



Notice is hereby given, in accordance with the provisions of the Local Government Act 1993 that an **ORDINARY MEETING** of Wentworth Shire Council will be held in the **WENTWORTH SHIRE COUNCIL CHAMBERS, DARLING STREET, WENTWORTH**, commencing at **5:00 PM**.

*The meeting is being livestreamed and/or recorded for on-demand viewing via Council's website. Attendance at the meeting is to be taken as consent by a person to their image and/or voice being webcast.*

*All speakers should refrain from making any defamatory comments or releasing personal information about another individual without their consent. Council accepts no liability for any damage that may result from defamatory comments made by persons attending meetings – all liability will rest with the individual who made the comments.*

*The meeting must not be recorded by others without prior written consent of the Council in accordance with the Council's code of meeting practice.*

*Councillors & staff are obligated to declare Conflicts of Interest as required under the Local Government Act 1993 and Councils adopted Code of Conduct.*

*Councillors are reminded of their Oath of Office whereby they have declared and affirmed that they will undertake the duties of the Office of Councillor in the best interests of the people of Wentworth Shire and the Wentworth Shire Council and that they will faithfully and impartially carry out the functions, powers, authorities and discretions vested in them under the Local Government Act 1993 or any other Act to the best of their ability and judgment.*

**KEN ROSS**  
**GENERAL MANAGER**

# **LATE ITEMS**

## **ORDINARY MEETING**

### **AGENDA**

### **17 SEPTEMBER 2025**

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## 9 REPORTS TO COUNCIL

### 9.13 REVIEW OF INTERNAL COMMITTEES

File Number: RPT/25/544

Responsible Officer: Ken Ross - General Manager  
 Responsible Division: Office of the General Manager  
 Reporting Officer: Gayle Marsden - Executive Assistant

Objective: 4.0 Wentworth Shire is supported by strong and ethical civic leadership with all activities conducted in an open, transparent and inclusive manner

Strategy: 4.2 We value our civic leadership whose stewardship and decision making benefits present and future generations

#### **Summary**

The Statutory meeting of Council is an opportunity for Council to review the committee structure that it requires for the upcoming 12 month period. Council is able to determine the number and type of committees that it wishes to establish and the functions of each committee.

#### **Recommendation**

That Council considers the list of Internal Committees and determines appropriate representation.

#### **Detailed Report**

##### **Report Detail**

The following committees are Advisory Committees and have no delegated authority and no decision making responsibilities. All recommendations from the Committees requiring a decision are presented to Council for consideration.

- Internal Audit and Risk Management Committee (Independent Advisory Committee)
- Floodplain Risk Management Committee
- Heritage and History Advisory Committee
- General Managers Review Committee (Selected at the July 2025 meeting)

Council has also established a number of User Groups namely:

- James King Park User Group
- George Gordon Oval User Group
- Carramar Drive Sporting Complex User Group
- Wentworth Showgrounds User Group
- Wentworth Sporting Precinct User Group
- Pooncarie Sporting Reserve User Group

These groups also require Councillor representation and meeting minutes will be reported to Councillors.

#### **Conclusion**

Council strategically reviews its committee structure at the Statutory meeting each year, to ensure that the committee structure remains relevant to the needs of Council and its community and nominates representatives for the committees.

