



BUSINESS PAPER

**Civil and Environmental Services
Committee Meeting
Wednesday, 14 June 2023**

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

9 June, 2023

A Civil and Environmental Services Committee Meeting will be held in the Committee Room, Administrative Centre, 144 Otho Street, Inverell on Wednesday, 14 June, 2023, commencing at **9.00am**.

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.

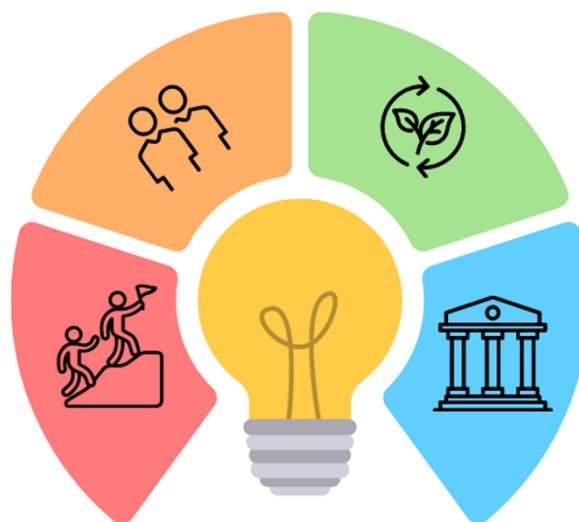
A Declaration form should be completed and handed to the General Manager as soon as practicable once the interest is identified. Declarations are made at Item 3 of the Agenda: Declarations - Pecuniary, Non-Pecuniary and Political Donation Disclosures, and prior to each Item being discussed: The Declaration 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.

OUR DESTINATIONS



01 LEADERSHIP



We will be an accountable and responsible Council that will be involved with the community and responsibly manage public resources.

02 PROSPERITY



The Shire has a diverse, strong local economy that provides opportunities that contribute to the quality of life for the community.

03 LIVEABILITY



Our community is healthy, safe, educated and offers opportunities for people of all ages and abilities. We value our natural and built environment.

04 SERVICES & INFRASTRUCTURE



Our community is enhanced by the provision of civic services and infrastructure. These services are planned and financially sustainable.

1 APOLOGIES

2 CONFIRMATION OF MINUTES

RECOMMENDATION:

That the Minutes of the Civil and Environmental Services Committee Meeting held on 10 May, 2023, 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, 10 MAY 2023 AT 9.00AM**

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

IN ATTENDANCE: Cr Kate Dight, and Cr Jo Williams.

Brett McInnes (Acting General Manager), Paul Pay (Director Corporate and Economic Services), Chris Faley (Development Services Coordinator) and Anthony Alliston (Manager Development Services).

1 APOLOGIES

Nil

2 CONFIRMATION OF MINUTES

COMMITTEE RESOLUTION

Moved: Cr Jacko Ross

Seconded: Cr Di Baker

That the Minutes of the Civil and Environmental Services Committee Meeting held on 12 April, 2023, 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

Previously Declared Pecuniary and Non-Pecuniary Interests

Cr Nicky Lavender had previously declared a Pecuniary Interest in Item #5.2 "Planning Proposal - Request to Amend Inverell Local Environmental Plan 2012 - 1 Burgess Street, Inverell S18.6.34/11". The nature of the interest is Cr Lavender is the CEO of IDFS, the applicant. The declaration is an ongoing declaration with respect of this issue.

Mr Anthony Alliston, Manager Development Services, had previously declared a Pecuniary Interest in Item #5.2 "Planning Proposal - Request to Amend Inverell Local Environmental Plan 2012 - 1 Burgess Street, Inverell S18.6.34/11". The nature of the interest is Mr Alliston's wife is an employee of IDFS, the applicant. Mr Alliston has been excluded from all staff discussion and Committee decisions on this matter.

4 PUBLIC FORUM

Nil

5 DESTINATION REPORTS

5.1 DA-129/2022 - CONSTRUCTION AND OPERATION OF A SERVICE STATION, RURAL SUPPLIES AND SPECIALISED RETAIL PREMISES - 24-28 GLEN INNES ROAD AND 1-7 CHESTER STREET, INVERELL DA-129/2022

COMMITTEE RESOLUTION

Moved: Cr Di Baker

Seconded: Cr Wendy Wilks

That the Committee recommends to Council that Development Application 129/2022 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 4.17 of the Environmental Planning and Assessment Act 1979.*

Consent is granted for construction and operation of a Service Station, Rural Supplies and Specialised Retail Premises, including associated civil works, signage and landscaping.

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 from this will require the consent of Council.

2. *The applicant must comply with all relevant prescribed conditions as contained in Part 4, Division 2 of the Environmental Planning & Assessment Regulation 2021.*
3. *The proposed 7.2 metre high pylon sign adjacent to Glen Innes Road must be located in accordance with the stamped and approved Electrical (ISCC20) Report.*
4. *The development must include an internal concrete footpath to connect to the footpath in Glen Innes Road.*

Prior to Commencement of Any Works

5. *Prior to the commencement of any works (including earthworks) on the site a Construction Certificate must be issued in accordance with the Environmental Planning and Assessment Act 1979. The application for a Construction Certificate shall include plans and specifications demonstrating full compliance with the Building Code of Australia and associated standards.*
6. *Prior to issue of a Construction Certificate, details of the proposed noise barriers, as per the approved Acoustic Assessment, are to be submitted to and approved by Council.*
7. *Prior to issue of a Construction Certificate, the following mechanical plant details are to be submitted to and approved by Council:*
 - *The final location of the plant; and*
 - *Suitable acoustic screening in accordance with the approved acoustic assessment.*
8. *Prior to issue of a Construction Certificate, a Construction Environmental Management Plan is to be submitted and approved by Council. At the minimum, the Construction Environmental Management Plan must address:*
 - *Noise mitigation;*
 - *Pre-works dilapidation assessment of all adjacent buildings;*
 - *Dust and vibration management;*
 - *Crane locations and lift paths to minimise lifting;*

