



# TAMWORTH REGIONAL COUNCIL

Notice is hereby given, in accordance with the provisions of the Local Government Act 1993 that a **Meeting of Tamworth Regional Council** will be held in the **Council Chambers, Lands Building, 25-27 Fitzroy Street, Tamworth**, commencing at **6.30pm**.

## ORDINARY COUNCIL AGENDA

**5 AUGUST 2025**

**PAUL BENNETT**  
**GENERAL MANAGER**

## Order of Business

ITEM	SUBJECT	PAGE NO
1	APOLOGIES AND LEAVE OF ABSENCE .....	4
2	COMMUNITY CONSULTATION.....	4
3	MINUTES OF PREVIOUS MEETING SUBMITTED FOR APPROVAL.....	4
4	DISCLOSURE OF INTEREST .....	4
5	MAYORAL MINUTE .....	4
6	NOTICE OF MOTION .....	4
6.1	QUESTIONS WITH NOTICE .....	4
	<b>OPEN COUNCIL REPORTS</b>	<b>9</b>
7	ENVIRONMENT AND PLANNING .....	9
8	INFRASTRUCTURE AND SERVICES .....	9
8.1	TAMWORTH REGIONAL LOCAL TRAFFIC COMMITTEE MEETING - 2 JULY 2025 .....	9
	<b>30 ANNEXURES ATTACHED</b>	
	<b>1 ENCLOSURES ENCLOSED</b>	
8.2	AGREEMENT TO ACCEPT LIQUID TRADE WASTE INTO COUNCIL'S SEWER FROM BAIADA'S NEW PROCESSING PLANT AT 1154 GUNNEDAH ROAD, WESTDALE .....	37
	<b>1 ANNEXURES ATTACHED</b>	
9	GOVERNANCE, STRATEGY AND FINANCE.....	41
9.1	LOCAL GOVERNMENT BOUNDARY ALTERATION WITH URALLA SHIRE COUNCIL.....	41
10	COMMUNITY SERVICES.....	43
10.1	APPOINTMENT OF COMMUNITY MEMBERS TO AUSTRALIA DAY WORKING GROUP....	43
	<b>1 CONFIDENTIAL ENCLOSURES ENCLOSED</b>	
10.2	TAMWORTH REGIONAL PRECINCT ADVISORY COMMITTEES - REVISED TERMS OF REFERENCE AND OPERATIONAL ARRANGEMENTS.....	45
	<b>2 ANNEXURES ATTACHED</b>	
11	REPORTS TO BE CONSIDERED IN CLOSED COUNCIL.....	48
	TENDER T103/2024 - DESIGN FINALISATION AND CONSTRUCTION OF THE AQUATIC, EDUCATION AND HEALTH CENTRE OF EXCELLENCE - EARLY CONTRACTOR INVOLVEMENT .....	48
	TENDER T087-2025 - DESIGN AND CONSTRUCT NO.1 OVAL PAVILION UPGRADE .....	52

## Council

Meeting Date: 2<sup>nd</sup> and 4<sup>th</sup> Tuesday of the month commencing at 6:30pm.

Matters determined by Ordinary meetings will include all those non-delegable functions identified in Section 377 of the Local Government Act as follows:

- *the appointment of a general manager*
- *the making of a rate*
- *a determination under section 549 as to the levying of a rate*
- *the making of a charge*
- *the fixing of a fee*
- *the borrowing of money*
- *the voting of money for expenditure on its works, services or operations*
- *the compulsory acquisition, purchase, sale, exchange or surrender of any land or other property (but not including the sale of items of plant or equipment)*
- *the acceptance of tenders which are required under this Act to be invited by the council*
- *the adoption of an operational plan under section 405*
- *the adoption of a financial statement included in an annual financial report*
- *a decision to classify or reclassify public land under Division 1 of Part 2 of Chapter 6*
- *the fixing of an amount or rate for the carrying out by the council of work on private land*
- *the decision to carry out work on private land for an amount that is less than the amount or rate fixed by the council for the carrying out of any such work*
- *the review of a determination made by the council, and not by a delegate of the council, of an application for approval or an application that may be reviewed under section 82A of the [Environmental Planning and Assessment Act 1979](#)*
- *the power of the council to authorise the use of reasonable force for the purpose of gaining entry to premises under section 194*
- *a decision under section 356 to contribute money or otherwise grant financial assistance to persons*
- *the making of an application, or the giving of a notice, to the Governor or Minister*
- *this power of delegation*
- *any function under this or any other Act that is expressly required to be exercised by resolution of the council.*"

Other matters and functions determined by Ordinary Council Meetings will include:

- *Notices of Motion*
- *Notices of Motion of Rescission*
- *Council Elections, Polls, Constitutional Referendums and Public Hearings/Inquiries*
- *Ministerial Committees and Inquiries*
- *Mayor and Councillors Annual Fees*
- *Payment of Expenses and Provision of Facilities to Mayor and Councillors*
- *Local Government Remuneration Tribunal*
- *Local Government Boundaries*
- *NSW Ombudsman*
- *Administrative Decisions Tribunal*
- *Delegation of Functions by the Minister*
- *Delegation of Functions to General Manager and Principal Committees*
- *Organisation Structure*
- *Code of Conduct*
- *Code of Meeting Practice*
- *Honesty and Disclosure of Interests*
- *Access to Information*
- *Protection of Privacy*
- *Enforcement Functions (statutory breaches/prosecutions/recovery of rates)*
- *Dispute Resolution*
- *Council Land and Property Development*
- *Annual Financial Reports, Auditors Reports, Annual Reports and Statement of the Environment Reports*
- *Performance of the General Manager*
- *Equal Employment Opportunity*
- *Powers of Entry*
- *Liability and Insurance*
- *Membership of Organisations*

**Membership:** All Councillors

**Quorum:** Five members

**Chairperson:** The Mayor

**Deputy Chairperson:** The Deputy Mayor

## Community Consultation Policy

The first 30 minutes of Open Council Meetings is available for members of the Public to address the Council Meeting or submit questions either verbally or in writing, on matters INCLUDED in the Business Paper for the Meeting.

Members of the public will be permitted a maximum of three minutes to address the Council Meeting. An extension of time may be granted if deemed necessary.

Members of the public seeking to represent or speak on behalf of a third party must satisfy the Council or Committee Meeting that he or she has the authority to represent or speak on behalf of the third party.

Members of the public wishing to address Council Meetings are requested to contact Council either by telephone, in person or online prior to 4:30pm the day prior to the Meeting to address the Council Meeting. Persons not registered to speak will not be able to address Council at the Meeting.

Council will only permit three speakers in support and three speakers in opposition to a recommendation contained in the Business Paper. If there are more than three speakers, Council's Governance division will contact all registered speakers to determine who will address Council. In relation to a Development Application, the applicant will be reserved a position to speak.

Members of the public will not be permitted to raise matters or provide information which involves:

- personnel matters concerning particular individuals (other than Councillors);
- personal hardship of any resident or ratepayer;
- information that would, if disclosed confer a commercial advantage on a person with whom Council is conducting (or proposes to conduct) business;
- Commercial information of a confidential nature that would, if disclosed:
  - prejudice the commercial position of the person who supplied it, or
  - confer a commercial advantage on a competitor of the Council; or
  - reveal a trade secret;
- information that would, if disclosed prejudice the maintenance of law;
- matters affecting the security of the Council, Councillors, Council staff or Council property;
- advice concerning litigation or advice that would otherwise be privileged from production in legal proceedings on the ground of legal professional privilege;
- information concerning the nature and location of a place or an item of Aboriginal significance on community land;
- alleged contraventions of any Code of Conduct requirements applicable under Section 440; or
- on balance, be contrary to the public interest.

Members of the public will not be permitted to use Community Consultation to abuse, vilify, insult, threaten, intimidate or harass Councillors, Council staff or other members of the public. Conduct of this nature will be deemed to be an act of disorder and the person engaging in such behaviour will be ruled out of the order and may be expelled.

### Disclosure of Political Donations or Gifts

If you have made a relevant planning application to Council which is listed for determination on the Council Business Paper you must disclose any political donation or gift made to any councillor or employee of the Council within the period commencing two years before the application is made and ending when the application is determined (Section 147(4) Environmental Planning and Assessment Act 1979).

If you have made a relevant public submission to Council in relation to a relevant planning application which is listed for determination on the Council Business Paper you must disclose any political donation or gifts made to any councillor or employee of the Council by you as the person making the submission or any associate within the period commencing two years before the submission is made and ending when the application is determined (Section 147(5) Environmental Planning and Assessment Act 1979).

## AGENDA

- 1 APOLOGIES AND LEAVE OF ABSENCE**
- 2 COMMUNITY CONSULTATION**
- 3 MINUTES OF PREVIOUS MEETING SUBMITTED FOR APPROVAL**

### **RECOMMENDATION**

*That the Minutes of the Ordinary Meeting held on Tuesday, 22 July 2025, copies of which were circulated, be taken as read and confirmed as a correct record of the proceedings of the Meeting.*

### **4 DISCLOSURE OF INTEREST**

Pecuniary Interest

Non Pecuniary Conflict of Interest

Political Donations

### **5 MAYORAL MINUTE**

Nil

### **6 NOTICE OF MOTION**

#### **6.1 NOTICE OF MOTION – CR MARK RODDA - QUESTIONS WITH NOTICE**

#### **MOTION**

*That the Questions with Notice be received and noted.*

Notice is given that I intend to move the above Motion at the Meeting of the Council to be held on 5 August 2025.

#### **SENIOR STAFF CONFERENCE 12 AUGUST 2025**

1. I note that in Item 9.2 of the Council meeting held on Tuesday 22 July 2025 – Amendment to Ordinary Council Meeting Schedule, the justification for amending the next council meeting from 12 August to 5 August was because of a lack of senior staff who were otherwise attending a State Local Government Staff Conference. The Financial Implications stated “Nil”, but what is the cost to ratepayers of senior staff attending this conference in terms of travel, subsistence and accommodation?

**Council Response:** The report in question was seeking approval to move the Council Meeting from the 12 August to 5 August in which the cost to Council is Nil. The report was not seeking Council approval for staff to attend the Conference and therefore the financial implications of this were irrelevant to the report. Council does not consider it

appropriate to disclose detailed financial or travel information as it may compromise staff privacy.

2. What budget has been set aside for attendance at this conference and how much is left in the relevant account?

**Council Response:** A summary for professional development of staff at TRC may be provided, if requested, in line with any public reporting obligations.

## **FOREIGN TRIPS**

1. What was the total cost to ratepayers for the trip to Gore, New Zealand, including all costs paid by TRC on corporate credit card or other payment method?

**Council Response:** The total cost for The Mayor, General Manager and Cr Sharpham for the Gore Sister City delegation was \$4,535.27. Flights \$3,247.35, Car Hire \$432.20 and Other costs \$855.72.

2. What was the total cost to ratepayers for the trip to Nashville, United States of America, including all costs paid by TRC on corporate credit card or other payment method?

**Council Response:** The total cost for The Mayor, Executive Manager Creative Communities and Experiences for the Nashville Sister City delegation was \$19,447.12. Flights \$17,159.26, Transport \$663.88 and Other costs \$1,623.98.

## **FORMER VELODROME SITE ASBESTOS REMEDIATION**

1. Has Tamworth Regional Council agreed to remediate the asbestos on the velodrome site that Council knew about from at least the time the velodrome was constructed?

**Council Response:** Council will need to remediate the site before the subdivision can occur. Your assertion that Council knew about the asbestos contamination from when the Velodrome was constructed is incorrect. As stated in an email to you and all Councillors on 14 July 2025, Council was not aware of any contamination on the site.

2. When, how and by whom was the contamination discovered?

**Council Response:** The contamination was discovered by Council staff when undertaking site preparation works for handover to the University of New England in September 2024. Initial testing was carried out on individual pieces of fibre board that came to the surface when cutting the existing embankment at the Murray Street end of the project. Additional testing was carried out to confirm the extent of the contamination and then the Remediation Action Plan prepared to address the contamination.

3. Given that between 700-1,000m<sup>3</sup> is likely to be excavated, if TRC has agreed to remediate the velodrome site for asbestos, what is the estimated remediation cost?

**Council Response:** As stated in an email to you and all Councillors on 14 July 2025, Council had already anticipated an amount for remediation of the site for UNE including removal of the old velodrome and it is anticipated that the additional works required will remain within that budget.

---

4. How much is the excavation and removal fees from the Expression Of Interest going to be?

**Council Response:** The cost for the remediation of the asbestos will be dependent on the final confirmed extent of the contaminated material but is expected to be of the order of \$260k.

5. What is the cost of the foregone dumping fees? Where will the asbestos containing materials be dumped?

**Council Response:** The material will be transferred to the Forest Road Landfill which is an approved site for the disposal, which covers Council's cost associated with the disposal of the asbestos at the Forest Road facility. The charges levied will not be publicly disclosed.

6. Given that the asbestos containing materials remain on the site uncovered or capped, what has been the risk to residents and pedestrians of possible months of exposure to friable asbestos?

**Council Response:** As advised in an email to you and all Councillors on 14 July 2025, there are no airborne particles of friable asbestos from the site and that there is no risk to the health of the public.

7. Instead of removal, has the concept of containment or capping the site been considered?

**Council Response:** Yes this is already part of the remediation plan to limit the cost to ratepayers, the site will be remediated to the extent required for the development for UNE and the rest of the site will be contained to prevent exposure.

8. Council has the policy "Managing Contaminated Land or Potentially Contaminated Land 2019", please provide objective evidence that this plan was complied with.

