertaken later in the calendar year and construction completed and open to the traffic in accordance with the completion milestone.

Ashford Road Rehabilitation and Widening – Wandera South

Council has allocated \$1,742,253 (\$1,089,986 from the Repair Program and \$652,267 from the Bitumen, Heavy Patching Stabilisation Fund) to complete rehabilitation and widening works on a section of Ashford Road 11.47km to 13.90km north of Inverell. This section of road, south of the village of Wandera is undulating with narrow travel lanes and substandard horizontal curves.

Vegetation clearing, stormwater culvert extensions and stormwater culvert relining have been completed.

Earthworks are currently underway for pavement widening and realignment on the northern end of the project site are continuing and pavement reconstruction works have commenced. Council has encountered areas of significant ground water ingress into the pavement (from a natural spring). The treatment to ensure a sound pavement include further drainage works and incorporation of large aggregate and geofabric on top of the pavement sub grade. These works were not included in the original project scope and will extend the project schedule and add further cost. Once the full quantum of delay and budget impacts are known this information will be presented to Council.



Ground water infiltration treatment – Ashford Road Wandera South



Curve Widening – Ashford Road Wandera South

Maintenance Grading

The following maintenance grading works were undertaken during July 2022.

Works were completed by Council maintenance grading crews supplemented by contractor crews.

Road Number	Road Name	Length Graded (km)
SR263	Rifle Range Road	4.75km
SR256	Grants Road	4.75km
SR259	Mephams Road	1.30km
SR248	Loves Lane	2.00km
EU257	Blakes Lane	0.30km
SR254	Stannifer Road	8.90km
SR188	Eddy Park Lane	5.15km
SR191	Krauses Road	1.45km
SR189	Houghs Lane	1.15km
SR184	Thomas Lane	1.20km
SR183	Trafalgar Lane	2.45km
SR115	Roselea Road	4.40km
SR27	Atholwood Road	21.70km
SR71	Hoskins Road	2.90km
SR37	Burmah Road	3.95km
SR68	Amaroo Road	3.70km
SR38	Craddock Road	2.80km
SR39	Girraween Road	5.40km
SR26	Camp Creek Road	14.65km
SR12	Blue Nobby Road	9.80km
	TOTAL	102.70km

Reactive Spot Grading

There were no reactive spot grading works undertaken during July 2022.

Gravel Patching

The following gravel patching works were undertaken during July 2022.

Road Number	Road Name	Area Patched (m2)
SR234	Waterloo Road	4500m2
SR230	Rickeys Lane	500m2

SR225	Goomerah Lane	500m2
	TOTAL	5,500 m²

Gravel Re-sheeting

Due to the regular wet weather, Council was unable to gain access to gravel pits with machinery which resulted in no gravel re-sheeting works being finalised during July 2022.

Heavy Patching

The following heavy patching works were undertaken during July 2022.

Road Number	Road Name	Area Patched (m2)
SR118	Oakwood Road	1,200m2
SR192	Copeton Dam Road	3,800m2
	TOTAL	5,000 m²

Heavy patching has commenced on MR73 Bundarra Road, various sections across multiple kilometres from the Shire boundary to the north will be treated. This work is being carried out by contractors and is scheduled for completion in early August.

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.

ATTACHMENTS:

Nil

5.2 DA-38/2022 - UPDATE**File Number:** DA-38/2022 / 22/26326**Author:** Chris Faley, Development Services Coordinator**SUMMARY:**

At the Civil and Environmental Services Committee meeting on 13 July, 2022, an Information Report briefed Committee Members on the lodgement of DA-38/2022 for the construction of a single dwelling on 112 Old Mill Road and the issue of “suitable vehicular access” over Crown Land.

The purpose of this report is to update Committee Members on the determination of DA-38/2022.

COMMENTARY:

On 13 July, 2022, an Information Report was presented to Council’s Civil and Environmental Services Committee in relation to a Development Application (DA-38/2022) for the construction of a single dwelling on Lot 146 DP 753678, 112 Old Mill Road, Tingha. This dwelling will replace a dwelling destroyed during the Tingha Plateau Bushfire in 2019.

Lot 146 DP 753678 is located approximately 1 kilometre off Old Mill Road. It is accessed by an existing gravel driveway through the Tingha Common (Lot 11 DP 1184421) and a Crown Reserve for Future Public Requirements (Lot 7308 DP 1156842). The primary consideration for DA-38/2022 was whether the access through the Tingha Common and Crown Reserve satisfied the requirement for “suitable vehicular access”. Detailed discussion on “suitable vehicular access” was provided in the 13 July, 2022 Information Report.

On 14 July, 2022, Council received confirmation from NSW Crown Lands that they can grant an easement for access over the Tingha Common and the Crown Reserve. On this basis, DA-38/2022 was approved on 20 July, 2022 under delegated authority subject to conditions of consent requiring:

- Registration of the easement prior to issue of a Construction Certificate; and
- The access driveway to be constructed and upgraded to comply with *Planning for Bush Fire Protection 2019*, prior to issue of an Occupation Certificate.

It should be noted that the decision by NSW Crown Lands to grant an easement for access to Lot 146 DP 753678 does not automatically mean that an easement would be granted for other properties reliant on access through Tingha Common and/or other Crown Land.