- *Site storage;*
 - *Temporary servicing and service relocations;*
 - *Erosion and sediment controls;*
 - *Traffic management, including site accesses, primary haul routes and public safety in the use of roads and footpaths adjoining the development;*
 - *Continued pedestrian and vehicle access for adjoining premises; and*
 - *Sanitary amenities and ablutions proposed.*
9. *Prior to issue of a Construction Certificate, detailed engineering plans and specifications are to be submitted to and approved by Council for:*
- *Concrete access crossings in Chester Street;*
 - *Internal driveways, parking spaces and forecourt, which must be finished with surface coatings which prevent tyre squeal (an uncoated or unpolished concrete or bitumen surface is acceptable);*
 - *Internal footpath connection to Glen Innes Road;*
 - *Retaining walls; and*
 - *Stormwater drainage.*
10. *Prior to issue of a Construction Certificate, details of the “Class 1 Separator” for the stormwater from the forecourt must be submitted to and approved by Council. This separator must ensure that stormwater discharged from the service station contains less than 5-parts per million (ppm) of total petroleum hydrocarbons (TPHs).*
11. *Prior to issue of a Construction Certificate, a detailed landscaping plan is to be submitted to and approved by Council. At minimum, this plan must nominate:*
- *Plant species;*
 - *Plant location;*
 - *Maximum height of the plant species; and*
 - *Indicative height of species at the time of planting.*
12. *Prior to issue of a Construction Certificate, certification (or other form approval) is to be obtained from Essential Energy demonstrating that all works comply with the working clearances from electricity infrastructure. A copy of this certification is to be provided to the Accredited Certifier.*
13. *Prior to issue of a Construction Certificate, approval under Section 138 of the Roads Act 1993 is to be obtained from Council for all works within the road reserve.*
14. *Prior to issue of a Construction Certificate, approval under Section 68 of the Local Government Act 1993 is to be obtained for:*
- *Sewerage works;*
 - *Water supply works;*
 - *Stormwater drainage works; and*
 - *Disposal of liquid trade waste to sewer (food preparation areas).*

During Works

15. *Hours of construction and associated activities are restricted to between 7.00am and 5.00pm on Monday to Saturday and no work is to be carried out at any time on a Sunday or a public holiday.*
16. *All activities are to be undertaken in accordance with the approved Construction Environmental Management Plan.*
17. *A temporary hoarding or temporary construction site fence must be erected between the work site and adjoining lands before the works begin and must be kept in place until after the completion of works if the works:*

- could cause a danger, obstruction or inconvenience to pedestrian or vehicular traffic, or
- could cause damage to adjoining lands by falling objects, or
- involve the enclosure of a public place or part of a public place.

18. A garbage receptacle must be provided at the work site before works begin and must be maintained until the works are completed.

The garbage receptacle must have a tight fitting lid and be suitable for the reception of food scraps and papers.

19. For the duration of any work on site, the principal contractor must maintain a copy of the specification, stamped approved plans, copy of development consent and construction certificate on site.

20. The applicant will:

- Repair, or pay the full costs associated with repairing any public infrastructure that is damaged by the development, and
- Relocate, or pay the full costs associated with relocating any public infrastructure that needs to be relocated as a result of the development.

21. 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.

22. Where the proposed development involves the disturbance of any existing survey monuments, those monuments affected will need to be relocated by a Surveyor registered under the Surveyors Act. A plan showing the relocated marks will then be required to be lodged as a matter of public record at the Lands Titles Office.

Prior to Occupation

23. Prior to occupation of the premises, an occupation certificate must be issued in accordance with the Environmental Planning and Assessment Act 1979.

Note: Prior to the 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.

24. Prior to issue of an occupation certificate, the noise barriers are to be constructed in accordance with the approved details. Certification from a suitably qualified acoustic engineer is to certify that the barrier meets the requirements of the approved noise assessment.

25. Prior to issue of an Occupation Certificate, the mechanical plant is to be located and screened in accordance with the approved details. Certification from a suitably qualified acoustic engineer is to certify that the barrier meets the requirements of the approved noise assessment.

26. Prior to issue of an occupation certificate, the following works are to be completed in accordance with the approved engineering details:

- Concrete access crossings in Chester Street;
- Internal driveways, parking spaces and forecourt;
- Internal footpath connection to Glen Innes Road;
- Retaining walls; and
- Stormwater drainage.

Note 1: Minimum safety clearance requirements are to be maintained at all times for the proposed driveways access and/or exit (concrete crossovers), as such driveways access

will pass under Essential Energy's existing overhead powerlines located at the front of the properties. The driveways must comply with clearances for trafficable land, ground clearances must be maintained. Refer Essential Energy's policy CEOM7106.25 Minimum Clearance Requirements for NSW and the latest industry guideline currently known as [ISSC 20 Guideline for the Management of Activities within Electricity Easements and Close to Infrastructure](#).

Note 2: Any proposed driveways access and/or exit (concrete crossovers) must remain at least 1.0 metre away from any electricity infrastructure (power pole, streetlight) at all times, to prevent accidental damage.