**Council Response:** This Policy relates to Council carrying out its planning functions when rezoning or undertaking a development assessment. The policy also notes that when carrying out planning functions under the *EP&A Act*, all Councils must consider the possibility that a previous land use, or any adjoining or nearby land use, has caused contamination to the site, as well as the potential risk to health or the environment. Three DAs are relevant to this issue, all of which have considered the State Environmental Planning Policy (Resilience and Hazards) 2021:

1. **DA2024-0277 - Removal and demolition of infrastructure at existing velodrome and level site. The following information is from Council Assessment Report:**

**State Environmental Planning Policy (Resilience and Hazards) 2021:**

*Pursuant to Section 4.6 of the Policy, Council is required to consider whether the land is suitable for a proposed use having regard to any known or potentially contaminating land use activities. The subject site has been subject of borehole sampling undertaken as part of a parallel application, with the results being of relevance to the subject of contamination. In total, 15 boreholes were drilled, with minor traces of ash, plastic, glass and slag being noted only in fill material of the site. Asbestos was not detected, and volatile hydrocarbons were not detected. The soil testing undertaken did not trigger any concerns for chemical prevalence.*

---

*The developed history of the site, as known to Council, was supplied by the applicants and is as follows:*

*The information comes from a number of sources including the geotechnical report for the UNE parallel application, Council's asset management data, and relevant project history.*

- *The land was resumed for Public Recreation and Athletics Sports on 18 January 1911 and was a sporting field*
- *Aerial imagery suggests that there was some form of levee bank on the site from around 1953. It appears from subsequent aerial images that the location of the levee has changed over time. It is understood that in the latest upgrade of the CBD levee that some substandard materials were encountered in the original levee structure.*
- *The stormwater crossing the site (east/west) is recorded in our Asset system as being constructed in 1970.*
- *The sewer crossing the site (north/south) is recorded in the Water Directorate Asset system as being constructed in 1980.*
- *The George Fielder Bridge was opened in 1993 which included construction of Murray Street from the new bridge to Peel Street. It is possible that some material excavated for the road formation, or the bridge abutment found its way onto the velodrome as part of these works.*
- *The 1993 Velodrome construction. The earthworks for the Velodrome were undertaken by a Contractor on behalf of Council. The imported material which largely makes up the fill referenced in the geotechnical bore logs for the UNE development is known to have come from Council's own quarry known as Suttons Pit. The Contractor has advised that they encountered unsuitable material (some ash and plastic) near the Murray Street end of the site and this was simply removed when encountered.*

*Council is satisfied that there are no known contaminants expected to be found on site, and that appropriate conditions can be recommended to safely manage any unknown contaminants found during works. As such, the requirements of this policy are met.*

## 2. DA2024-0192 – UNE Campus Development

Council was not the decision making authority for the UNE Development Application, however, Council were the Assessing Authority. The following information is from Council's Assessment Report, which helped inform the Northern Region Planning Panel in determining the Development Application:

### Chapter 4: Remediation of Land

*The provisions of Chapter 4 of State Environmental Planning Policy (Resilience and Hazards) 2021 ('the Resilience and Hazards SEPP') have been considered in the assessment of the development application. Section 4.6 of Resilience and Hazards SEPP requires consent authorities to consider whether the land is contaminated, and if the land is contaminated, it is satisfied that the land is suitable in its contaminated state (or will be suitable, after remediation) for the purpose for which the development is proposed to be carried out.*

---

*A Preliminary Site Investigation Report (PSI) prepared by JK Environmental and a Geotechnical Investigation Report prepared by JK Geotechnics have been prepared to support the DA. The PSI report found that the site can be made suitable for the proposed development. However, the PSI makes the following recommendations:*

- *Undertake a Detailed Site Investigation (DSI) to address the data gaps identified in Section 9.4 of the Report, noting that it would be reasonable to limit the DSI to broadly capture the proposed development footprint; and,*
- *If the DSI identifies a need for remediation, a RAP will be required and the site will need to be remediated and validated to confirm site suitability.*

*The site has been subject of borehole sampling undertaken as part of this application, with the results being of relevance to the subject of contamination. In total, 15 boreholes were drilled, with minor traces of ash, plastic, glass and slag being noted only in fill material of the site. Asbestos was not detected, and volatile hydrocarbons were not detected. The soil testing undertaken did not trigger any concerns for chemical prevalence.*

*The subject of contamination was considered under a separate application (DA2024-0277), which consented to the demolition of the existing structures on the site.*

*Council is satisfied that there are no known contaminants expected to be found on site, and that appropriate conditions can be recommended to safely manage any unknown contaminants found during works. As such, the requirements of this policy are met.*

### **3. DA2025-0065 – Velodrome Site Subdivision**

Council is the determining authority for the subdivision of the land and this Policy has been considered in the process, however this development application is currently waiting a determination and is dependent on the remediation of the site before the subdivision certificate is released and the new land parcel created.

### **9. When will the tender be presented to a Council meeting for approval by the elected councillors?**

**Council Response:** The procurement was approved by the General Manager under delegation.

Q137-2025 - Asbestos Remediation and Earthworks, Prince of Wales Park (Former Velodrome) | Tamworth Regional Council



What are you looking for?

## **Q137-2025 - Asbestos Remediation and Earthworks, Prince of Wales Park (Former Velodrome)**

Tamworth Regional Council (TRC) is seeking a suitably experienced and qualified contractor (Contractor) with Class A Asbestos Removal License to remediate a brownfield site of Asbestos Containing Material (ACM). Earthworks are also required to reinstate clean fill and achieve design levels for future development.

The Remedial Action Plan (RAP) is the main document detailing remediation works as well as the processes and procedures that must be followed. While the RAP methodology and conditions must be followed, the main stipulations are below:

- No visible ACM on site surface or in the subsurface at soil sampling locations; and
- No asbestos identified in soil samples.
- Overlay and compaction of clean fill to appropriate design level for future development

### Key notes

- Site location: Prince of Wales Park (Former Velodrome), Peel Street, Tamworth
- Site size: Approx 11,000m<sup>2</sup>
- Area to be remediated: Approx 3,000m<sup>2</sup>
- Volume of soil to be removed: 700-1,000m<sup>3</sup>
- TRC will cover disposal fees of all ACM from the site
- TRC will provide clean fill for the Contractor to use on site
- Contract award expected 24/07/2025

For further information please contact Callum McIntosh via email:  
[callum.mcintosh@tamworth.nsw.gov.au](mailto:callum.mcintosh@tamworth.nsw.gov.au)

Cr Mark Rodda

30 July 2025

## **OPEN COUNCIL REPORTS**

### **7 ENVIRONMENT AND PLANNING**

Nil

### **8 INFRASTRUCTURE AND SERVICES**

#### **8.1 TAMWORTH REGIONAL LOCAL TRAFFIC COMMITTEE MEETING - 2 JULY 2025**

**DIRECTORATE:** REGIONAL SERVICES  
**AUTHOR:** Graeme McKenzie, Manager - Strategy, Assets and Design

---

**Steven Marshall, Strategy, Assets and Design Engineer**

**Reference:** Item 8.3 to Ordinary Council 26 March 2024 - Minute No 51/24  
Item 8.2 to Ordinary Council 11 February 2025 - Minute No 4/25  
Item 8.1 to Ordinary Council 26 September 2017 - Minute No 315/17

**30 ANNEXURES ATTACHED**  
**1 ENCLOSURES ENCLOSED**

**RECOMMENDATION**

*That in relation to the report “Tamworth Regional Local Traffic Committee Meeting - 2 July 2025”, Council:*

- (i) *approves the road closures of Carter Street, Solander Drive, Locks Lane, Gipps Street and the No. 1 Oval Access Road in Tamworth, on Sunday 3 August 2025, for the Tamworth Running Festival;*
- (ii) *approves the proposed celebration for the Gamilaraay Language Hub office opening and its associated traffic impacts along Fitzroy Street, Tamworth, from 7.00am to 4.00pm on 16 July 2025;*
- (iii) *approves a three-year blanket approval:*
  - a. *for any events that only affect ‘the wiggle’ (or one way section) on Fitzroy Street, Tamworth; and*
  - b. *for events planned between Friday 12am to Monday 12am that require the closure of Fitzroy Street between Peel Street and Kable Avenue (not including the Kable Avenue intersection);*
- (iv) *approves the installation of the new right-hand turn lane on the eastern approach to the Calala Lane and Campbell Road roundabout, modifying the central median and installation of the associated signs and line marking;*
- (v) *approves the proposed changes to signage and line marking along Peel Street, Tamworth associated with:*
  - a. *paid parking being installed from Bourke Street to White Street;*
  - b. *extending the 1P time restricted parking from Bourke Street to White Street to include 8.30am – 6pm (Sat) and 8.30am – 12.30pm (Sun);*
  - c. *the introduction of line marked parking bays where required; and*
  - d. *the proposed “operational” changes such as the minor adjustments to loading zones, the relocation of disabled parking bays etc. in line with best parking practice(s);*
- (vi) *approves the proposed changes to signage and line marking along Kable Avenue, Tamworth associated with:*
  - a. *changing the existing all-day and 4P time restricted parking to 3P time restricted parking;*
  - b. *changing the existing 2P time restricted parking to 3P time restricted parking;*
  - c. *the introduction of line marked parking bays where required; and*

- d. *the proposed “operational” changes such as the minor adjustments to bus zones, the relocation of disabled car parks etc. in line with best parking practice(s);*
- (vii) *approves the proposed changes to signage along Bourke Street, Tamworth in accordance with the signage plan;*
- (viii) *approves the proposed changes to signage and line marking along Fitzroy Street, Tamworth associated with:*
  - a. *the installation of additional police only parking bays near Tamworth Square; and*
  - b. *the proposed “operational” changes such as the relocation and modification of disabled car parks etc. in line with best parking practice(s);*
- (ix) *approves the proposed changes to signage and line marking along White Street, Tamworth associated with:*
  - a. *changing the existing 2P paid parking on the western side of White Street (from Kable Avenue to Peel Street) to 2P free parking from 8.30am – 6pm (Mon-Fri) and 8.30am – 12.30pm (Sat); and*
  - b. *the proposed “operational” changes such as the modification of disabled car parks etc. in line with best parking practice(s);*
- (x) *approves the proposed changes to signage and line marking along Hill Street, Tamworth associated with:*
  - a. *changing the existing all-day free parking on the western side of Hill Street (from Kable Avenue to Peel Street) to 2P free parking from 8.30am – 6pm (Mon-Fri) and 8.30am – 12.30pm (Sat); and*
  - b. *the introduction of line marked parking bays.*
- (xi) *approves the proposed changes to signage and line marking along Roderick Street, Tamworth associated with:*
  - a. *the proposed “operational” changes such as the installation of designated long vehicle parking bays etc. in line with best parking practice(s);*
  - b. *the introduction of line marked parking bays; and*
- (xii) *approves the proposed changes to signage and line marking along Dowe Street, Tamworth associated with:*
  - a. *the proposed “operational” changes such as the installation of a new loading zone etc. in line with best parking practice(s); and*
  - b. *the introduction of line marked parking bays.*

## **SUMMARY**

The purpose of this report is to advise Council of the 12 recommendations made by the Tamworth Regional Local Traffic Committee (the Committee) at the meeting held on 2 July 2025.

## **COMMENTARY**

---

The minutes from the Committee meeting held on 2 July 2025, are **ENCLOSED**, refer **ENCLOSURE 1**.

### **Event Management**

It is recognised that two items within this report (61/2025 - Tamworth Running Festival 2025 and 69/2025 - Gamilaraay Language Hub office opening in Tamworth, July 2025) are being considered by Council post their completion.

#### **61/2025 – Tamworth Running Festival 2025**

Tamworth Regional Council has been notified that the 2025 Tamworth Running Festival is scheduled for Sunday 3 August 2025.

The event consists of the following details:

**Event location:** Tamworth, NSW

**Date:** Sunday 3 August 2025

**Event time:** 7am to 3pm

**Road closure:** 5am to 5pm

**Roads affected:**

- Carter Street, from Barnes Gully to Solander Drive;
- Solander Drive, from Carter Street Carpark to Gipps Street Carpark;
- Locks Lane, from Goonoo Goonoo Road to Scott Lane;
- Gipps Street, from Goonoo Goonoo Road to Solander Drive; and
- No. 1 Oval Access Road (including access to the Changing Places Facility and Accessible Transport Hub) from Kable Avenue.

Traffic marshals are to be provided by the organiser as detailed in the **ATTACHED** traffic guidance scheme, refer **ANNEXURE 1**.

**COMMITTEE RECOMMENDATION:** the Committee members unanimously support the road closures of Carter Street, Solander Drive, Locks Lane, Gipps Street and the No. 1 Oval Access Road in Tamworth, on Sunday 3 August 2025, for the Tamworth Running Festival.

#### **69/2025 - Gamilaraay Language Hub Office Opening in Tamworth, July 2025**

The Gamilaraay Language Hub are planning a celebration event on Wednesday 16 July 2025, to mark the opening of their new office in Fitzroy Street, Tamworth.

The event consists of the following details:

**Event location:** Tamworth, NSW

**Date:** Wednesday 16 July 2025

**Event time:** 10am to 2pm

**Road closure:** 7am to 4pm

**Road affected:**

- Fitzroy Street, from Peel Street to Kable Avenue

The proposed traffic guidance scheme can be found **ATTACHED**, refer **ANNEXURE 2**.

**COMMITTEE RECOMMENDATION:** the Committee members unanimously support the proposed celebration and its associated traffic impacts along Fitzroy Street, Tamworth, from 7.00am to 4.00pm on 16 July 2025.

### **70/2025 – Fitzroy Street, Tamworth - Event Traffic Guidance Schemes**

Council event coordinators are seeking a three-year blanket approval to close Fitzroy Street, Tamworth for the purpose of holding events, including:

- a seven days a week blanket approval for events that only affect 'the wiggle' (or one way section); and
- a blanket approval from Friday 12am to Monday 12am for events that require the closure of Fitzroy Street between Peel Street and Kable Avenue (not including the Kable Avenue intersection).

Proposed traffic guidance schemes for the blanket approvals are **ATTACHED**, refer **ANNEXURE 3** and **ANNEXURE 4**.

For any events that require the closure of Fitzroy Street between Peel Street and Bicentennial Park (inclusive of Kable Avenue intersection), formal Committee endorsement and Council approval will be required before the event proceeds.

**COMMITTEE RECOMMENDATION:** the Committee members unanimously support the three-year blanket approval:

- for any events that only affect 'the wiggle' (or one way section) on Fitzroy Street, Tamworth; and
- for events planned between Friday 12am to Monday 12am that require the closure of Fitzroy Street between Peel Street and Kable Avenue (not including the Kable Avenue intersection).

### **Road Infrastructure**

During the March 2024 Committee meeting, the Committee endorsed a design for the installation a channelised right (CHR) turning lane into the carpark of a new childcare centre on Calala Lane.

When item 33/2024 from the Committee was sent to Council for approval at the meeting held 26 March 2024 (refer Item 8.3 to Ordinary Council 26 March 2024 – Minute No 51/24), Council deferred the approval pending the approval of the associated childcare centre development. An extract of the Council stripping is included in Figure 1 below.

(v) defer the approval of the installation of a new right-hand turn lane on the eastern approach to the Calala Lane and Campbell Road roundabout, modifying the central median and installation of the associated signs and line marking.