Council’s Development Services staff are currently investigating the broader issue of access through the Tingha Common with NSW Crown Lands. A report on the outcome of this investigation will be presented to a future Civil and Environmental Services Committee meeting. Any development requiring access through other Crown Land would need to be considered on its individual circumstances.

RISK ASSESSMENT:

Nil

POLICY IMPLICATIONS:

Nil

CHIEF FINANCIAL OFFICERS COMMENT:

Nil

LEGAL IMPLICATIONS:

Nil

ATTACHMENTS:

Nil

5.3 ALLOCATION OF 2022/2023 SEALED ROAD REHABILITATION FUNDING

File Number: S28.16.5 / 22/26923

Author: Justin Pay, Manager Civil Engineering

SUMMARY:

Council has funding available to be allocated to rehabilitation on the sealed road network. Council's Local and Regional Roads Rehabilitation Programs are being reviewed to ensure they accurately reflect the priorities on the road network.

COMMENTARY:

Council controls a sealed road network with a total length in excess of 1,046km. Local rural and regional sealed roads comprise approximately 827km of this total. Employing recognised asset management practices to the network is vital in ensuring the whole of life costs associated with the network are minimised. Undertaking appropriate rehabilitation works on the network ensures longevity of the asset as well as maintaining the level of service the network provides the community.

Council has a very robust process for allocating funding to rehabilitation on our sealed road network. At the Ordinary meeting of Council in August 2020, Council adopted the Rural Sealed Roads – Rehabilitation Plan 2020 – 2024 and the associated Regional and Local road programs.

This document outlines the methodology used to identify priorities within the sealed road network that require rehabilitation. The ordering of works can also deliver the highest possible efficiency of scale to the works program, for example, works on adjacent segments are programmed for completion consecutively.

Independent condition assessment of Council's entire sealed road network was undertaken by a contractor in late 2019 and early 2020. This information was collated into Council's asset management system and used in the development of the rehabilitation programs. The information collected includes data on cracking, roughness, rutting, edge break, local surface defects and patches among others. This information was collected utilising specialised, sophisticated asset data capture technology, including a vehicle mounted laser profiler.

The 10 criteria's that were assessed in developing the program are as follows:

- School Bus Routes
- Traffic Volume
- Heavy Vehicle Volume
- Five (5) Year Accident History
- Roughness
- Rutting
- Seal Width
- Cracking Severity
- Cracking Extent
- Road Patches

A standardised assessment procedure was applied across Council's entire sealed road network. Once each segment has been assessed against the criteria, with points allocated and the weighting calculation completed, the weighted scores are added together. The segments are then ranked from highest score to lowest, and a shortlist developed prior to further investigation. Engineering and works staff then closely assess the top 70 listed segments to determine what, if any, action is required. At this stage the order of priority is determined. While it is most common for

the highest scoring segments to feature as the highest priority, this is not always the case. Technical staff assess safety aspects, efficiency gains to the works program and segments that are causing significant maintenance burden and give higher priority to some segments on this basis. For this reason, the Pavement Score column will not always directly align with the priority.

As funding sources are determined, relating to road class, two (2) works programs were developed; one (1) for the regional road network and another for the local road network.

Each year the technical asset data contained with Rehabilitation Plan and associated programs are reviewed to ensure that they accurately reflect the real-world conditions being experienced on the road network. In most years this is a fairly simple and quick process and historically it has been rare that major changes have occurred.

Recent years of dramatic climatic changes, ranging from severe drought to periods of extreme wet weather, has given rise to changes in conditions on the road network. Of particular concern is the high natural water table and natural springs leading to water ingress into road pavements. Key examples of this water ingress are evident at locations on the following roads:

- MR63 Warialda Road
- MR73 Bundarra Road
- MR137 Ashford Road
- MR187 Yetman Road
- MR462 Bruxner Way

Council's asset management staff, maintenance overseers and engineers are continuing our annual review of the Rehabilitation Plan and associated programs and due to current conditions this process is taking longer than expected. It is likely given the impacts discussed above that this will result in a re-shuffling of priorities on the Rehabilitation Plan. This matter will be further discussed during Council's northern tour that will coincide with the Committee meeting.

It is critical that up to date technical asset data is utilised when allocating rehabilitation funding, to ensure resources are allocated to the highest priorities. Staff will finalise asset data collection and review of the Rehabilitation Plan and associated programs and provide a further report to Council outlining the outcome of the review and recommendations for funding allocations in the following programs:

- Regional Roads REPAIR program
- Fit for the Future Road backlog prevention
- BLOCK Grant Supplementary Program

RISK ASSESSMENT:

Nil

POLICY IMPLICATIONS:

Nil

CHIEF FINANCIAL OFFICERS COMMENT:

Nil

LEGAL IMPLICATIONS:

Nil

ATTACHMENTS:

Nil

6 Confidential Matters (Committee-of-the-Whole)**RECOMMENDATION:**

That Council considers the confidential report(s) listed below in a meeting closed to the public in accordance with the reasons stated in the referral reports:

6.1 Procurement of Bitumen and Aggregate Services 2022-2023