Note 3: Any excavation works in this area or works on the proposed driveways must comply with ISSC 20 Guideline for the Management of Activities within Electricity Easements and Close to Infrastructure

27. Prior to issue of an occupation certificate, the "Class 1 Separator" is to be installed in accordance with the approved plans and details.
28. Prior to issue of an occupation certificate, all landscaping is to be completed in accordance with the approved plans.
29. The underground petroleum storage systems are not to be commissioned unless they have been appropriately designed, installed and equipped by duly qualified persons in accordance with the Protection of the Environment Operations (Underground Petroleum Storage Systems) Regulation 2014.
30. Prior to issue of an occupation certificate, "No Stopping" signs are to be installed in Chester Street between the entry and exit crossings, at the applicant's expense.
31. Prior to issue of an occupation certificate, a "Left Turn Only" sign must be installed on the dedicated exit from the site.
32. Prior to issue of an Occupation Certificate the kitchen must be inspected by Council's Environmental Health Officer to ensure compliance with applicable food regulations.
33. Prior an Occupation Certificate being issued the owner of the building shall furnish to the Accredited Certifier a final/interim Fire Safety Certificate with respect to each essential fire safety measure for the building to which the Certificate relates. The Certificate shall state that each essential fire safety measure has been assessed by a properly qualified person and that each essential fire safety measure was found, when it was assessed, to be capable of performing to the required standard.
34. Prior to issue of an Occupation Certificate, the proposed signage:
 - Must have all conductive parts earthed; and
 - If power is connected, must have suitable protection between the signage and the power source e.g. isolating transformer.

Ongoing Use

35. The hours of operation for the Service Station, Rural Supplies and Specialised Retail Premises are limited to:
 - Monday to Friday: from 4.30am to 8pm; and
 - Saturday and Sunday: from 6am to 8pm.
36. Deliveries at the MRV loading area are only permitted between 7am and 6pm.
37. Waste collection is only permitted between 7am and 6pm.
38. On-site forklifts are restricted to electric type only.
39. The service station tyre pressure alarm must be a visual type (not audible) or set to a noise level less than 60 dB(A) at 1m.

40. *The noise barriers and acoustic treatment of mechanical plant are to be maintained in a reasonable manner in perpetuity to retain its transmission loss quality. Where the barrier no longer complies with the relevant acoustic standards it is to be replaced at the applicant/owner's expense.*
41. *All illuminated signage must comply with the luminance levels contained with Section 3.3.3 of Department of Planning's Transport Corridor Outdoor Advertising and Signage Guidelines (November 2017).*
42. *External lighting must:*
 - *Comply with AS/NZS 4282:2019, Control of the obtrusive effects of outdoor lighting, and*
 - *Be mounted, screened and directed in a way that it does not create a nuisance or light spill on to buildings on adjoining lots or public places.*
43. *The use of the underground petroleum storage systems is to be in accordance with the Protection of the Environment Operations (Underground Petroleum Storage Systems) Regulation 2014 including provisions of an environment protection plan, procedures must also be prepared and documented for loss monitoring and detection and incident management.*
44. *Waste receptacles are to be provided around the service station site for the use of patrons.*
45. *The service station site is to be kept in a clean and tidy manner with any discarded waste collected and placed in a waste receptacle.*
46. *All landscaping is to be maintained in perpetuity in a reasonable manner.*
47. *Portable signs, commonly described as sandwich boards and the like must not be placed on the footway of other public areas without the prior approval of Council.*

Note: The operator of an approved business must apply to Council to lease Council's property (i.e. footpaths) should it be required for use in conjunction with the approved business.
48. *All loading, unloading and storage of goods must be carried out within the confines of the property. No loading or unloading of goods on the public roadway system is permitted.*
49. *All parking and vehicle movement areas are to be maintained in a reasonable manner, in perpetuity, at the operator's expense.*
50. *The owner of the building must certify to Inverell Shire Council every year that the essential fire safety measures installed in the building have been inspected and are capable of operating to the required minimum standard.*
51. *The discharge of stormwater from the site must not exceed a maximum allowable discharge concentration of 5-parts per million (ppm) of total petroleum hydrocarbons (TPHs).*

Monitoring for the concentration of TPHs must be done in accordance with the most current version of the publication: Approved Methods for the Sampling and Analysis of Water Pollutants in New South Wales.
52. *The sale of fertilisers must be undertaken in pre-packaged bags or containers. The storage and sale of fertiliser in bunkers or by other "open" method is not permitted.*
53. *The operation of the food premises 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.*

54. *A maximum of fifteen (15) seats are permitted, whether inside or outside, for on-site dining.*

Advice

55. *Essential Energy's records indicate there is overhead electricity infrastructure located within the properties and within close proximity of the properties. Any activities within these locations must be undertaken in accordance with ISSC 20 Guideline for the Management of Activities within Electricity Easements and Close to Infrastructure. Approval may be required from Essential Energy should activities within the properties encroach on the electricity infrastructure.*

Prior to carrying out any works, a "Dial Before You Dig" enquiry should be undertaken in accordance with the requirements of Part 5E (Protection of Underground Electricity Power Lines) of the Electricity Supply Act 1995 (NSW).

Given there is electricity infrastructure in the area, it is the responsibility of the person/s completing any works around powerlines to understand their safety responsibilities. SafeWork NSW (www.safework.nsw.gov.au) has publications that provide guidance when working close to electricity infrastructure. These include the Code of Practice – Work near Overhead Power Lines/Underground Assets."

56. *Any other condition deemed appropriate by the Director Civil and Environmental Services.*

CARRIED

S375A Record of Voting	Councillors For:	Councillors Against:
Harmon	√	
Baker	√	
Berryman	√	
Ross	√	
Wilks	√	

At 9.05 am, Mr Anthony Alliston left the meeting.

5.2 PLANNING PROPOSAL - REQUEST TO AMEND INVERELL LOCAL ENVIRONMENTAL PLAN 2012 - 1 BURGESS STREET, INVERELL S18.6.34/11

COMMITTEE RESOLUTION

Moved: Cr Paul Harmon

Seconded: Cr Di Baker

That the Committee recommends to Council that a further report be considered at the May 2023 Ordinary Meeting of Council.