*Figure 1: Extract from Council stripping*

With the child care centre development now approved, and construction currently underway, this Committee item now requires formal approval from the Council.

### **33/2024 - Proposed Childcare Centre on Calala Lane, Calala**

Council has received a request for a new childcare centre at 72-74 Calala Lane, Calala. As part of the request, the developer is proposing to install a right-hand turn lane for east bound traffic as shown in the **ATTACHED**, refer **ANNEXURE 5**.

---

The existing median would need to be modified and new signage and line marking installed. Figure 2 below shows the proposed location of the right-hand turn.



*Figure 2: Location of proposed right-hand turn lane on Calala Lane, Calala.*

During the meeting, Transport for NSW (TfNSW) asked if the site has an appropriate stopping distance for vehicles departing the roundabout. Council advised that the site has been modelled within SIDRA and included the adjoining roundabout. No unsafe queueing was expected to impact the roundabout. Similarly, safe stopping distances have been checked against Austroads and are compliant for all movements.

**COMMITTEE RECOMMENDATION:** the Committee unanimously supports the installation of a new right-hand turn lane, modifying the central median and installation of the associated signs and line marking.

### **Tamworth Regional Parking Strategy**

At the Council Meeting held 11 February 2025, Council adopted the Tamworth Regional Car Parking Strategy (refer Item 8.2 to Ordinary Council 11 February 2025 – Minute No 4/25). The following items within this report are associated with actions identified within the strategy.

All proposed changes on the following street will require approval from Council:

- Peel Street (*Item 44/2025*);
- Kable Avenue (*Item 45/2025*);
- Bourke Street (*Item 47/2025*);

- Fitzroy Street (*Item 49/2025*);
- White Street (*Item 50/2025*);
- Hill Street (*Item 51/2025*);
- Roderick Street (*Item 52/2025*); and
- Dowe Street (*Item 53/2025*).

All proposed changes on the following streets have been provided for information purposes only. As these changes impact the state road network, they're to be approved by TfNSW:

- Marius Street (*Item 46/2025*);
- Brisbane Street (*Item 48/2025*); and
- Darling Street (*Item 20/2023*).

All proposed changes within the following carparks have been provided for information purposes only:

- Town Hall carpark (*Item 54/2025*);
- White Street carpark (*Item 55/2025*);
- CWA / Hands of Fame carpark (*Item 56/2025*);
- Ray Walsh House south carpark (*Item 57/2025*);
- Community Centre carpark (*Item 58/2025*);
- NRMA carpark (*Item 59/2025*); and
- Griffin Avenue carpark (*Item 60/2025*).

#### **44/2025 – Regional Parking Strategy Implementation – Peel Street, Tamworth**

At the Council Meeting held 11 February 2025, Council adopted the Tamworth Regional Car Parking Strategy (refer Item 8.2 to Ordinary Council 11 February 2025 – Minute No 4/25).

Three actions identified within the Strategy that affected Peel Street included:

- introduce parking meters in Peel Street (White Street to Bourke Street);
- introduce further time restricted parking on Peel Street (White Street to Bourke Street) of a weekend (1hr limit); and
- carry out “operational” changes across our regional parking network such as minor adjustments to parking time restrictions/locations, loading zones, disabled car parks etc. in line with best parking practice(s).

All proposed changes to address these actions along Peel Street can be found within the **ATTACHED** signage and line marking plans, refer **ANNEXURE 6** and **ANNEXURE 7** respectively.

Below is a summary of the key changes proposed:

##### *Darling Street to Bourke Street*

- remove existing ‘No Parking’ zone (at Tamworth Chainsaw and Mower Centre) and replace with a Loading Zone (R5-23);

- replace three existing on-street '60deg rear to kerb' parking spaces with two disabled parking bays (and a compliant shared zone) on the southern side of Peel Street (at Tamworth Property Co.) (R5-10); and
- install car park line marking on both sides of Peel Street.

*Bourke Street to Brisbane Street*

- change existing 1P free parking on the northern side of Peel Street from 8.30am – 6pm (Mon-Fri) and 8.30am – 12.30pm (Sat) to:
  - 1P paid parking (R5-1\_Meter) from 8.30am – 6pm (Mon-Fri); and
  - 1P free parking (R5-1) from 8.30am – 6pm (Sat) and 8.30am – 12.30pm (Sun).
- change existing 1P free parking on the southern side of Peel Street from 8.30am – 6pm (Mon-Fri) and 8.30am – 12.30pm (Sat) to:
  - 1P paid parking (R5-1\_Meter) from 8.30am – 6pm (Mon-Fri); and
  - 1P free parking (R5-1) from 8.30am – 6pm (Sat) and 8.30am – 12.30pm (Sun).
- replace three existing on-street '60deg rear to kerb' parking spaces with two new disabled parking bays (and a compliant shared zone) on the southern side of Peel Street (near Ray White Real Estate) (R5-10);
- modify the two existing on-street disabled parking bays on the southern side of Peel Street (near Camping World) to include a compliant shared zone. This will result in the loss of three existing motorcycle parking bays;
- modify two existing on-street 'parallel' parking spaces on the northern side of Peel Street (near National Australia Bank) to:
  - Loading Zone (R5-23) from 6am to 1pm (Mon-Fri); and
  - ¼ hour free parking (R5-15) at all other times.
- change existing Loading Zone on the northern side of Peel Street from 8.30am – 6pm (Mon-Fri) and 8.30am – 12.30pm (Sat) to an All-Day Loading Zone (R5-23); and
- modify two existing on-street disabled parking bays on the southern side of Peel Street (near Cotton On) to include a compliant shared zone. This will result in the loss of one '60deg rear to kerb' parking bay.

*Brisbane Street to Fitzroy Street*

- change existing 1P free parking on the northern side of Peel Street from 8.30am – 6pm (Mon-Fri) and 8.30am – 12.30pm (Sat) to:
  - 1P paid parking (R5-1\_Meter) from 8.30am – 6pm (Mon-Fri); and
  - 1P free parking (R5-1) from 8.30am – 6pm (Sat) and 8.30am – 12.30pm (Sun).
- change existing 1P free parking on the southern side of Peel Street from 8.30am – 6pm (Mon-Fri) and 8.30am – 12.30pm (Sat) to:
  - 1P paid parking (R5-1\_Meter) from 8.30am – 6pm (Mon-Fri); and
  - 1P free parking (R5-1) from 8.30am – 6pm (Sat) and 8.30am – 12.30pm (Sun).

- replace three existing on-street ‘60deg rear to kerb’ parking spaces with two new disabled parking bays (and a compliant shared zone) on the southern side of Peel Street (near the Tudor Hotel) (R5-10);
- modify two existing on-street ‘parallel’ parking spaces on the northern Side of Peel Street (near Westpac) to:
  - Loading Zone (R5-23) from 6am to 1pm (Mon-Fri); and
  - ¼ hour free parking (R5-15) at all other times.
- remove one on-street disabled parking bay on the southern side of Peel Street (near St George Bank) and replace with one parking space:
  - 1P paid parking (R5-1\_Meter) from 8.30am – 6pm (Mon-Fri); and
  - 1P free parking (R5-1) from 8.30am – 6pm (Sat) and 8.30am – 12.30pm (Sun).
- change existing Loading Zone on the northern side of Peel Street from 8.30am – 6pm (Mon-Fri) and 8.30am – 12.30pm (Sat) to an All-Day Loading Zone (R5-23);
- replace one existing on-street ‘60deg rear to kerb’ parking space and the existing No Stopping Area (Police Vehicles Accepted) with two new disabled parking bays (and a compliant shared zone) on the southern side of Peel Street (near Telstra) (R5-10); and
- modify two existing on-street disabled parking bays on the southern side of Peel Street (near Chemist Warehouse) to include a compliant shared zone. This will result in the loss of one parking ‘60deg rear to kerb’ parking bay.

*Fitzroy Street to White Street*

- change existing 1P free parking on the northern side of Peel Street from 8.30am – 6pm (Mon-Fri) and 8.30am – 12.30pm (Sat) to:
  - 1P paid parking (R5-1\_Meter) from 8.30am – 6pm (Mon-Fri); and
  - 1P free parking (R5-1) from 8.30am – 6pm (Sat) and 8.30am – 12.30pm (Sun).
- change existing 1P free parking on the southern side of Peel Street from 8.30am – 6pm (Mon-Fri) and 8.30am – 12.30pm (Sat) to:
  - 1P paid parking (R5-1\_Meter) from 8.30am – 6pm (Mon-Fri); and
  - 1P free parking (R5-1) from 8.30am – 6pm (Sat) and 8.30am – 12.30pm (Sun).
- replace three existing on-street ‘60deg rear to kerb’ parking spaces with two new disabled parking bays (and a compliant shared zone) on the southern side of Peel Street (near Inland Cafe) (R5-10);
- modify two existing on-street disabled parking bays on the southern side of Peel Street (near Pig and Tinder) to include a compliant shared zone. This will result in the loss of three existing motorcycle parking bays;
- modify three existing on-street ‘parallel’ parking spaces on the northern side of Peel Street (near Australia Post) to:
  - Loading Zone (R5-23) from 6am to 1pm (Mon-Fri); and
  - ¼ hour free parking (R5-15) at all other times.

- change existing Loading Zone on the northern side of Peel Street from 8.30am – 6pm (Mon-Fri) and 8.30am – 12.30pm (Sat) to an All-Day Loading Zone (R5-23); and
- replace two existing on-street ‘60deg rear to kerb’ parking spaces (one is an existing disabled parking space) on the southern side of Peel Street (near Zambrero) with two disabled parking bays (and a compliant shared zone).

*White Street to Hill Street*

- replace three existing on-street ‘60deg rear to kerb’ parking spaces with two disabled parking bays (and a compliant shared zone) on the southern side of Peel Street (near Northern Inland Credit Union) (R5-10); and
- replace two existing on-street ‘60deg rear to kerb’ parking spaces (one is an existing disabled parking space) on the northern side of Peel Street (near Tamworth Regional Gallery) with two disabled parking bays (and a compliant shared zone).

*Hill Street to Roderick Street*

- replace three existing on-street ‘60deg rear to kerb’ parking spaces with two disabled parking bays (and a compliant shared zone) on the southern side of Peel Street (near Pinot & Picasso) (R5-10);
- install No Stopping (R5-400) area across driveways on the southern side of Peel Street (near 523 Peel Street); and
- replace two existing on-street ‘60deg rear to kerb’ parking spaces on the southern side of Peel Street (near VNA Supermarket) with one disabled parking space (and a compliant shared zone).

**COMMITTEE RECOMMENDATIONS:**

- 1) The Committee members unanimously support the proposed changes to signage associated with paid parking being installed within Peel Street (from Bourke Street to White Street);
- 2) The Committee members unanimously support the proposed changes to signage associated with extending the 1P time restricted parking on Peel Street (from White Street to Bourke Street) to include 8.30am – 6pm (Sat) and 8.30am – 12.30pm (Sun); and
- 3) Pending the outcome of ongoing consultation, the Committee members unanimously support the proposed “operational” changes to signs and lines along Peel Street, Tamworth.

**45/2025 – Regional Parking Strategy Implementation – Kable Avenue, Tamworth**

At the Council Meeting held 11 February 2025, Council adopted the Tamworth Regional Car Parking Strategy (refer Item 8.2 to Ordinary Council 11 February 2025 – Minute No 4/25).

Two actions identified within the strategy that affected Kable Avenue included:

- remove all-day and 4P parking spaces on Kable Avenue and change to 3P; and
- carryout “operational” changes across our regional parking network such as minor adjustments to parking time restrictions/locations, loading zones, disabled car parks etc. in line with best parking practice(s).

All proposed changes to address these actions along Kable Avenue can be found within the **ATTACHED** signage and line marking plans, refer **ANNEXURE 8** and **ANNEXURE 9**, respectively.

Below is a summary of the key changes proposed:

*Darling Street to Bourke Street*

- install car park line marking on the southern side of Kable Avenue.

*Bourke Street to Brisbane Street*

- change existing 2P free parking on the northern side of Kable Avenue to 3P free parking (R5-3) from 8.30am – 6pm (Mon-Fri) and 8.30am – 12.30pm (Sat);
- change existing 2P paid parking on the southern side of Kable Avenue to 3P free parking (R5-3) from 8.30am – 6pm (Mon-Fri) and 8.30am – 12.30pm (Sat);
- remove the on-street disabled parking bay on the southern side of Kable Avenue (in front of Wests Diggers) and extend the length of the Taxi Zone (R5-21);
- replace the on-street disabled parking bay on the northern side of Kable Avenue (near Jax Tyres) with a 3P free ‘parallel’ parking space (R5-3) from 8.30am – 6pm (Mon-Fri) and 8.30am – 12.30pm (Sat);
- remove the existing ‘No Parking’ zones across driveways and replace with ‘No Stopping’ areas (R5-400); and
- install car park line marking on both sides of Kable Avenue.

*Brisbane Street to Fitzroy Street*

- change existing 4P paid parking on the northern side of Kable Avenue to 3P paid parking (R5-3\_Meter) from 8.30am – 6pm (Mon-Fri) and 8.30am – 12.30pm (Sat);
- change existing 4P paid parking on the southern side of Kable Avenue to 3P paid parking (R5-3\_Meter) from 8.30am – 6pm (Mon-Fri) and 8.30am – 12.30pm (Sat);
- modify two existing on-street disabled parking bays on the northern side of Kable Avenue (near Target entrance) to include a compliant shared zone; and
- remove the existing ‘No Parking’ zones across driveways and replace with ‘No Stopping’ areas (R5-400).

*Fitzroy Street to White Street*

- change existing 4P paid parking on the northern side of Kable Avenue to 3P paid parking (R5-3\_Meter) from 8.30am – 6pm (Mon-Fri) and 8.30am – 12.30pm (Sat);
- change existing 4P paid parking on the southern side of Kable Avenue to 3P paid parking (R5-3\_Meter) from 8.30am – 6pm (Mon-Fri) and 8.30am – 12.30pm (Sat);
- change existing 2P free parking on the northern side of Kable Avenue to 3P free parking (R5-3) from 8.30am – 6pm (Mon-Fri) and 8.30am – 12.30pm (Sat);
- modify the existing on-street disabled parking bay on the northern side of Kable Avenue (near Complete Dental) to include a compliant shared zone;
- replace the two existing on-street disabled parking bays on the northern side of Kable Avenue (near Ray Walsh House north carpark) with three 3P paid ‘60deg rear to kerb’

parking spaces (R5-3\_Meter) from 8.30am – 6pm (Mon-Fri) and 8.30am – 12.30pm (Sat);

- remove the existing ‘No Parking’ zones across driveways and replace with ‘No Stopping’ areas (R5-400); and
- remove the existing ‘Council Vehicles and Buses’ parking area on the southern side of Kable Avenue and replace with a Bus Zone (R5-20).