CARRIED

5.3 RESIDENTIAL LAND REVIEW S18.6.51**COMMITTEE RESOLUTION**

Moved: Cr Paul Harmon

Seconded: Cr Wendy Wilks

The Committee recommend to Council that:

1. *Staff continue to monitor and report on residential land supply and demand in Inverell; and*
2. *A report be brought back to the Committee on a proposal to call for Expressions of Interest for a portion of Council owned land off Vernon Street.*

CARRIED

5.4 FUNDING ALLOCATION - RURAL ROAD CAUSEWAY REPLACEMENT S28.9.12**COMMITTEE RESOLUTION**

Moved: Cr Jacko Ross

Seconded: Cr Wendy Wilks

That the Committee recommend to Council that the Causeway Replacement Program be endorsed and that the following slab replacements be funded under the \$243,180, 2022/2023 budget allocation for Culvert/Causeway replacement:

- **SR 54 Emmaville Road - Segment 110 - Coffin Creek**
- **SR 68 Amaroo Road - Segment 20 - Cucumber Creek**
- **SR 234 Kings Plains Road - Segment 630 - West of roadside pit**

CARRIED

5.5 THE WELDERS DOG - REQUEST TO AMEND ALCOHOL FREE ZONE S18.8.1**COMMITTEE RESOLUTION**

Moved: Cr Di Baker

Seconded: Cr Jacko Ross

That the applicant be advised that Council is not prepared to endorse an application to vary the Alcohol Free Zone.

CARRIED

5.6 ORCHARD PLACE S28.10.SR235**COMMITTEE RESOLUTION**

Moved: Cr Wendy Wilks

Seconded: Cr Paul Harmon

The Committee recommend to Council that:

- 1) *Council not proceed with erecting physical barriers on Orchard Place to create a no through road effect.*

- 2) *Council allocate funding in the 2023/24 budget for enhanced Reduce Speed and Advanced Warning Hazard Signage.*
- 3) *Council seek external grant funding opportunities for the staged upgrading of Orchard Place as the opportunity arises.*

CARRIED

6 INFORMATION REPORTS

COMMITTEE RESOLUTION

Moved: Cr Jacko Ross

Seconded: Cr Di Baker

That the following information reports be received and noted.

CARRIED

6.1 WORKS UPDATE S28.21.1/16

6.2 EMPLOYMENT ZONES REFORM UPDATE S18.6.49

The Meeting closed at 9.42 am.

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

4 PUBLIC FORUM

5 ADVOCACY REPORTS**5.1 BETTER ROADS & TRANSPORT FOR NSW - JOHN MORANDINI****File Number:** S30.9.6 / 23/17897**Author:** Paul Harmon, Mayor**SUMMARY:**

Council is in receipt of a letter/article written by John Morandini, an Independent Transport Advocate, offering advice on how road and transport arrangements across NSW could be changed for the better. Council is being asked to consider the letter/article and if warranted, determine a course of action.

RECOMMENDATION:

A matter for the Committee.

COMMENTARY:

Council is in receipt of a letter/article written under the hand of John Morandini, an independent transport advocate, after a career in NSW public agencies (including Transport NSW and Olympic Roads & Transport Authority) in policy, planning, operational and public works roles.

The letter/article is addressed to all NSW Councils and explains how road and transport arrangements across NSW could be changed for the better, sooner rather than later simply by:

- Boosting public transport widely across Sydney by operating their entire road system more productively with a better bus network; and
- Shifting growth stimulus more to other NSW towns and cities, including by giving priority to country, aviation, road and rail schemes.

Mr Morandini offers some ideas to progress the possibilities he has put forward but ultimately, he suggests the situation needs review, at the State level initially. While beyond Local Government to do, Councils could for example collectively call for NSW Parliamentary Committee consideration, on the need for review of the governance processes, to achieve better road and transport arrangements State-wide.

Mr Morandini's letter is attached for the Committee to consider.

RISK ASSESSMENT:

Nil

POLICY IMPLICATIONS:

Nil

CHIEF FINANCIAL OFFICERS COMMENT:

Nil

LEGAL IMPLICATIONS:

Nil

ATTACHMENTS:

1. Letter - Better Roads & Transport for NSW [↓](#)

BETTER ROAD AND TRANSPORT ARRANGEMENTS FOR NSW A LETTER/ARTICLE TO NSW COUNCILS, MAY 2023

COVER LETTER

This letter/article is to all NSW Councils, explaining how road and transport arrangements across NSW could be changed for the better, sooner rather than later.

It elaborates on the vital part that better bus and air transport services could play.

It questions the predisposition for evermore Sydney-centric mega-infrastructure, instead proposing a comprehensive bus approach for Sydney, and a shift in priorities more proportionally towards initiatives in country NSW.

Council might note the advice. Council might also envisage better bus and/or air transport concepts for its area, if relevant.

Either way, this can inform Local Government on how State and Federal priorities could be improved, and inform Council's urban road and transport planning, and Council's work towards economic, social and environmental sustainability.

I have advised similarly, including in government, industry, public and academic contexts, having no vested interests in relation to these matters, and am happy to answer questions and advise further and freely on anything arising.

OVERVIEW

Far more people travel by car than by any other means of transport, across NSW in general and within Sydney too. Freight is more evenly carried on rail and road.

Sydney suffers seriously from ever-rising traffic congestion, a product of high car use and of project selection decisions that keep fuelling Sydney-centric growth. Potentially better solutions can be identified.

Worldwide, travel delays per person are lower in smaller than in larger cities.

Delays are also lower in cities with more public transport services than in cities of similar size with less public transport. So, Sydney and NSW as a whole stand to gain by:

- 1. Boosting public transport widely across Sydney, sooner rather than later, by operating Sydney's entire road system more productively with a better bus network; and**
- 2. Shifting growth stimulus more to other NSW towns and cities, including by giving priority to country aviation, road and rail schemes.**

By John Morandini (BE-Civil UNSW 1971, MBA UNSW 1975)

Independent transport advocate, after a career in NSW public agencies (1965-2008, including Transport NSW and Olympic Roads & Transport Authority), in policy, planning, operational and public works roles.

For all practical purposes, the better bus and aviation ideas explained here (or developments of them) offer solutions; not overnight – it would still take years. However, a decade-long (10-year) objective would be within reach.

Achieving the changes would see an unprecedented turn for the better.

Change processes can help to realise these arrangements, and address related challenges including longstanding infrastructure priorities, workforce issues and uncertainties such as Sydney's undisclosed tollway contract conditions.

BACKGROUND – Growth and Cities Globally

Globally, as reported by the Organisation for Economic Co-operation and Development, large cities with 1.5 million or more inhabitants typically generate proportionally more economic output (Gross Domestic Product per person) than their nations as-a-whole.

Yet OECD cautions that when cities grow to megacity proportions, size threatens their economic advantage. Usually, bigger means richer until a certain threshold, suggested by OECD at around a population of 7 million.

Traffic congestion is identified as one of the principal negative consequences.

The World Economic Forum advises it is up to cities to mitigate their negative effects, indicating (among other things) that governing authorities need to solve chronic problems like congestion and the unmitigated growth of very large cities.

BACKGROUND – Locally

By international comparison, Australia is highly urbanised (urban population as a proportion of total population). We also reside proportionally much more in large (1.5 million or more) than in medium (0.5-1.5 million) or small (0.1-0.5 million) sized cities, by comparison with the cities of nations like Germany, Switzerland and even the United States.

Australia's largest cities are on course to become megacities, unless their growth rates are mitigated.

Of all the travel by people within Australia (in person-kilometres travelled, pre-pandemic, excluding freight transport), around 75% was by car, 14% air transport, 5% bus, 4% train and 2% other modes, including walk, cycle, tram, light rail, and ferry.

Other than Sydney, all NSW cities are small by international comparison. And in Sydney, massive infrastructure projects continue to be rolled out, including motorway and railway tunnels, a second international airport and light-rail lines.

Public transport has dominated in and around Sydney's central business district. But for travel throughout Sydney (in person-kilometres), roughly 80% has been by car, 15% public transport, and 5% other modes, including walk and cycle.

Across smaller cities, the car share well exceeds 80%.

With the pandemic came higher than normal car share and lower public transport share. Working from home, online shopping and other factors have altered travel patterns and raised more questions about the prevailing capital-city centric focus.

Through country NSW, the Hume Highway (Sydney-Melbourne) and Pacific Highway (Sydney-Brisbane) are substantially upgraded after many decades of staged reconstruction.

Other long-term road upgrading endeavours, including the Great Western Highway (Sydney-Bathurst) and the Princes Highway (Sydney-NSW far south coast) are under way.

So too is the inland rail line, to create a new rail-freight corridor serving South-Eastern Australia (Melbourne-Brisbane via Parkes). Construction is progressing, despite difficulties including massive cost blowouts.

However, the development of higher speed rail options for the four main rail lines out of Sydney (which encounter mountainous terrain and outdated track alignments), remains uncertain due to the enormous funding commitments that would be required.

Twenty-three NSW towns and cities have daily air transport links to Sydney. Four of them have domestic passenger jet services. Some also have interstate flights (in an evolving market). As a rule, lower air fares are available on the domestic jet services.

BOOSTING SYDNEY'S PUBLIC TRANSPORT WIDELY AND QUICKLY

People are open to using public transport more but require better service levels to reduce car dependence. That is a basic, yet largely unfulfilled need, which can be addressed.

Persisting with Sydney-centric mega-infrastructure means other critical needs are secondary by default, as public funding only goes so far. A better bus network approach would enable public funding to go further and be more proportionately allocated.

Generally, bus service upgrades and walking and cycling get less attention, less priority and much less funding than the major infrastructure programs, and the potential for buses to provide whole-of-city road and transport solutions remains largely untapped.

Buses account for less than 1% of all road-vehicle-kilometres travelled in greater Sydney and across the rest of NSW, highlighting a game-changing opportunity, to trigger a traffic-shrinking effect, save road space, uplift road productivity, lower traffic congestion, and enable many more people to leave their cars behind.

The Sydney Olympics demonstrated this effect, across greater Sydney.

Albeit short-lived, Sydney got the best out of its existing road and transport infrastructure. Thousands of buses were hired from other towns and cities, doubling Sydney's bus fleet, widely boosting public transport, and helping to (dramatically) reduce traffic congestion while more people than ever travelled across Sydney during that time.

Many questioned "Please, can this be done all the time?" It wasn't.

The point is any city can permanently replicate the traffic-shrinking effect by design, and upscale public transport capacity, with a better bus network, by comprehensively increasing bus fleets, and then:

- Raising service levels on existing bus routes; and
- Providing high-frequency (10-minute) bus services to all business districts, other activity centres, residential areas, and busy corridors; and
- Overlaying cross-city bus routes (crisscrossing the whole urban area, using the main-road system), with limited-stops, high-frequency, and interconnected services.

All these services would operate on existing roads, with cross-city buses helping to create an easy-to-understand express bus system, and a widely available alternative to using cars so much. For greater Sydney, the cross-city network might comprise up to eight north-south routes (e.g., North Richmond to Appin via Wentworthville) and six east-west routes (e.g., Sydney "Kingsford-Smith" Airport to Western Sydney "Nancy Bird Walton" Airport via Padstow). New bus-stops and bus-stopping bays can be built off-lane where practical, to keep through-traffic flowing past the bus-stops.