*White Street to Hill Street*

- change existing 2P free parking on northern side of Kable Avenue to 3P free parking (R5-3) from 8.30am – 6pm (Mon-Fri) and 8.30am – 12.30pm (Sat);
- change existing all day free parking on southern side of Kable Avenue to 3P free parking (R5-3) at all times;
- remove the existing ‘No Parking’ zones across driveways and replace with ‘No Stopping’ areas (R5-400); and
- install car park line marking on the northern side of Kable Avenue.

*Hill Street to Roderick Street*

- change existing 2P free parking on northern side of Kable Avenue to 3P free parking (R5-3) from 8.30am – 6pm (Mon-Fri) and 8.30am – 12.30pm (Sat);
- replace three existing on-street ‘60deg rear to kerb’ parking spaces on the southern side of Kable Avenue (near Hopscotch Café) with two new disabled parking bays (and a compliant shared zone) (R5-10);
- remove the existing ‘No Parking’ zones across driveways and replace with ‘No Stopping’ areas (R5-400); and
- install car park line marking on the northern side of Kable Avenue.

During the Committee meeting, TfNSW requested the No Stopping sign between the bus zone and the Fitzroy Street pedestrian crossing be adjusted to improve sighting distance. Council have adjusted the position of the sign accordingly to align with TfNSW standards.

**COMMITTEE RECOMMENDATIONS:**

- 1) the Committee members unanimously support the proposed changes to signage associated with changing the existing all-day and 4P time restricted parking on Kable Avenue to 3P;
- 2) the Committee members unanimously support the proposed changes to signage associated with changing the existing 2P free parking on the northern side of Kable Avenue (between Fitzroy Street and White Street) to 3P free parking from 8.30am – 6pm (Mon-Fri) and 8.30am – 12.30pm (Sat);
- 3) the Committee members unanimously support the installation of car park line marking along Kable Avenue; and
- 4) pending the outcome of ongoing consultation, the Committee members unanimously support the proposed “operational” changes to signs and lines along Kable Avenue, Tamworth.

**47/2025 – Regional Parking Strategy Implementation – Bourke Street, Tamworth**

---

At the Council Meeting held 11 February 2025, Council adopted the Tamworth Regional Car Parking Strategy (refer Item 8.2 to Ordinary Council 11 February 2025 – Minute No 4/25).

One action identified within the strategy that affected Bourke Street was:

- carry out “operational” changes across our regional parking network such as minor adjustments to parking time restrictions / locations, loading zones, disabled car parks etc. in line with best parking practice(s).

All proposed changes to address this action along Bourke Street can be found within the **ATTACHED** signage plan, refer **ANNEXURE 10**.

Below is a summary of the key changes proposed:

*Kable Avenue to Peel Street*

- change existing 2P ‘Ticket’ signs to new 2P ‘Meter’ signs (R5-2\_Meter) from 8.30am – 6pm (Mon-Fri) and 8.30am – 12.30pm (Sat).

*Peel Street to Marius Street*

- change existing 2P ‘Ticket’ signs to new 2P ‘Meter’ signs (R5-2\_Meter) from 8.30am – 6pm (Mon-Fri) and 8.30am – 12.30pm (Sat).

**COMMITTEE RECOMMENDATION:** the Committee members unanimously support the “operational” changes to signs along Bourke Street, Tamworth in accordance with the signage plan.

**49/2025 – Regional Parking Strategy Implementation – Fitzroy Street, Tamworth**

At the Council Meeting held 11 February 2025, Council adopted the Tamworth Regional Car Parking Strategy (refer Item 8.2 to Ordinary Council 11 February 2025 – Minute No 4/25).

One action identified within the strategy that affected Fitzroy Street was:

- Carry out “operational” changes across our regional parking network such as minor adjustments to parking time restrictions / locations, loading zones, disabled car parks etc. in line with best parking practice(s).

All proposed changes to address this action along Fitzroy Street can be found within the **ATTACHED** signage and line marking plans, refer **ANNEXURE 11** and **ANNEXURE 12** respectively.

Below is a summary of the key changes proposed:

*Kable Avenue to Peel Street*

- install missing 60 Angle Parking (Rear to Curb) (Vehicles Under 6m Only) signs (R5-500n)

*Peel Street to Marius Street*

- change existing 2P ‘Ticket’ signs to new 2P ‘Meter’ signs (R5-2\_Meter) from 8.30am – 6pm (Mon-Fri) and 8.30am – 12.30pm (Sat);
- replace one existing on-street ‘60deg rear to kerb’ parking space with a new disabled parking bay (and a compliant shared zone) on the western side of Fitzroy Street (near the Court House) (R5-10). This installation will result in the existing No Stopping Area (Police Vehicles Accepted) being reduced by two spaces to 15 parking bays; and

- modify existing on-street disabled parking bay on the eastern side of Fitzroy Street (at Australia Post) to include a compliant shared zone.

During the Committee meeting, NSW Police asked whether the parking bays at the north eastern end of Fitzroy Street (near Tamworth Square) could be converted to an additional Police vehicle parking area (No Stopping; Police Vehicles Accepted). This request will not only cover the two lost spaces associated with the new disabled parking space in front of the court house, but it will also create five additional parking spaces for the NSW Police. Furthermore, this change will result in one less parking meter being installed within Fitzroy Street.

#### **COMMITTEE RECOMMENDATIONS:**

- 1) the Committee members unanimously support the additional Police parking spaces on the north eastern side near Tamworth Square; and
- 2) pending the outcome of ongoing consultation, the Committee members unanimously support the proposed “operational” changes to signs and lines along Fitzroy Street, Tamworth.

#### **50/2025 – Regional Parking Strategy Implementation – White Street, Tamworth**

At the Council Meeting held 11 February 2025, Council adopted the Tamworth Regional Car Parking Strategy (refer Item 8.2 to Ordinary Council 11 February 2025 – Minute No 4/25).

One action identified within the strategy that affected White Street was:

- carry out “operational” changes across our regional parking network such as minor adjustments to parking time restrictions/locations, loading zones, disabled car parks etc. in line with best parking practice(s).

All proposed changes to address this action along White Street can be found within the **ATTACHED** signage and line marking plans, refer **ANNEXURE 13** and **ANNEXURE 14**, respectively.

Below is a summary of the key changes proposed:

##### *Kable Avenue to Peel Street*

- change existing 2P paid parking on the western side of White Street to 2P free parking (R5-2) from 8.30am – 6pm (Mon-Fri) and 8.30am – 12.30pm (Sat);
- change existing 2P ‘Ticket’ signs on the eastern side of White Street to new 2P ‘Meter’ signs (R5-2\_Meter) from 8.30am – 6pm (Mon-Fri) and 8.30am – 12.30pm (Sat); and
- modify existing on-street disabled parking bay on the eastern side of White Street (near Northern Inland Credit Union) to include a compliant shared zone.

##### *Peel Street to Kable Avenue*

- change existing 2P ‘Ticket’ signs on both sides of White Street to new 2P ‘Meter’ signs (R5-2\_Meter) from 8.30am – 6pm (Mon-Fri) and 8.30am – 12.30pm (Sat);
- modify existing on-street disabled parking bays on the western side of White Street (near Tamworth Square entrance) to include a compliant shared zone. This will result in the loss of one parking space; and
- modify existing on-street disabled parking bay on the eastern side of White Street (near Ampol entrance) to include a compliant shared zone.

## **COMMITTEE RECOMMENDATIONS:**

- 1) the Committee members unanimously support the proposed changes to signage associated with changing the existing 2P paid parking on the western side of White Street (from Kable Avenue to Peel Street) to 2P free parking from 8.30am – 6pm (Mon-Fri) and 8.30am – 12.30pm (Sat); and
- 2) pending the outcome of ongoing consultation, the Committee members unanimously support the proposed “operational” changes to signs and lines along White Street, Tamworth.

### **51/2025 – Regional Parking Strategy Implementation – Hill Street, Tamworth**

At the Council Meeting held 11 February 2025, Council adopted the Tamworth Regional Car Parking Strategy (refer Item 8.2 to Ordinary Council 11 February 2025 – Minute No 4/25).

One action identified within the strategy that affected Hill Street was:

- carry out “operational” changes across our regional parking network such as minor adjustments to parking time restrictions / locations, loading zones, disabled car parks etc. in line with best parking practice(s).

All proposed changes to address this action along Hill Street can be found within the **ATTACHED** signage and line marking plans, refer **ANNEXURE 15** and **ANNEXURE 16**, respectively.

Below is a summary of the key changes proposed:

#### *Kable Avenue to Peel Street*

- change existing all day parking on the western side of Hill Street to 2P free parking (R5-2) from 8.30am – 6pm (Mon-Fri) and 8.30am – 12.30pm (Sat); and
- install car park line marking on both sides of Hill Street.

#### *Peel Street to Kable Avenue*

- install car park line marking on both sides of Hill Street.

## **COMMITTEE RECOMMENDATIONS:**

1. the Committee members unanimously support the proposed changes to signage associated with changing the existing all day free parking on the western side of Hill Street (from Kable Avenue to Peel Street) to 2P free parking from 8.30am – 6pm (Mon-Fri) and 8.30am – 12.30pm (Sat);
2. the Committee members unanimously support the installation of car park line marking along Hill Street; and
3. pending the outcome of ongoing consultation, the Committee members unanimously support the proposed “operational” changes to signs and lines along Hill Street, Tamworth.

### **52/2025 – Regional Parking Strategy Implementation – Roderick Street, Tamworth**

At the Council Meeting held 11 February 2025, Council adopted the Tamworth Regional Car Parking Strategy (refer Item 8.2 to Ordinary Council 11 February 2025 – Minute No 4/25).

One action identified within the strategy that affected Roderick Street was:

- carry out “operational” changes across our regional parking network such as minor adjustments to parking time restrictions/locations, loading zones, disabled car parks etc. in line with best parking practice(s).

All proposed changes to address this action along Roderick Street can be found within the **ATTACHED** signage and line marking plans, refer **ANNEXURE 17** and **ANNEXURE 18**, respectively.

Below is a summary of the key changes proposed:

*Kable Avenue to Peel Street*

- install car park line marking on both sides of Roderick Street.

*Peel Street to Byrnes Avenue*

- install car park line marking on both sides of Roderick Street:
  - this includes changing the existing parallel parking arrangement to ‘60deg rear to kerb’ parking between Peel Street and Byrnes Avenue. This proposed change was previously endorsed by the Committee in September 2017 (*Item 116/2017 - 60-degree rear angle parking between Peel Street and Byrnes Avenue and Loading Zone on Roderick Street*) and approved by Council on 26 September 2017 (refer Item 8.1 to Ordinary Council 26 September 2017 – Minute No 315/17).
- replace the existing No Parking area on the eastern side of Roderick Street with two new 1P parking spaces (Caravans and Long Vehicle Parking Only) (R5-1).

*Byrnes Avenue to Marius Street*

- install No Stopping signs (R5-400) across driveways on the eastern side of Roderick Street (near Subway/Oporto).

During the Committee meeting, Mayor Webb requested no line marking be installed on Roderick Street between Byrnes Avenue and Marius Street. With this area heavily utilised by vehicles towing caravans and trailers, line marking these bays will restrict the area to vehicles under 6m length only.

**COMMITTEE RECOMMENDATIONS:**

- 1) the Committee members unanimously support the installation of car park line marking along Roderick Street in accordance with the line marking plan; and
- 2) pending the outcome of ongoing consultation, the Committee members unanimously support the proposed “operational” changes to signs and lines along Roderick Street, Tamworth.

**53/2025 – Regional Parking Strategy Implementation – Dowe Street, Tamworth**

At the Council Meeting held 11 February 2025, Council adopted the Tamworth Regional Car Parking Strategy (refer Item 8.2 to Ordinary Council 11 February 2025 – Minute No 4/25).

One action identified within the strategy that affected Dowe Street was:

- carry out “operational” changes across our regional parking network such as minor adjustments to parking time restrictions/locations, loading zones, disabled car parks etc. in line with best parking practice(s).

All proposed changes to address this action along Dowe Street can be found within the **ATTACHED** signage and line marking plans, refer **ANNEXURE 19** and **ANNEXURE 20** respectively.

Below is a summary of the key changes proposed:

*Bourke Street to Brisbane Street*

- install Parallel Parking (Vehicles under 6m Only) signage to reinforce parallel parking only; and
- install car park line marking on both sides of Dowe Street.

Following the Committee meeting, Council completed consultation with various freight operators within Tamworth. With a variety of small businesses requiring deliveries near the Dowe Street and Brisbane Street intersection, a request was made for an additional Loading Zone (R5-23) to be made available from 6am – 1pm (Mon-Fri).

**COMMITTEE RECOMMENDATION:** the Committee members unanimously support the installation of car park line marking along Dowe Street.

The following items relating to signage and line marking changes along Marius Street, Brisbane Street and Darling Street (all state roads) require approval from TfNSW and will not require approval from the Councillors. These items have been shared to Council for information purposes only.

**46/2025 – Regional Parking Strategy Implementation – Marius Street, Tamworth**

At the Council Meeting held 11 February 2025, Council adopted the Tamworth Regional Car Parking Strategy (refer Item 8.2 to Ordinary Council 11 February 2025 – Minute No 4/25).

One action identified within the strategy that affected Marius Street was:

- carry out “operational” changes across our regional parking network such as minor adjustments to parking time restrictions/locations, loading zones, disabled car parks etc. in line with best parking practice(s).

All proposed changes to address these actions along Marius Street can be found within the **ATTACHED** signage and line marking plans, refer **ANNEXURE 21** and **ANNEXURE 22**, respectively.

Below is a summary of the key changes proposed:

*Darling Street to Bourke Street*

- no changes proposed.

*Bourke Street to Brisbane Street*

- replace two existing on-street ‘60deg rear to kerb’ parking spaces with one disabled parking bay (and a compliant shared zone) on the southern side of Marius Street (near Cloudwize) (R5-10):
  - this proposed change was previously endorsed by the Committee in November 2023 (*Item 23/2023 - Request to install carpark line marking on Marius Street (Between Darling St and Brisbane St)*).
- replace two existing on-street ‘60deg rear to kerb’ parking spaces (one is an existing disabled parking space) on the southern side of Marius Street (near The Bureau) with two disabled parking bays (and a compliant shared zone);

- remove two existing parallel parking spaces on the southern side of Marius Street (near The Bureau) and change to five '60deg rear to kerb' parking spaces zoned 1/2P free parking (R5-16) from 8.30am – 6pm (Mon-Fri) and 8.30am – 12.30pm (Sat);
- change two existing parallel parking spaces on the southern side of Marius Street (near PRD) to:
  - a Loading Zone (R5-23) from 8.30am – 6pm (Mon-Fri) and 8.30am – 12.30pm (Sat); and
  - all day free parking at all other times.

*Brisbane Street to Fitzroy Street*

- change existing 1P free parking on the southern side of Marius Street to 2P free parking (R5-2) from 8.30am – 6pm (Mon-Fri) and 8.30am – 12.30pm (Sat);
- remove existing 'No Parking' zones across old ambulance station and replace with a 'No Stopping' area (R5-400);
- remove existing 1/2P free parking spaces on the southern side of Marius Street and extend the existing Bus Zone;
- remove the existing on-street disabled parking bay on the southern side of Marius Street (beside Court House) and replace with a 2P free 'parallel' parking space (R5-2) from 8.30am – 6pm (Mon-Fri) and 8.30am – 12.30pm (Sat); and
- install car park line marking on both Sides of Marius Street.

*Fitzroy Street to White Street*

- install Parallel Parking (Vehicles under 6m Only) signage to reinforce parallel parking only; and
- install car park line marking on both sides of Marius Street.

*White Street to Hill Street*

- install Parallel Parking (Vehicles under 6m Only) signage to reinforce parallel parking only; and
- install car park line marking on both sides of Marius Street.

*Hill Street to Roderick Street*

- install Parallel Parking (Vehicles under 6m Only) signage to reinforce parallel parking only; and
- install car park line marking on both sides of Marius Street.

*Roderick Street to Murray Street*

- install Parallel Parking (Vehicles under 6m Only) signage to reinforce parallel parking only; and
- install car park line marking on both sides of Marius Street.

The proposed signage and line marking plans were supported by the Committee.

**48/2025 – Regional Parking Strategy Implementation – Brisbane Street, Tamworth**

---

At the Council Meeting held 11 February 2025, Council adopted the Tamworth Regional Car Parking Strategy (refer Item 8.2 to Ordinary Council 11 February 2025 – Minute No 4/25).

One action identified within the strategy that affected Brisbane Street was:

- carryout “operational” changes across our regional parking network such as minor adjustments to parking time restrictions/locations, loading zones, disabled car parks etc. in line with best parking practice(s).

All proposed changes to address these actions along Brisbane Street can be found within the **ATTACHED** signage and line marking plans, refer **ANNEXURE 23** and **ANNEXURE 24**, respectively.

Below is a summary of the key changes proposed:

*Kable Avenue to Peel Street*

- install Parallel Parking (Vehicles under 6m Only) signage to reinforce parallel parking only; and
- install car park line marking on both sides of Brisbane Street.

*Peel Street to Marius Street*

- install Parallel Parking (Vehicles under 6m Only) signage to reinforce parallel parking only.

The proposed signage and line marking plans were supported by the Committee.

**20/2023 – Darling Street angle parking – TfNSW require design**

During the May 2021 Committee meeting, the MP’s Office raised a request for line marking to be installed along Darling Street, Tamworth, between Peel Street and Marius Street, to accommodate safer and more efficient parking. Figure 3 below shows this location.



*Figure 3: Darling Street, Tamworth between Peel Street and Marius Street.*

At the February 2025 Committee meeting, Council supplied the **ATTACHED** signage and line marking plans, refer **ANNEXURE 25** and **ANNEXURE 26**.

Below is a summary of the key changes proposed:

*Peel Street to Marius Street*

- relocation of the existing bus zone (ID #2340290) 12m further south along Darling Street to ensure safe access to the bus stop without impacting the driveway to the public carpark; and
- install car park line marking on both Sides of Darling Street.

The proposed signage and line marking plans were supported by the Committee and have since been approved by TfNSW.

The following items do not require approval from the Councillors and have been shared for information purposes only. These items include minor changes to signage and line marking within the Tamworth CBD public carparks.

#### **54/2025 – Regional Parking Strategy Implementation – Town Hall Carpark, Tamworth**

At the Council Meeting held 11 February 2025, Council adopted the Tamworth Regional Car Parking Strategy (refer Item 8.2 to Ordinary Council 11 February 2025 – Minute No 4/25).

Three actions identified within the strategy that affected the Town Hall carpark were:

- remove parking meters in all off-street car parks;
- change 2P in Town Hall Car Park to 3P; and
- carry out “operational” changes across our regional parking network such as minor adjustments to parking time restrictions/locations, loading zones, disabled car parks etc. in line with best parking practice(s).

All proposed changes to address these actions within the Town Hall carpark can be found within the **ATTACHED** signage and line marking plan, refer **ANNEXURE 27**.

Below is a summary of the key changes proposed:

- remove all parking meter infrastructure from the carpark;
- modify existing disabled parking bays to include a compliant shared zone;
- change existing 2P paid parking signs to new 3P free parking (R5-3) from 8.30am – 6pm (Mon-Fri) and 8.30am – 12.30pm (Sat); and
- update Council carpark signage to remove all references to paid parking.

Figure 4 below shows an example of signage to be renewed.



Figure 4: Town Hall Car Park signage to be renewed to remove reference to parking fees.

The proposed signage and line marking plan was supported by the Committee and the Disability Access Working Group.

#### **55/2025 – Regional Parking Strategy Implementation – White Street Carpark, Tamworth**

At the Council Meeting held 11 February 2025, Council adopted the Tamworth Regional Car Parking Strategy (refer Item 8.2 to Ordinary Council 11 February 2025 – Minute No 4/25).

Two actions identified within the strategy that affected the White Street Carpark were:

- remove parking meters in all off-street car parks; and
- carry out “operational” changes across our regional parking network such as minor adjustments to parking time restrictions/locations, loading zones, disabled car parks etc. in line with best parking practice(s).

Below is a summary of the key changes:

- remove all parking meter infrastructure from the carpark; and
- update Council carpark signage to remove all references to paid parking.

Figure 5 below shows an example of signage to be renewed.



Figure 5: White Street Car Park signage to be renewed to remove reference to parking fees.

The proposed changes were supported by the Committee.

#### **56/2025 – Regional Parking Strategy Implementation – CWA/Hands of Fame Carpark, Tamworth**

At the Council Meeting held 11 February 2025, Council adopted the Tamworth Regional Car Parking Strategy (refer Item 8.2 to Ordinary Council 11 February 2025 – Minute No 4/25).

Two actions identified within the strategy that affected the CWA/Hands of Fame Carpark were:

- remove parking meters in all off-street car parks; and
- carry out “operational” changes across our regional parking network such as minor adjustments to parking time restrictions/locations, loading zones, disabled car parks etc. in line with best parking practice(s).

All proposed changes to address these actions within the CWA/Hands of Fame Carpark can be found within the **ATTACHED** signage and line marking plan, refer **ANNEXURE 28**.

Below is a summary of the key changes proposed:

- remove all parking meter infrastructure from the carpark;

- replace six existing '90deg' parking spaces with four disabled parking bays (and two compliant shared zones) adjacent to the Red Cross House (R5-10);
- install 2P, Electric Vehicles While Charging Only Signs (R5-1-12n) either side of the existing charging station; and
- update Council carpark signage to remove all references to paid parking.

Figure 6 below shows an example of signage to be renewed.



Figure 6: CWA / Hands of Fame Car Park signage to be renewed to remove reference to parking fees.

In general, the proposed changes were supported by the Committee and Disability Access Working Group.

The Committee did question whether the 2P parking restriction for the electric charging bay would be appropriate for vehicles to be fully charged.

Council can confirm that the EV changing station is 40kW, making it a Level 3 Fast Charge station in accordance with the TfNSW guide shown below in Figure 7.

Electric Vehicle Charging Levels and Range Chart	Power	Range added per hour	Charging time	Typical application
<b>Level 1</b> single phase (domestic)	1.4-3.7kW	10-20km range/hour	5-16 hours	Home
<b>Level 2 slow</b> single phase (domestic or public)	7kW	30-45km range/hour	2-5 hours	Home, work, shopping centres, car parks
<b>Level 2 fast</b> three-phase (public)	11-22kW	50-130km range/hour	30 minutes- 2 hours	Urban roadside
<b>Level 3</b> Fast charge (public)	25-350kW	150-300km range/hour	10-60 mins	Highways, motorways and key routes

Figure 7: Electric Vehicle Charging Levels and Range Chart from the TfNSW website.

With an average EV battery capacity at 70-80kWh, and that most vehicles only charge to 80% (for battery longevity), a 2-hour parking limit is more than appropriate.

#### 57/2025 – Regional Parking Strategy Implementation – Ray Walsh House South Carpark, Tamworth

At the Council Meeting held 11 February 2025, Council adopted the Tamworth Regional Car Parking Strategy (refer Item 8.2 to Ordinary Council 11 February 2025 – Minute No 4/25).

Two actions identified within the strategy that affected the Ray Walsh House South Carpark were:

- remove parking meters in all off-street car parks; and
- carry out “operational” changes across our regional parking network such as minor adjustments to parking time restrictions/locations, loading zones, disabled car parks etc. in line with best parking practice(s).

Below is a summary of the key changes proposed:

- remove all parking meter infrastructure from the carpark; and
- update Council carpark signage to remove all references to paid parking.

Figure 8 below shows an example of signage to be renewed.

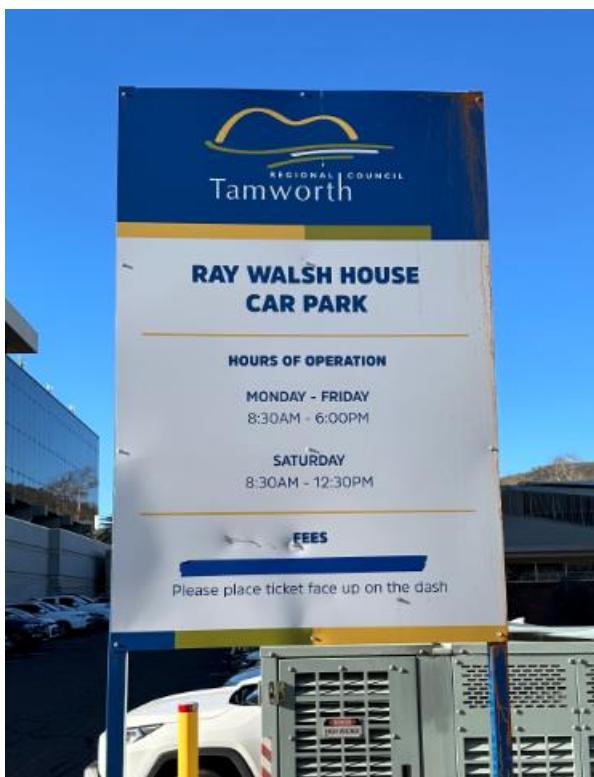


Figure 8: Ray Walsh House South Car Park signage to be renewed to remove reference to parking fees.

The proposed changes were supported by the Committee.

#### **58/2025 – Regional Parking Strategy Implementation – Community Centre Carpark, Tamworth**

At the Council Meeting held 11 February 2025, Council adopted the Tamworth Regional Car Parking Strategy (refer Item 8.2 to Ordinary Council 11 February 2025 – Minute No 4/25).

Two actions identified within the strategy that affected the Community Centre Carpark were:

- change 3P in Community Centre Carpark to all-day parking and change 2P in NRMA Car Park to all-day parking; and
- carry out “operational” changes across our regional parking network such as minor adjustments to parking time restrictions/locations, loading zones, disabled car parks etc. in line with best parking practice(s).

All proposed changes to address these actions within the Community Centre Carpark can be found within the **ATTACHED** signage and line marking plan, refer **ANNEXURE 29**.

Below is a summary of the key changes proposed:

- change existing 3P free parking to all day free parking;
- replace three existing ‘90deg’ parking spaces with two disabled parking bays (and a compliant shared zone) at the Peel Street entrance to the carpark (R5-10);
- replace one existing ‘90deg’ parking space with one disabled parking bay (and a compliant shared zone) at the Bourke Street footpath entrance to the carpark (R5-10);

- replace four existing '90deg' parking spaces with two disabled parking bays (and compliant shared zones) on the lower level of the Community Centre carpark;
- remove one existing disabled parking bay on the lower level of the Community Centre carpark (behind the Court House Hotel) and replace with an all-day free parking space; and
- replace three existing disabled parking bays with at least three '90deg' parking spaces behind the Community Centre; and
- modify two existing disabled parking spaces behind the Community Centre to ensure include a compliant shared zone.

Figure 9 below shows the existing parking zones within the Community Centre Carpark.