The traffic-shrinking effect would mitigate the need for much of the major road and transport infrastructure listed as future works, while the bus sector, including bus manufacturing, operations, and maintenance, would be invigorated.

New or expanded bus depots would be required. New buses powered by net-zero fuels would contribute to making the road system environmentally sustainable, as would more walking and cycling.

All this is doable and is a positive way to achieve sustainability, whereas business-as-usual projects favouring new infrastructure over road productivity, aggravate project backlogs and fail over and over to reverse persistently rising traffic congestion (because the main effect of the new infrastructure is to stimulate Sydney's growth).

Again, once the focus is about optimising road productivity (i.e., getting the most out of the road system first and in choosing surer ways of easing traffic congestion in the foreseeable future), then major infrastructure options become less imperative.

Sydney could turn its unenviable position on traffic around, taking its Olympic transport success one step further, into the realm of a more liveable city, all the time.

STIMULATING GROWTH IN COUNTRY NSW

Getting the most out of road systems, especially greater Sydney's, can mitigate the high demand for evermore Sydney-centric megaprojects and enable alternatives to be pursued, including projects to stimulate growth in other NSW towns and cities.

New air transport initiatives can play a vital role, to bring high-quality connectivity sooner, given that major new country highways and railways will take much longer to implement. The aviation initiatives can be delivered at relatively modest costs and within a 10-year timeframe, with the added prospect of decarbonised operations, which would be boosted by developing a net-zero aviation hub in NSW, most likely focussed on shorter (domestic and regional) routes initially.

NSW air transport infrastructure and other operational ideas include:

- Upscale busy country airports to handle domestic passenger jets, to improve economies of scale for the operations and bring air fares down. Candidate airports might include Albury, Dubbo, Tamworth and Wagga Wagga. (The four centres currently served by domestic jets in NSW are Ballina-Byron Bay, Coffs Harbour, Newcastle and Port Macquarie).
- Investigate how to improve other existing air services (Sydney and/or other major interstate centres) to: Armidale, Bathurst, Broken Hill, Cobar, Griffith, Inverell, Lord Howe Island, Merimbula, Moree, Moruya, Mudgee, Narrabri, Narrandera, Orange and Parkes). Possibilities include increasing base-load demand around population growth, tourism and/or air cargo activity, all of which enable better utilisation of services and in some cases, airport upgrading to jet airline capability.
- Identify opportunities to expand the network, noting that for example, Temora's existing jet-capable runway might attract visitor, event and/or air cargo services.
- Introduce regular flights to remote towns (like Balranald, Bourke, Ivanhoe, Tibooburra, Walgett and Wilcannia), by subsidising airline operators to link those places to larger country airports. Alternatively, NSW could work with the Federal Government and other jurisdictions (some of which already subsidise remote air services), on creating a new nationally consistent remote air service scheme, to include minimum passenger service frequencies, and affordability criteria.

Better bus, walking and cycling networks are potentially applicable to country centres too, to meet unfulfilled needs and get the best from their road systems. And new interurban bus and coach links can enable better connectivity sooner rather than later.

Overall upgrading of NSW's country highways and railways is a long-term multi-decade proposition, even with accelerated funding. However, many roads are already in dire need of immediate repair following successive years of extreme wet weather.

All such needs warrant priority listing proportionately on a whole-of-State assessment basis.

PROGRESSING POSSIBILITIES

Councils might formulate better bus, and/or air transport, walking and cycling ideas for their areas, if relevant.

Formulating ideas can be straightforward, although not always so, e.g., in multi-Council areas (such as for cross city bus networks, or for an airport upgrade serving multiple areas).

That requires more rigor and resources (including for consultation processes, project management, feasibility studies and business cases), probably dependent on State and/or Federal involvement. As does further work towards concept development and implementation.

Better bus concept development would include proposing better bus service levels (10-minute frequencies will be necessary to impact on car dependence), identifying new bus routes, surveying demand for mode-shifting, consulting with industry and community, estimating costs, and modelling traffic effects.

Next, project assessment and selection processes need to compare the bus proposals with alternative road and transport proposals (like road and railway tunnels), on sustainability, value for money, and other economic, social and environmental criteria, and rank the proposals accordingly.

As it is, governance processes for ideas formulation, concept development, assessment and selection are adapted to major infrastructure, largely Sydney centric, not to advance bus, aviation, walking, cycling, road and rail modes proportionally across NSW.

The situation needs review, at the State level initially. And while beyond Local Government to do, Councils could for example collectively call for NSW Parliamentary Committee consideration.

That could be by way of a communique (to include draft NSW Parliamentary Committee terms of reference) to all NSW Parliamentarians, on the need for review of the governance processes, to achieve better road and transport arrangements State-wide.

Acceptance of the need for review at State level would be an important milestone towards reconsidering Federal priorities too.

6 DESTINATION REPORTS

6.1 REFERRAL OF CONFIDENTIAL MATTERS

File Number: S4.11.16/15 / 23/18352

Author: Larris Cleal, Corporate Support Officer - General Duties

SUMMARY:

Referral of Confidential Reports

RECOMMENDATION:

That the Committee refer the items to 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: 8.1 *Procurement of Bitumen and Aggregate Services 2023-2024*

Authority: *Section 10A (2) (d(i)) commercial information of a confidential nature that would, if disclosed prejudice the commercial position of the person who supplied it*

Item: 8.2 *Evaluation of Tender - Mathers Bridge - Demolition and Replacement*

Authority: *Section 10A (2) (d(i)) commercial information of a confidential nature that would, if disclosed prejudice the commercial position of the person who supplied it*

COMMENTARY:

In accordance with the provisions of Section 9 (2A) Local Government Act 1993, the General Manager is of the opinion that consideration of the following item(s) is likely to take place when the meeting is closed to the public.

Item: Procurement of Bitumen and Aggregate Services 2023-2024

Description: This report is intended to inform the Committee of the outcome of the recent procurement of Bitumen and Aggregate Services associated with the 2023-2024 Bitumen Resealing Program and the 2023-2024 Construction Spray Sealing Program.

Reason: commercial information of a confidential nature that would, if disclosed prejudice the commercial position of the person who supplied it (s. 10A (2) (d(i)) Local Government Act 1993)

Item: Evaluation of Tender - Mathers Bridge - Demolition and Replacement

Description: This report is intended to inform the Committee of the outcome of the recent tender for the Demolition and Replacement of Mathers Bridge, Nullamanna.

Reason: commercial information of a confidential nature that would, if disclosed prejudice the commercial position of the person who supplied it (s. 10A (2) (d(i)) Local Government Act 1993)

7 INFORMATION REPORTS

7.1 COMPANION ANIMAL IMPOUNDING FACILITY UPDATE

File Number: S5.9.33 / 23/17310

Author: Greg Doman, Manager Environmental Health

SUMMARY:

The purpose of this report is to provide the Committee with an update on the progress of the Inverell Shire Council Companion Animal Impounding Facility.

COMMENTARY:

Council was successful in obtaining \$1.1M in grant funding to construct a new Companion Animal Impounding Facility at 55 Burtenshaw Road. The project's funding has been provided by the Federal Government under the Local Roads and Community Infrastructure Program Phase 3. In addition to this funding Council also budgeted \$400,000 to assist with the project.

Consistent with Council's resolution on 19 April 2023 the General Manager subsequently executed the contract for the construction of the Companion Animal Impounding Facility with Build Me Construction Group.

Build Me Construction Group commenced construction works in April 2023. At the time of writing the following works have been completed on the project:

- Site preparation and security fencing;
- Preliminary earthworks;
- Placement of footings;
- Installation of sanitary and trade waste subfloor drainage;
- Installation of the underfloor hydronic heating system;
- The preparation of concrete slab formwork and steel reinforcement; and
- The placement of the buildings concrete slab.

The following photographs show some of the works undertaken.



Photo 1 - Preparation of concrete slab formwork and steel reinforcement.



Photo 2 - Concrete slab formwork, reinforcement, drainage penetrations and underfloor heating.

On the 25 May 2023 the concrete slab for the companion animal impounding facility was poured.



Photo 3 - Concrete slab after concrete placement

The estimated practical completion date for the project is 30 November 2023. Council will continue to work closely with Build Me Construction Group in the delivery of this modern companion animal impounding facility for the Inverell community.

RISK ASSESSMENT:

NIL

POLICY IMPLICATIONS:

NIL

CHIEF FINANCIAL OFFICERS COMMENT:

NIL

LEGAL IMPLICATIONS:

NIL

ATTACHMENTS:

Nil

7.2 WORKS UPDATE**File Number:** S28.21.1/16 / 23/17733**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 at 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

Works commenced in January 2022 and the following have been completed to date:

- Full construction and widening from Hunts Gully to Stewarts Grain Trading
- 1.2km of drainage works
- Pipe replacements along the route
- Design of the new bridge at Moseley Dene
- Review of Environmental Factors completed for the works
- Fisheries permit obtained for construction of the bridge
- Construction of the bridge piers
- Preliminary earthworks for the new road alignment
- Bridge abutments and wingwalls
- Bridge planks installed
- Batter protection

The remaining works include:

- Installing the guardrail and AC wearing surface on the bridge
- Construction of the road approach tie-ins and bitumen seal

The bridge works have continued over the past month with the grouting between the planks completed, the post tension bars have been tensioned and locked off ready for grouting the transverse conduits. The relieving slabs have been completed and the road approaches are up to finished level awaiting to be tied into the existing alignment at either end of the works. This will

occur over the next few weeks. The rock batter protection has been installed around the bridge abutments as well.

The bridge crew are working on the concrete bridge kerbs ready for the asphalt to be laid on the bridge deck. The bridge rail, guard rail and bitumen seal of the road approaches will be completed towards the end of the month.



Moseley Dene Bridge Replacement – Relieving Slab Steel Reinforcing



Moseley Dene Bridge Replacement – Road approaches up to finished level awaiting tie-ins



Moseley Dene Bridge Replacement – Rock batter protection in place

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

Physical project work has reached completion 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

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

Landscaping, footpath works were completed in May.

Contractors relocating telecommunication services have been delayed. This portion of the project no longer has any impact on finalising other works at the site. Whilst Council staff have been urging the contractors to finalise the works, unfortunately we have limited means to compel them to do so.



Landscaping and footpath underway



Roundabout construction completed

Bundarra Road Gilgai South Rehabilitation Stage 1

Council were successful in securing \$874,993 in funding through the Local Roads and Community Infrastructure Program to undertake pavement widening and rehabilitation works and major culvert widening works on MR73 Bundarra Road from Schwenkes Lane to Gilgai Creek Tributary, south of Gilgai.

Project works include vegetation clearing, culvert extensions, drainage improvements and pavement widening and overlay works on a 680 metre length of road between Schwenkes Lane and Tingha Road and a box culvert extension at the Gilgai Creek Tributary 440 metres south of the Tingha Road.

Vegetation clearing works were completed early February 2023. Box culvert extension works at Gilgai Creek Tributary commenced in early May 2023 and is at practical completion. Ancillary works around the box culvert including new guardrail will be undertaken in conjunction with stage 2 construction works at a later date.

Stage 1 drainage works commenced mid May 2023 with the installation of sub-soil drainage along the eastern side of the road from Schwenkes Lane to Tingha Road. Significant underground water issues exist in and around Gilgai and this sub-soil drainage will greatly improve drainage within the area substantially reducing the road pavement becoming water logged in times of significant wet seasons.