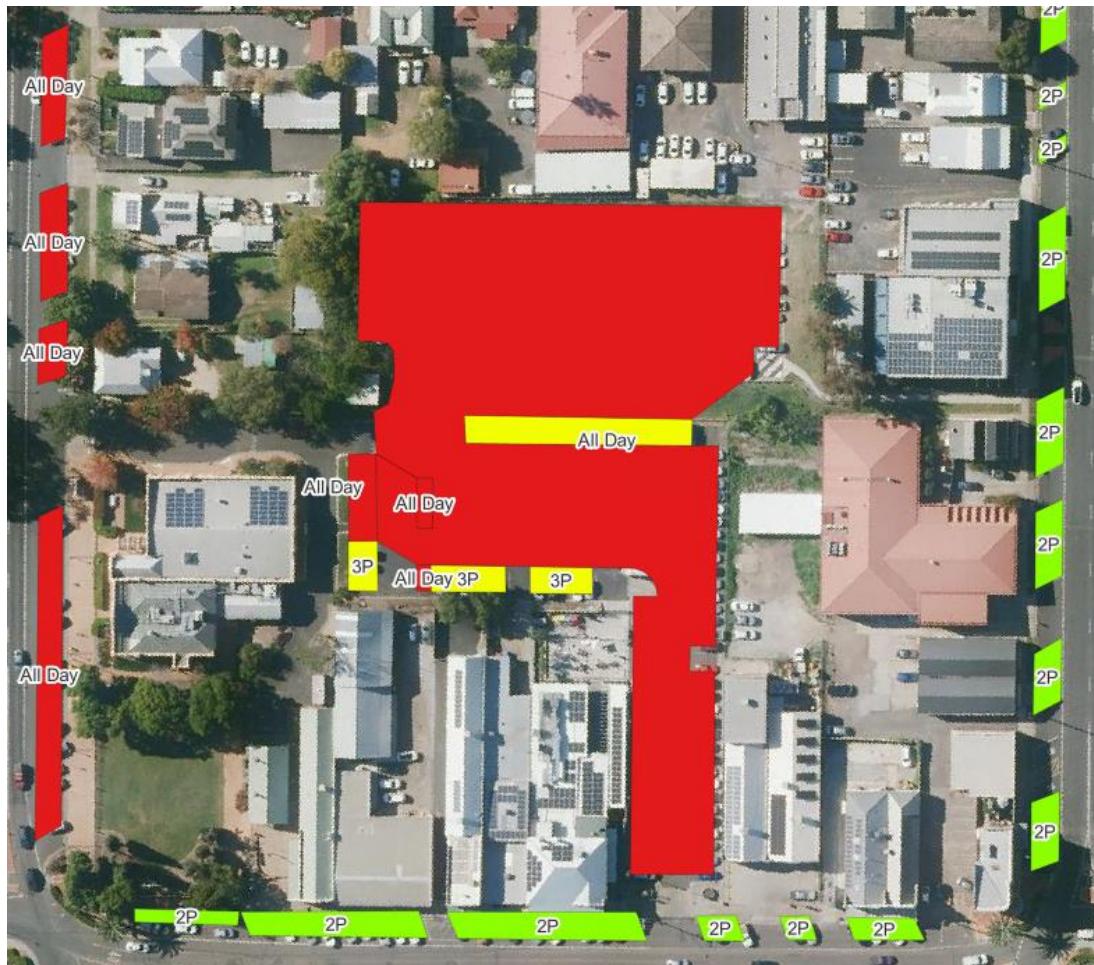


Figure 9: Existing Parking Zones within the Community Centre Carpark, Tamworth

Modifications have been made to the existing disabled parking bay layout following consultation with the Disability Access Working Group. Drive through disabled bays were requested to assist people that need to unload via the rear platforms.

#### **59/2025 – Regional Parking Strategy Implementation – NRMA Carpark, Tamworth**

At the Council Meeting held 11 February 2025, Council adopted the Tamworth Regional Car Parking Strategy (refer Item 8.2 to Ordinary Council 11 February 2025 – Minute No 4/25).

Two actions identified within the strategy that affected the NRMA carpark were:

- change 3P in Community Centre Carpark to all-day parking and change 2P in NRMA Car Park to all-day parking; and
- carry out “operational” changes across our regional parking network such as minor adjustments to parking time restrictions/locations, loading zones, disabled car parks etc. in line with best parking practice(s).

Below is a summary of the key changes proposed:

- change existing 2P free parking to all day free parking.

Figure 10 below shows the existing parking zones within the NRMA Carpark.

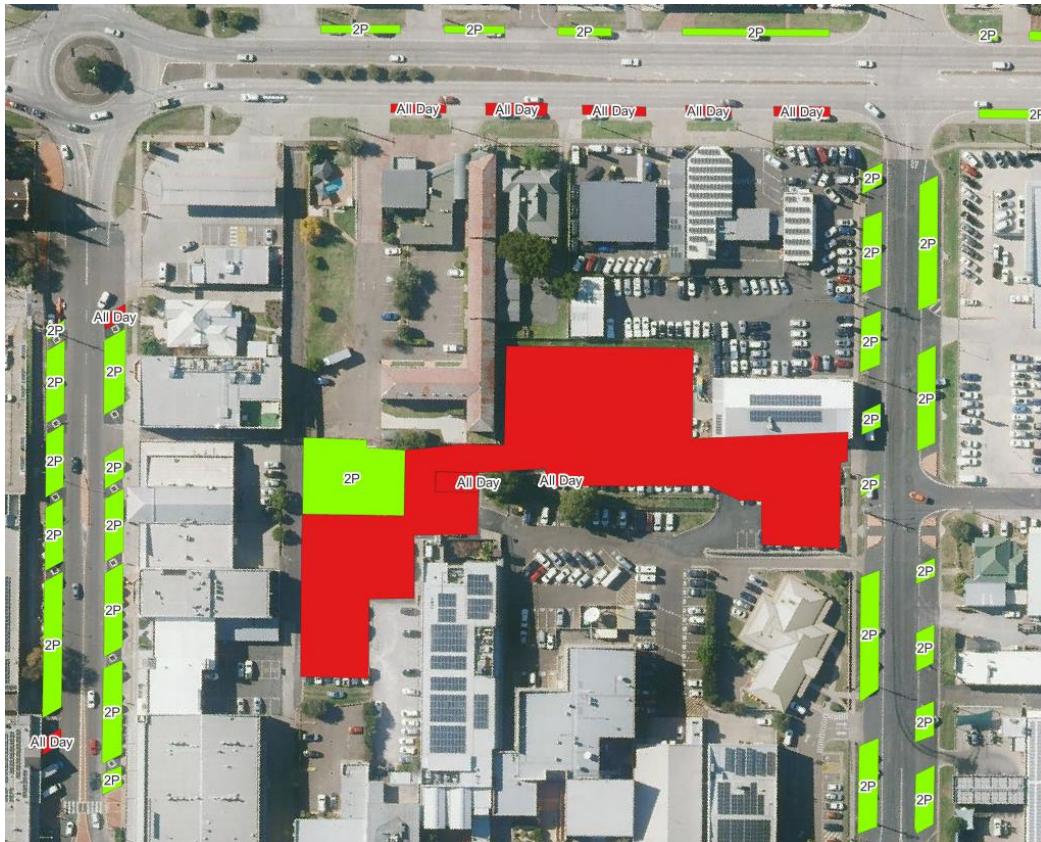


Figure 10: Existing Parking Zones within the NRMA Carpark, Tamworth

The proposed changes to were supported by the Committee.

#### **60/2025 – Regional Parking Strategy Implementation – Griffin Avenue Carpark, Tamworth**

At the Council Meeting held 11 February 2025, Council adopted the Tamworth Regional Car Parking Strategy (refer Item 8.2 to Ordinary Council 11 February 2025 – Minute No 4/25).

One action identified within the strategy that affected the Griffin Avenue Carpark was:

- carry out “operational” changes across our regional parking network such as minor adjustments to parking time restrictions/locations, loading zones, disabled car parks etc. in line with best parking practice(s).

All proposed changes within the Griffin Avenue Carpark can be found within the **ATTACHED** signage and line marking plan, refer **ANNEXURE 30**.

Below is a summary of the key changes proposed:

- remove two existing disabled parking bays with at least three all-day free parking spaces; and
- install a No Stopping area upon the entrance to the car park to reinforce No Stopping within the car park aisle.

The proposed changes were supported by the Committee and Disability Access Working Group.

Council is planning to implement a staged rollout of these changes with priority being given to all changes associated with the new parking meters. This includes all associated changes to loading zones, disabled parking bays etc. within the areas affected by parking meter changes.

All other changes will be completed over time with an aim to have all changes completely implemented within the 2025/2026 financial year.

**(a) Policy Implications**

Nil

**(b) Financial Implications**

61/2025 and 69/2025 – Shall be funded by the event organisers.

33/2024 – Shall be funded by the developer.

44/2025, 45/2025, 46/2025, 47/2025, 48/2025, 49/2025, 50/2025, 51/2025, 52/2025, 53/2025, 54/2025, 55/2025, 56/2025, 57/2025, 58/2025, 59/2025, 60/2025 and 20/2023 – Shall be funded through the car parking reserve.

**(c) Legal Implications**

Nil

**(d) Community Consultation**

Tamworth Regional Parking Strategy Implementation

44/2025, 45/2025, 49/2025, 50/2025, 52/2025, 46/2025, 54/2025, 56/2025, 58/2025 and 60/2025 – Council presented all proposed changes regarding accessible parking within the Tamworth CBD to the Disability Action Working Group on the 8 July 2025. The proposed changes were generally well accepted by the working group, with valuable feedback provided to Council including:

- ensure parking spaces provided include compliant curb access ramps; and
- ensure consideration for rear loading / unloading of passengers is an option by avoiding obstacles behind parking bays.

44/2025, 45/2025, 47/2025, 49/2025, 50/2025, 52/2025, 53/2025 and 46/2025 – Council liaised with three key freight operators from Tamworth to discuss the proposed changes to loading zones within the CBD. The proposed changes were well accepted with additional comments provided to Council including:

- ensure a loading zone is available within Dowe Street to cater for small businesses close to the intersection with Brisbane Street; and

- ensure enforcement is improved to prevent the general public from parking within the loading zones.

Further consultation with the business chamber, transport operators etc. are planned to continue ensuring the suitability of the proposed changes.

**(e) Delivery Program Objective/Strategy**

Focus Area 5 – Connect our Region and its Citizens

---

**8.2 AGREEMENT TO ACCEPT LIQUID TRADE WASTE INTO COUNCIL'S SEWER FROM BAIADA'S NEW PROCESSING PLANT AT 1154 GUNNEDAH ROAD, WESTDALE**

**DIRECTORATE:** WATER AND WASTE

**AUTHOR:** Bruce Logan, Director - Water and Waste

**Reference:** Item 8.3 to Ordinary Council 26 April 2022 - Minute No 112/22  
1 ANNEXURES ATTACHED

**RECOMMENDATION**

*That in relation to the report “Agreement to Accept Liquid Trade Waste into Council’s Sewer from Baiada’s New Processing Plant at 1154 Gunnedah Road, Westdale”, Council agree to accept this waste subject to suitable conditions and Agreements being negotiated with Baiada, and approved by Council, to cater for the various stages of development of the processing plant.*

**SUMMARY**

The purpose of this report is to seek direction from Council in relation to Council accepting liquid trade waste generated by Baiada’s new processing facility at 1154 Gunnedah Road Westdale, into Council’s sewer system.

**COMMENTARY**

Councillors would be aware Baiada is well advanced with the construction of its new chicken processing facility located at 1154 Gunnedah Road, Westdale.

Baiada has a development consent, SSD-9394, for the construction and operation of an integrated poultry processing plant with the capacity of 3 million birds per week on this site. The development is State Significant and therefore the consent was issued by the NSW Government in December 2020.

Baiada plans to close down the existing In/Out Street abattoir when the new processing plant is constructed. The new plant will consume up to 8 Megalitres of water per day when operating at full capacity, whilst the existing plant uses approximately 2 Megalitres (ML) per day. Council’s water infrastructure in the area of the new plant cannot supply the additional 6 ML per day of water required to supply the new plant. Further, an increase of 6 MLs per day in potable water consumption equates to about 25% of the City of Tamworth’s average daily consumption and would see a significant reduction in water security for Tamworth, Moonbi and Kootingal.

To address these two issues, the Development Consent requires Baiada construct a water treatment facility on site, owned and operated by Baiada, which would treat wastewater generated by the plant to a level that is suitable for the treated water to be reused in the plant. Under this arrangement Council would supply up to 2.4 Megalitres of water per day to

the plant and the balance of water required would be supplied by the onsite water treatment plant.

At its Meeting of 26 April 2022, Council considered a report, see **ATTACHED** refer **ANNEXURE 1**, on a proposed Water Purification Facility (WPF). This report included that Council has some concerns with the proposed on-site treatment facility to be operated by Baiada, including:

- what would happen in the event the treatment plant on site failed for whatever reason – would Baiada expect Council to make up the shortfall of water required for however long it takes to bring the plant back into operation;
- can Council make sufficient water available from existing infrastructure to allow this;
- what would be the effect on supply to other consumers in the area if Council did this; and
- the treatment process is very specialised and is not core business for Baiada – how well resourced will Baiada be to the successful operation of the onsite plant if they know they have a Council supplied system as a backup.

In addition, Council would also be aware that all effluent produced by Council's Westdale Wastewater Treatment Plant (WWTP) is reused for irrigation at Council's Tamworth Effluent Reuse Farm. Ongoing issues associated with the treatment and land-based reuse of the effluent include:

- the quality of the effluent produced by the WWTP is relatively high in salt or Total Dissolved Solids (TDS). This salt is having a detrimental effect on the long-term sustainability of the Tamworth Effluent Reuse Farm;
- the major reason for the high TDS in the effluent is the wastewater delivered to the WWTP from the existing chicken, beef and lamb abattoirs and Baiada's Rendering Plant; and
- the WWTP is not designed to remove TDS.

As a result of these concerns, Council agreed to pursue a Water Purification Facility (WPF), built and operated by Council, on land owned by Council which would accept liquid trade waste from Baiada's new processing plant, the existing Thomas Food's lamb abattoir, the existing Teys beef abattoir and Baiada's existing rendering plant. The new plant would treat this water to a standard suitable for return to the three abattoirs for use in each facility.

Preliminary work associated with the new WPF commenced, however, it was recognised that State and/or Federal Government funding would be required to allow the construction of the proposed plant. Discussion with the State Government indicated the State would not make a decision about providing funding unless a Business Case for the project, which met the requirements of the State Government, was prepared. The State and Federal Governments provided \$3 Million each towards the preparation of the Business Case and staff from the NSW Department of Climate Change, Energy, the Environment, and Water (DCCEEW) have taken over the procurement of this document, with input from Council as required.

However, the requirements to be met for the project to be considered for funding by the NSW Government are considerable and the preparation of the final business case is not expected to be completed until late this year. Once complete there is a further process to have the project considered for funding and, if successful, the funding to be made available. There are also various approvals that must be obtained before, during and after construction. As a result, it will be some years before the WPF is completed, should funding be made available.

---

Initially Baiada was supportive of the proposed WPF, however as time went by, with no firm decision about funding the new purification plant and particularly after on-site construction of the new processing plant commenced, Baiada decided to proceed with their own on-site water treatment facility as per its approved consent. However, in the last 6 months Baiada has advised Council staff it is not proceeding with its own on-site facility and wants Council to accept liquid waste generated by the new processing plant for treatment by Council.

At this time, it is understood Baiada's processing plant is proceeding in 3 stages:

Stage 1 – Commissioning of the new plant and transition from the old In and Out Street plant to the new facility. Approximately 720,000 birds are processed per week at the In and Out Facility, which will be transferred to the new facility and the In and Out Street facility will be closed.

Stage 2 – Increase in processing to 1.5 Million birds per week.

Stage 3 – Further increase in processing to 3 Million birds per week.

There a number of issues Council needs to consider in relation to this matter including:

1. When will funding be announced for the WPF and how long will it take before it is up and running?
2. How quickly does Baiada plan to move through the three stages to maximum processing capability at the new processing plant;
3. What happens to the liquid trade waste generated by the new processing plant until the new WPF is constructed;
4. In the absence of the WPF, water for the processing plant will have to be made available from Council's existing water reticulation; and
5. What does Council do in the event funding for the WPF is not made available at all, and/or no announcements are made either way for some years.

Staff are working through these issues, with input from Baiada as required, and will provide further information as soon as possible.

However, the new processing plant cannot be commissioned unless there is a way to deal with the liquid trade waste produced during this period. The existing In and Out Street facility has an existing trade waste agreement with Council which allows trade waste from that facility to be discharged into Council's sewer. Given the In and Out Street facility is to be closed as part of Stage 1 of the new processing plant, Baiada has requested Council approve a new Trade Waste Agreement which effectively transfers the right to discharge liquid trade waste from In and Out Street to the new processing plant. All discharge parameters, including flow and the quality of the discharge, will be the same, therefore there will be no more additional load on Council's Westdale Wastewater Treatment Plant during Stage 1. On this basis staff agreed to this request and Baiada and Council have worked to prepare the new Agreement.

However, under Council's Trade Waste Policy, and in accordance with State Government requirements, the NSW Government has to provide concurrence for trade waste agreements which deal with significant volumes of liquid trade waste like the one being contemplated for the new facility. Advice has now been received that the NSW Government will not issue concurrence for the new Trade Waste Agreement, because the current Development Consent issued to Baiada for the construction of the new processing plant, does not allow discharge of liquid trade waste to the sewer. Therefore, Baiada must apply for, and have

approved, a modification to development consent SSD-9394 to allow discharge of liquid trade waste from the new plant to Council's sewer.

Baiada is prepared to prepare and lodge the required modification but, once lodged, the NSW Government will contact Council to ascertain if Council agrees to allow the discharge of the liquid trade waste to Council's sewer. If Council does not agree then it is considered the modification will not be approved and Baiada will have to reconsider its own onsite water treatment facility, or take some other course of action.

In considering whether or not Council should agree to accept liquid trade waste from Baiada's new processing plant into Council's sewer Council may like to consider the following:

- at least for Stage 1, the volume and characteristics of the liquid trade waste discharged from the new processing plant will be the same, or better, than that currently being discharged to Council's sewer at the In and out Street plant;
- any Agreement for liquid trade waste discharge from the new plant will only be for Stage 1 – further discussion and agreement about stages 2 and 3 will be required;
- if the Council owned WPF had been/is built then a similar modification to Baiada's consent would have been/would be required because effectively the liquid trade waste discharged from the processing plant will be delivered off site to the Council owned WPF; and
- further discussion with Baiada will be required about dealing with liquid trade waste generated during stages 2 and 3 of the processing plant development, in any case, because the infrastructure required to treat the liquid trade waste generated by the new plant may not be in place, and/or have the necessary approvals in place, to cater for the increase in demand as the number of birds processed at the plant increases.

On balance it is considered Council should agree to accept liquid trade waste into Council's sewer subject to suitable conditions and Agreements being negotiated with Baiada and approved by Council, to cater for the various stages of development of the processing plant.

**(a) Policy Implications**

Nil

**(b) Financial Implications**

Nil at this stage.

**(c) Legal Implications**

No liquid trade waste can be discharged from the new processing plant until a Trade Waste Agreement has been approved by Council and the NSW Government has concurred with the provisions therein.

**(d) Community Consultation**

Nil

**(e) Delivery Program Objective/Strategy**

Focus Area 1 – Our Water Security

---

## **9 GOVERNANCE, STRATEGY AND FINANCE**

### **9.1 LOCAL GOVERNMENT BOUNDARY ALTERATION WITH URALLA SHIRE COUNCIL**

**DIRECTORATE:** OFFICE OF THE GENERAL MANAGER

**AUTHOR:** Karen Litchfield, Internal Auditor

**Reference:** Item 6.7 to Ordinary Council 24 February 2009 - Minute No 015/09

#### ***RECOMMENDATION***

*That in relation to the report “Local Government Boundary Alteration with Uralla Shire Council”, Council agree to the request for alteration of the boundary of the Tamworth Regional Council local government area to permit the transfer of Lot 1 in DP 878529 to the adjoining Uralla Shire Council and submit a joint proposal with Uralla Shire Council under section 218E of the Local Government Act 1993 to the Minister for Local Government for alteration of the boundaries to effect the transfer.*

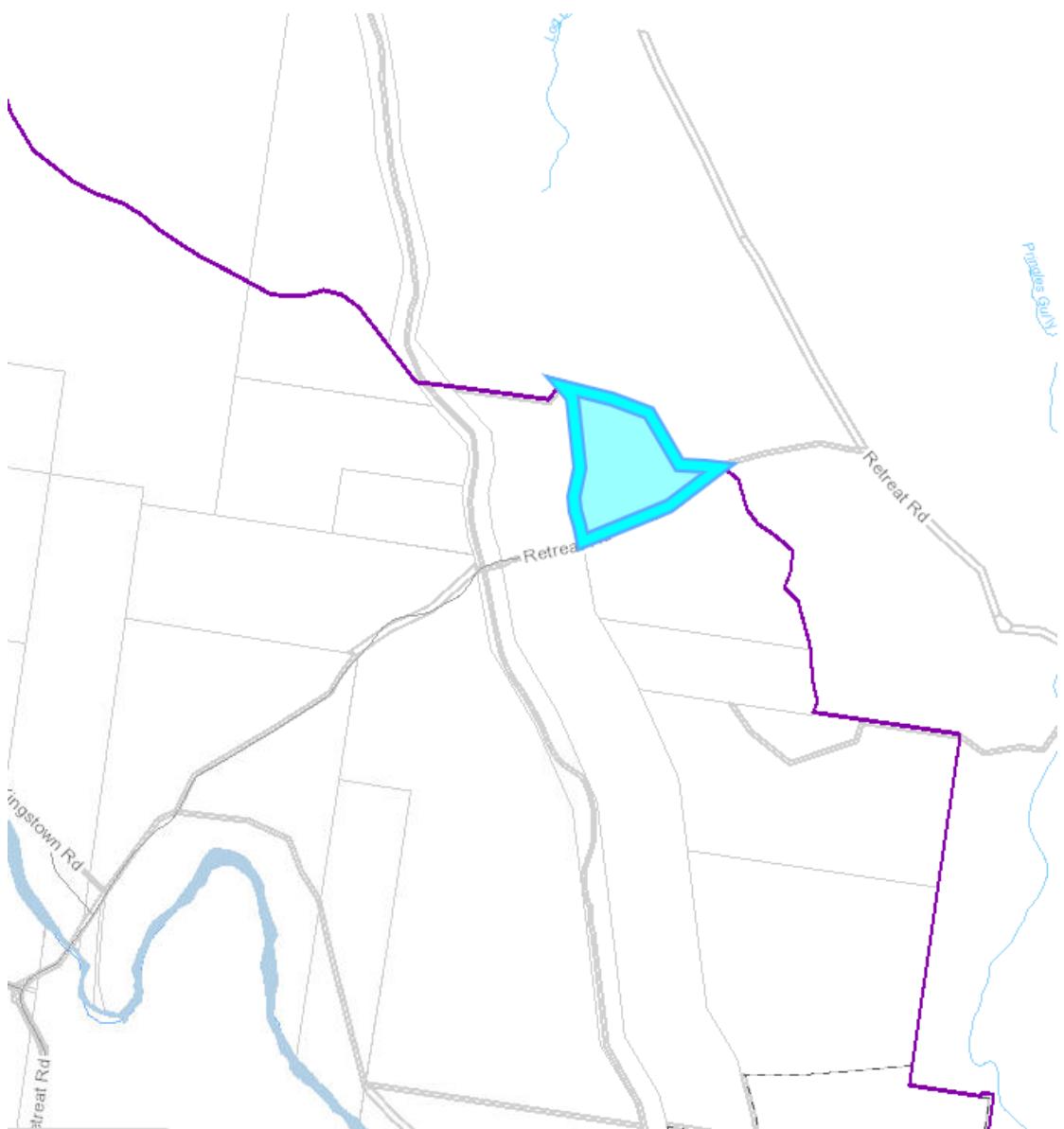
#### **SUMMARY**

The purpose of this report is to obtain Council’s decision in relation to a request for the transfer of a parcel of land from Tamworth Regional Council to Uralla Shire Council, thereby constituting a proposal for the alteration of the boundaries of the Local Government Areas of Tamworth Regional Council and Uralla Shire Council.

#### **COMMENTARY**

In 2009, Council received a proposal from the owners of a 37.12 hectare property (Lot 1 in DP 878529) on the border of Tamworth Regional Council and Uralla Shire Council to alter the local government area and have the property transferred to Uralla Shire Council. Mr and Mrs Cassidy also own approximately 12,000 hectares located within the Shire of Uralla.

The location of the property is shown below:



The proposal was agreed to by Council at it's Meeting held 24 February 2009, however the proposal was not received by the Office of Local Government (OLG) for review. Uralla Shire Council have contacted the OLG to request an update of the proposal where the omission was discovered and the OLG have now requested an updated resolution be provided should Council still agree to the transfer.

### **(a) Policy Implications**

Nil

## **(b) Financial Implications**

The rates and charges levied for the 2025/2026 financial year was \$420.47. Should Council agree to this proposal, the rating of this property would be undertaken by Uralla Shire Council.

**(c) Legal Implications**

A request to the Minister for an alteration of the boundary is undertaken in compliance with section 218B and 218E.

Section 218B provides that the Governor may, by proclamation, alter the boundaries of one or more (Local Government) areas.

To initiate a proclamation for a boundary alteration, Council must submit a proposal to the Minister for Local Government under section 218E of the Act proving all relevant information regarding the boundary alteration for the Minister to make a decision based on the merits of the proposal.

**(d) Community Consultation**

This boundary adjustment has been requested by the ratepayer of the affected property, no other property owner is impacted by the proposal.

**(e) Delivery Program Objective/Strategy**

Focus Area 9 – Open and Collaborative Leadership

---

## **10 COMMUNITY SERVICES**

### **10.1 APPOINTMENT OF COMMUNITY MEMBERS TO AUSTRALIA DAY WORKING GROUP**

**DIRECTORATE:** CREATIVE COMMUNITIES AND EXPERIENCES

**AUTHOR:** Barry Harley, Manager - Events

**Reference:** Item 9.5 to Ordinary Council 12 November 2024 - Minute 304/24

Item 9.4 to Ordinary Council 26 November 2024 - Minute 327/24

Item 10.1 to Ordinary Council 25 February 2025 - Minute 29/25

1 CONFIDENTIAL ENCLOSURES ENCLOSED

#### **RECOMMENDATION**

*That in relation to the report “Appointment of Community Members to Australia Day Working Group”, Council:*

- (i) appoint new members to the Australia Day Working Group as outlined below;*
- (ii) confirm that the appointment is for the term of the current Council;*
- (iii) congratulate the new appointees and thank them for volunteering their time to Tamworth Regional Council;*
- (iv) Thank those community members who submitted an EOI but were unsuccessful.*

#### **SUMMARY**

The purpose of this report is to advise Council of the outcome of the Expression of Interest (EOI) process that was undertaken inviting interested residents from across the Tamworth Region to submit an EOI to participate in the Australia Day Working Group.

## COMMENTARY

At its Meeting held on 26 November 2024, Council resolved to undertake a broad reaching Expression of Interest (EOI) process to refresh the community membership of Council's community committees and working groups.

At its Meeting held on 25 February 2025, Council endorsed the appointment of members for all committees and working groups, with the exception of the Australia Day Working Group.

The Australia Day Working Group's charter is to represent the Tamworth Regional Council in an official capacity, overseeing the selection process for the Australia Day Awards and contributing to the region's celebration of Australia Day. The endorsed number of community members for this working group is 5 to 10, all Independent Voting Members, with an additional Chairperson, who is also an Independent Voting Member and a Councillor representative. Cr Matthew Sharpham was appointed as the Councillor representative for this working group on Council's Ordinary Meeting held 12 November 2024.

The EOI received 13 responses, see **ENCLOSED** refer **CONFIDENTIAL ENCLOSURE 1**.

The recommended community members to be appointed to the Australia Day Working Group are:

- Tracey Bradbery
- Anthony Byrnes
- Di Hall
- Kenneth Hall
- Josef Hawes
- Helen Lesley
- Fiona Peters
- Jennifer Porter
- Lea-Anne Vaughan
- William Weller

### **(a) Policy Implications**

Nil

### **(b) Financial Implications**

The cost of managing and supporting the Australia Day Working Group is covered within operational budgets.

### **(c) Legal Implications**

Nil

### **(d) Community Consultation**

A significant level of community engagement was undertaken to publicise the invitation to all community members to submit an Expression of Interest, with applications being received until Thursday 30 January 2025.

**(e) Delivery Program Objective/Strategy**

Focus Area 4 – Resilient and Diverse Communities

---

**10.2 TAMWORTH REGIONAL PRECINCT ADVISORY COMMITTEES - REVISED TERMS OF REFERENCE AND OPERATIONAL ARRANGEMENTS**

**DIRECTORATE:** **LIVEABLE COMMUNITIES**

**AUTHOR:** **Gina Vereker, Director Liveable Communities**

**Reference:** **Item 10.2 to Ordinary Council 29 April 2025 - Minute No 98/25**  
**2 ANNEXURES ATTACHED**

**RECOMMENDATION**

*That in relation to the report “Tamworth Regional Precinct Advisory Committees - Revised Terms of Reference and Operational Arrangements”, Council:*

- (i) adopts the Revised Terms of Reference for Tamworth Regional Precinct Advisory Committees;*
- (ii) commences the process to establish the following Precinct Advisory Committees in:*  
*Barraba;*  
*Manilla;*  
*Kootingal/Moonbi/ Bendemeer; and*  
*Nundle/ Dungowan.*
- (iii) adopts the revised boundaries and localities contained within each precinct as indicated on the region map attached to this report; and*
- (iv) commences the Expression of Interest process to invite community members to apply for membership of each Precinct Advisory Committee.*

**SUMMARY**

The purpose of this report is to respond to items (v) and (vi) of Council’s resolution of 29 April 2025, which deferred adoption of the Terms of Reference for the new Precinct Advisory Committees, pending a Councillor Workshop. In accordance with that resolution, this report recommends adoption of a revised Terms of Reference, consistent with the outcomes of the Councillor Workshop held on 3 June 2025. The report also recommends that Council commence the Expression of Interest process to invite community members to apply for membership of each Precinct Advisory Committee.