Roadworks for stage 1 are due to commence early June 2023 with the rural construction crew setting up the site compound and commencing earthworks. Project completion is planned for mid July 2023.



Pro-Drain sub-soil drainage installation



Box culvert extension Gilgai Creek Tributary



Drainage improvement works south from Schwenkes Lane

Pump Track - Lions Park Reserve

Council were successful in obtaining \$432,667 from the Bushfire Local Economic Recovery Fund (BLERF) to install a precast concrete pump track within the Lions Park Reserve in Inverell.

Tenders were called for in March 2022 with only one (1) company submitting a conforming tender, Parkitect Australia. A number of standard designs were provided by Parkitect and all were evaluated on their layout and suitability for the site location. A tender evaluation panel met and agreed upon a combination of standard track layouts to provide a unique track for Inverell. The approved design components were ordered in May 2022. Parkitect import the precast concrete components from the Czech Republic. At the time of ordering there were significant supply chain issues across the world and in particular Europe. Wait times for the manufacture and delivery of the components increased significantly and the delivery of the components did not occur until late December 2022.

Preparation works commenced in March 2023 with earthworks and construction of a concrete base slab. Preparation works were completed early April 2023 and the installation of the components commenced and were completed late May 2023.

Footpath works and landscaping works are currently underway and are planned to be completed early June 2023 at which time turf will be laid and the shade shelters installed. Project completion will be 30 June, 2023.



Pump track earthworks and concrete base slab preparation works



Installation of pump track components



Pump track footpath and landscaping preparation

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 1000 metre section of Moore Street and includes pavement rehabilitation, widening, a turning lane into the hospital and drainage upgrades including construction of kerb and gutter. The key aim of the project is to improve sight distance impacting safe access to the new hospital.

The underground drainage works are underway on the northern side of the hospital hill starting at Swanbrook Road and working towards the Hospital entrance. Stormwater drainage links that cross Moore Street will be completed under traffic control prior to works on the pavement commencing.

This will occur over the next 3-4 weeks depending on how much rock is encountered. The Hospital, Ambulance Service and Bus Services have been continually updated on the projects progress each week to ensure there is an open line of communication throughout.

As previously reported, this project is to be completed prior to December 2023 as per the funding grant requirements.



Moore St – Hospital Hill Upgrade – Underground drainage works commenced

Playground and Amenities Upgrades and Repairs – Inverell and Delungra

Council has been successful in receiving \$300,000 under the Local Roads and Community Infrastructure Program Phase 3 to complete upgrade and repair works to Victoria Park, Lions Park, Campbell Park and Lake Inverell Reserve. Council was also successful in receiving \$50,000 under the 2021/2022 Black Summer Bushfire Grants Program for the replacement of playground equipment at Delungra Park.

The following works are included as part of the grant funding.

Victoria Park

- Drainage works inside the playground
- Repair soft floor
- New ropes on climbing web and cradle swing

Lions Park

- Replace netting inside playground

Campbell Park

- Remove existing climbing frame playground at the end of the amphitheatre
- Install new larger climbing frame with attached covered slide at a new site north of the existing children's fenced playground
- Install new soft fall and fencing
- Install additional play equipment if funds allow

Lake Inverell Reserve

- Install blocks around playground to stop the soft fall bark chips washing out
- Levelling of the playground area

Delungra Park

- Remove old playground equipment
- Install new playground equipment including dual swing, slide including landing, fire engine rocker and Geo-climber
- Replace soft fall bark chips

Works have been completed at Victoria Park, Delungra Park and Lions Park is now completed with the netting installed. Campbell Park equipment is still being made by the manufacturer.

Road Maintenance**Maintenance Grading**

The following maintenance grading works were undertaken during May 2023.

Road Number	Road Name	Length Graded (km)
SR128	Delungra Road	17.80km
SR102	Mastermans Road	6.75km
SR157	Lochinvar Lane	0.65km
SR 74	Goberts Rd	15.65km
SR 28	Goat Rock Rd	15.00km
SR 9	North Star Rd	15.05km
	TOTAL	70.90km

Reactive Spot Grading

There were no reactive spot grading works undertaken during May 2023.

Gravel Patching

The following gravel patching works were undertaken during May 2023.

Road Number	Road Name	Area Patched (m2)
SR421	Aberdeen Road	300m2
SR224	Airlie Brake Lane	800m2
	TOTAL	1,100m2

Gravel Re-sheeting

The following gravel re-sheeting works were completed in May 2023.

Road Number	Road Name	Area Re-sheeted (m2)
SR 117	Morelma Road	40,667m2
SR 212	Leviathan Road	29,365m2
SR 019	Yetman West Road	39,000m2
	TOTAL	109,032m2

Heavy Patching

The following heavy patching works were undertaken during May 2023.

Road Number	Road Name	Area Patched (m2)
SR128	Delungra Road	370m2
SR123	Mount Russell Road	1,952m2
SR214	Old Bundarra Road	1,756m2
SR246	Elsmore Road	1,147m2
SR234	Kings Plains Road	21,751m2
SR363	Corella Court	52m2
SR362	Rosella Place	81m2
SR209	Kookaburra Lane	708m2
SR101	Gragin Road	117m2
DU247	Gunnee Street	1,172m2
MR 462	Bruxner Way	13,914m2
SR 35	Coolatai Road	1800m2
MR 187	Yetman Road	1250m2
SR 36	Wallangra Road	6000m2
	TOTAL	52,070m2

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

8 CONFIDENTIAL MATTERS (COMMITTEE-OF-THE-WHOLE)**RECOMMENDATION:**

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

- 8.1 Procurement of Bitumen and Aggregate Services 2023-2024**
- 8.2 Evaluation of Tender - Mathers Bridge - Demolition and Replacement**