**COMMENTARY**

At its Meeting held on 29 April 2025, Council resolved as follows:

“That Council:

- (i) commences the process to establish the following Precinct Advisory Committees in:*  
*Barraba;*

Dungowan/Nundle;

Kootingal/Moonbi/Bendemeer; and

Manilla;

- (ii) adopt the boundaries and localities contained within each precinct as indicated on the region map attached to this report;
- (iii) undertake a broad reaching Expression of Interest process to invite community members to apply for membership of each Precinct Advisory Committee;
- (iv) acknowledge that the required support and management of the new Precinct Advisory Committees will necessitate an additional staff resource within Council's Place Management team with the budget to be sourced from the General Fund;
- (v) workshop the Terms of Reference for Tamworth Regional Precinct Advisory Committees with the intent of achieving the best outcomes possible to allow the community to achieve its goals and aspirations; and
- (vi) request a further report to Council once the Terms of Reference have been finalised for adoption and appoint community members to the Precinct Advisory Committee.”

In response to Council's resolution part (v), a Councillor Workshop was held on 3 June 2025, to enable Councillors to review and amend the draft document and the operational arrangements. The agreed changes are summarised below. Based on these changes a revised draft of the Terms of Reference has been prepared and is now presented to Council for adoption. The revised Terms of Reference is generally consistent with the governance model established in respect of Council's Special Purpose community committees and working groups.

The workshop discussion clarified Councillors' preferences in relation to the intent of the committees and what is now proposed reflects that intent, while ensuring an appropriate level of governance is applied and that all members of the community (not just committee members) are able to attend and participate in committee meetings.

### **Precinct Advisory Committees - Operational Matters – Proposed Changes**

#### Purpose/Focus

- Councillors reiterated that the role of the Committees is strategic rather than operational as a number of other more appropriate avenues exist for operational matters such as the TRC App, Councillor catchups or direct to Council's Place Management team or Customer Services; and
- committee meeting agendas are to focus on strategic priorities for each precinct, including priorities listed in existing Council strategies and plans, as well as potential new/draft strategies.

#### Membership

- the maximum of five community members on each committee, appointed for two years was increased to eight;
- the inclusion of two youth members additional to the eight community members;
- Council staff attendance was confirmed as requiring one Place Manager with the Volunteer Services Officer being optional;
- the two Councillors on each committee to rotate the position of Chair of the committee on a quarterly basis, i.e., following each meeting;
- Councillor representation to be rotated on a biennial basis; and
- community membership is based on a two year term with the completion of the community term to occur on alternate years to that of Councillor representatives. This will ensure a level of continuity.

#### Meetings

- to be held after office hours.

#### Locations and rotation

- the proposed five committee precincts have been combined into four precincts consisting of Barraba, Manilla, Nundle, and Dungowan combined with Kootingal;
- meetings will be rotated within each precinct as indicated on the precinct map, see **ATTACHED**, refer **ANNEXURE 1**.

It is important to note that it is not intended that Precinct Advisory Committees will replace single purpose/facility-based committees, such as those formed for the purpose of managing a showground or sports field. Existing Section 355 Committees will also continue to operate under current arrangements, however, acknowledging the governance impost on Section 355 Committee executive members, it could be anticipated that Precinct Advisory Committees may replace some Section 355 Committees in the future.

#### **Terms of Reference**

A revised draft Terms of Reference applicable to each Precinct Advisory Committee has been prepared and is recommended for Council's adoption.

The revised draft Terms of Reference is outlined in the **ATTACHED**, refer **ANNEXURE 2**.

Should the proposed revised Terms of Reference be adopted, it is recommended that Council commence the Expression of Interest process to invite community members to apply for membership of each Precinct Advisory Committee.

#### **(a) Policy Implications**

The revised draft Terms of Reference is generally consistent with those previously adopted in relation to Council's Special Purpose Committees and Working Groups and includes matters such as governance requirements, selection criteria for community members and clarification of the maximum number of community members.

#### **(b) Financial Implications**

The Precinct Advisory Committees will have no financial delegations. Any recommendations proposing the expenditure of Council funds will be reported to an Ordinary Council Meeting as part of the adoption of Precinct Advisory meeting minutes.

**(c) Legal Implications**

There are no legal implications in respect to the establishment of Precinct Advisory Committees. Committees will have no delegated authority to make decisions expend funds on behalf of Council, rather, any recommendations will be reported to Council as part of the adoption of meeting minutes under the Management Accountability of the Director Liveable Communities.

**(d) Community Consultation**

The invitation to members of the community to lodge an Expression of Interest (EOI) to participate as a local representative of one of Council's Precinct Advisory Committees will be well communicated to the general public through Council's various media channels.

The intent of the Precinct Advisory Committees is to enable any member of the public residing within a precinct to attend the relevant precinct meeting and raise a strategic initiative or issue. Therefore, while Precinct Advisory Committee members will act as conduits in relation to strategic precinct issues, committee meetings will be open to any resident of the precinct to both attend and take part.

**(e) Delivery Program Objective/Strategy**

Focus Area 4 – Resilient and Diverse Communities

Focus Area 7 – Celebrate our Cultures and Heritage

---

## **11 REPORTS TO BE CONSIDERED IN CLOSED COUNCIL**

### **RECOMMENDATION**

*That the confidential reports as listed be considered in a Meeting closed to the public in accordance with Section 10A(2) of the Local Government Act 1993.*

#### **11.1 TENDER T103/2024 - DESIGN FINALISATION AND CONSTRUCTION OF THE AQUATIC, EDUCATION AND HEALTH CENTRE OF EXCELLENCE - EARLY CONTRACTOR INVOLVEMENT**

<b>DIRECTORATE:</b>	<b>REGIONAL SERVICES</b>
<b>AUTHOR:</b>	Mark Gardiner, Manager - Project Planning and Delivery Callum Fletcher, Senior Project Engineer
<b>Reference:</b>	Item 8.1 to Ordinary Council 8 August 2023 - Minute No 188/23 Item 8.4 to Ordinary Council 13 August 2024 - Minute No 198/24

The Council will determine this matter in part of the Meeting closed to the public pursuant to Section 10A(2) (c)&(d)i of the Local Government Act 1993 on the grounds that the matter and information is information that would, if disclosed, confer a commercial advantage on a person with whom Council is conducting (or proposes to conduct) business and commercial

information of a confidential nature that would, if disclosed prejudice the commercial position of the person who supplied it.

## **SUMMARY**

The purpose of this report is to recommend Council resolves to decline all of the tenders submitted in response to tender T103/2024 and resolves to enter into negotiations with one or more of the tenderers (in accordance with Section 178(3)(e) of the NSW Local Government (General) Regulation 2021), with a view to entering into an Early Contractor Involvement (ECI) contract.

Tamworth Regional Council invited submissions from contractors short-listed via an expression of interest (EOI) in late 2024. This tender process included both an Early Contractor Involvement (ECI) phase and a Design and Construct (D&C) phase with the intention of engaging a single contractor for both phases. This avoids Council having to run multiple procurement processes, which would risk a different contractor being successful for each and not having consistency throughout the ECI and D&C phases.

Through this tender process Council received submissions from highly capable contractors. However, due to the complexity of the contract and as expected both tenderers have proposed departures from the draft D&C contract terms that Council needs to review and negotiate in consultation with our legal consultant. Council therefore cannot accept a tender at this stage, particularly while some of the terms of the D&C contract may depend on the outcomes of the ECI phase.

The reasons for declining to invite fresh tenders or applications under Sections 178(3)(b)-(d) of the LG Regulation are that, despite not being able to accept a tender at this point in time, Council project staff are confident that through negotiations, Council will be able to enter into an ECI contract. This view is supported by Council's specialist project consultants.

## **Background**

Council is proposing to develop a major aquatic and sports health centre with a total project budget of \$45 million. This is Stage 1 of a potential three stage facility referred to as the Aquatics, Education and Health Centre of Excellence (the facility). Artist impressions are provided below in Figures 1, 2 and 3 from the preliminary design.



*Figure 1 – Artist's impression of the main entry to the facility (from Jack Smyth Drive)*



*Figure 2 – Artist's impression of the main entry foyer*



*Figure 3 – Artist's impression of the main 50m pool aquatics hall*

### **Early Contractor Involvement**

Extensive optioneering and value management has been undertaken by the project team throughout the preliminary design stages, in consultation with specialist consultants, to maximise value for the available project budget. This value management has sought to limit the construction cost whilst also minimising ongoing operational costs, maximising functionality, and achieving best value for the community.

To continue this work, an ECI Phase is being utilised to allow for further design refinement, early identification of potential issues, and improved certainty of scope and cost through direct engagement with a preferred contractor.

An ECI Phase is a project delivery approach where a contractor is engaged early – prior to the award of a Construction Contract – to collaborate with Council and their consultants before entering into a formal Construction Contract. During the ECI Phase the contractor will provide expert input on buildability, construction methodology, program, risk identification and management, cost planning and value engineering to ensure the design is practical,

efficient and aligned with budget and stakeholder expectations. Once the ECI Phase deliverables are finalised and agreed upon, Council, at its sole discretion, may transition the contractor into a negotiated Design and Construction Contract, where the same contractor becomes fully responsible for delivering the project in full. This model fosters early collaboration, innovation and risk mitigation, while streamlining the transition into design completion and construction and promoting greater cost, time and quality control.

The steps for the procurement of the head contractor are:

- 1) open EOI and short-list (E115/2024) completed in late 2024;
- 2) ECI tender (the subject of this report);
- 3) ECI phase (value management and design review);
- 4) agreement of construction cost and program;
- 5) any resulting scope and time variations approved by funding partners;
- 6) report proposed Design and Construction Contract details to Council;
- 7) Design and Construction Contract award; and
- 8) design finalisation and construction of the facility.

### **Tender Scope**

Council sought submissions from tenderers that were short-listed from an open EOI run in late 2024 (E115/2024). The request for tenders (T103/2024) required tenderers to respond to both:

- an ECI Phase contract (the subject of this report), under which the contractor is required to work collaboratively with Council and other engaged consultants to finalise the project scope; and
- a D&C Phase contract (the subject of a future report) for the design finalisation and construction of the facility, with the execution of this contract subject to successfully achieving the objectives of the ECI Phase and obtaining further approval from Council and funding partners.

The selective tender was run for a period of 34 days and closed on 3 July 2025. Tenderers were required to provide a lump sum schedule of prices for the initial ECI Phase, identify key personnel and selected consultants/contractors, provide evidence of ECI experience and outline their methodology for undertaking the project. The contractor's scope during the ECI Phase requires the contractor to:

- review the final design documentation to identify any conflicts, discrepancies with site investigation reports and opportunities for value and risk management. The contractor will also assist in finalising scope options in collaboration with Council and funding partners.
- conduct constructability assessments to ensure the documentation accurately reflects the design intent and is practical for construction.
- support Council in scope refinement to achieve optimal value for money outcomes aligned with the requirements of funding agreements. If value management opportunities affect the funding criteria, Council and the contractor will consult with the funding partner before proceeding.
- participate in discussions with the funding partner to identify and evaluate key value

management opportunities and help obtain approval for any changes to project scope or timelines.

- develop a trade pricing schedule during the ECI Phase, committing to a fixed lump sum once the project scope has been finalised.
- collaborate with the consultants and Council to ensure the final preliminary design documentation incorporates all constructability considerations and scope adjustments required by Council.
- provide a detailed construction program and methodology for project delivery.
- prepare a schedule of contractor preliminaries (e.g. overheads and supervision) aligned with the construction program.
- assist in the review and finalisation of Council's project requirements.

Following this ECI Phase, a subsequent report will be presented to Council to detail the contractor's proposal for the D&C contract, with approval required prior to the contractor being engaged under any further contracts.

## **11.2 TENDER T087-2025 - DESIGN AND CONSTRUCT No.1 OVAL PAVILION UPGRADE**

**DIRECTORATE:** REGIONAL SERVICES

**AUTHOR:** **Mark Gardiner, Manager - Project Planning and Delivery**

**Richard Allen, Contract Engineer**

The Council will determine this matter in part of the Meeting closed to the public pursuant to Section 10A(2) (c)&(d)i of the Local Government Act 1993 on the grounds that the matter and information is information that would, if disclosed, confer a commercial advantage on a person with whom Council is conducting (or proposes to conduct) business and commercial information of a confidential nature that would, if disclosed prejudice the commercial position of the person who supplied it.

### **SUMMARY**

The purpose of this report is to seek Council's acceptance of tender T087-2025 to award a lump sum contract for the Design and Construction of the No.1 Oval Pavilion Upgrade.

Council received funding from a variety of sources including the NSW Governments' Stronger Country Communities Funding, the Australian Football League's (AFL's) Australian Football Facilities Fund and Cricket NSW.

### **Background**

The No.1 oval Pavilion upgrade project is an identified action within Tamworth Regional Council's (Council) adopted Bicentennial Park Masterplan. The No.1 Oval Pavilion upgrade will involve the extension and refurbishment of the existing No.1 Oval Pavilion to create a fit-for-purpose unisex facility for both AFL and cricket user groups and the wider community. This upgrade intends to increase capacity and usability of the existing facility, promoting growth in local sporting participation including facilitating increased female participation.

Following confirmation of funding, a project team from within Council's Regional Services directorate undertook project planning, including engaging an engineering design consultant to develop preliminary design options. A quantity surveyor (QS) prepared construction estimates for these preliminary design options to inform project affordability. When it was determined that the project budget didn't afford the preferred option, Council's project control

group (PCG) agreed to seek additional funding and to see if there was any interest from the private business community in partnering with Council to maximise the outcomes from the project. Both an application to the Australian Government for additional funding and an expression of interest advertised by Council in 2024, for private investment were unsuccessful, at which point the PCG agreed to proceed with the project to deliver maximum value for the available budget.

The existing building is shown in Figure 1 below and a concept render of the proposed upgrade in Figure 2.



Figure

1: existing No. 1 oval pavilion building



Figure

2: concept render of proposed upgrade

### Tender Scope

A tender for the design and construction of the No.1 Oval Pavilion upgrade was advertised

for a period of approximately 6 weeks and closed on 17 July 2025. Tenderers were required to provide a schedule of prices for the design and construction of the No.1 Oval Pavilion upgrade to include:

- detailed design and preparation of design drawings for the upgrade;
- construction of the upgrade in accordance with the approved design drawings; and
- completion of all quality and handover documents including works as executed drawings and warranty information.