**Attachments**

1. Current Internal Committees as at 16 July 2025 [↓](#)

## INTERNAL COMMITTEES

16 JULY 2025

Listing of Internal Committees and User Groups			
Advisory Committees	Meeting Frequency	Council Delegate(s)	Other Advisory Officers
Floodplain Risk Management Committee	When required	Mayor, Cr Elstone, Cr Nichols and Cr Evans	General Manager, Director Health and Planning, Robert Rigby, David Buck, SES
Audit, Risk and Improvement Committee	Min Quarterly	Cr Starick	General Manager, Director Corporate Services, Roseanne Kava (Chair) Diane Schmidt, Caroline Smith
Heritage and History Advisory Committee	When required	Cr Nichols, Cr Evans and Cr Armstrong (Alternate)	Greg Harrison, Russell James, Robert Hannaford, Nikita Vanderbyl, Tony Bruce-Mullins & Staff
General Managers Performance Review Committee	When Required	Mayor, Deputy Mayor, Council Representative Cr Starick, General Manager Representative Cr Nichols	
User Groups	Meeting Frequency	Delegate(s)	Alternate Councillor(s)
Carramar Drive Sporting Complex User Group	When required	Mayor, Cr Armstrong, Cr Rodda	N/A
George Gordon Oval User Group	When required	Cr Crisp, Cr Elstone and Cr Weeding	N/A
James King Park User Group	When required	Cr Rodda, Cr Starick	N/A
Wentworth Showgrounds User Group	When required	Cr Nichols and Cr Evans	N/A
Wentworth Sporting Precinct User Group	When required	Cr Weeding and Cr Evans	N/A
Pooncarie Sporting Reserve User Group	When required	Cr Rodda and Cr Elstone	N/A

## 9.14 REVIEW OF EXTERNAL COMMITTEES 2

File Number: RPT/25/549

Responsible Officer: Ken Ross - General Manager  
 Responsible Division: Office of the General Manager  
 Reporting Officer: Gayle Marsden - Executive Assistant

Objective: 4.0 Wentworth Shire is supported by strong and ethical civic leadership with all activities conducted in an open, transparent and inclusive manner

Strategy: 4.2 We value our civic leadership whose stewardship and decision making benefits present and future generations

### **Summary**

In order to respond to the needs of its community, Council annually reviews the External Committees to which it has appointed representatives. Representation on these committees is important in our community engagement obligations.

### **Recommendation**

That Council considers the list of External Committees and determines appropriate representation.

### **Detailed Report**

#### **Report Detail**

Council generally reviews the listing of external committees on which it has representation annually. Additionally, the nominated delegate on each committee is also reviewed annually.

The nominated representatives on each committee are responsible for providing a delegate's report to Council. As a Council representative on external committees the Councillors attend as observers only, as such, Councillors do not have voting rights unless the specific external committee charter nominates that they do.

The current list of external committees with the previous membership is attached for reference.

#### **Conclusion**

In order to respond to the needs of its community, Council annually reviews the External Committees and determines appropriate representation.

### **Attachments**

1. Current External Committees as at 11 October 2024 [↓](#)

**EXTERNAL COMMITTEES**

UPDATED 11 OCTOBER 2024

Council periodically determines its representatives to a number of external bodies as indicated in the table below.

<b>Committee</b>	<b>Meeting Frequency</b>	<b>Nominated Representative(s)</b>
Australian Inland Botanic Gardens	Monthly	Cr Starick, Cr Rodda
Barkandji Indigenous Land Use Agreement Working Group	As required	Mayor, Deputy Mayor, Cr Elstone and General Manager
Bottle Bend Reserve Land Manager	Monthly	Cr Armstrong, Mayor (Alternate)
Bush Fire Management Committee	Twice per annum	Cr Armstrong, Cr Elstone (Alternate)
ClubGRANTS Category One (1) Funding Committee	Twice per annum	Mayor and the General Manager
Country Mayor's Association of NSW	As required	Mayor
Community Safety Precinct Meeting	As required	Mayor, Cr Evans (Alternate)
Far West Joint Organisation – Broken Hill, Wentworth, Balranald, Central Darling	As required	Mayor and Deputy Mayor
Joint Regional Planning Panel	As required	Cr Crisp, Cr Nichols
Menindee Lakes SDLAM Stakeholder Advisory Group (SAG)	As required	Cr Nichols, Cr Elstone and Cr Armstrong
Murray Darling Association (Region 4)	Min. 4 times per annum	Mayor, Cr Nichols, Cr Evans and Cr Elstone
Public Libraries NSW	Twice per annum	Cr Starick
Wentworth Regional Tourism Inc.	Monthly	Cr Rodda, Cr Evans (Alternate)
Wentworth Shire Health Interagency Group (WSIG)	Monthly	Cr Rodda, Cr Armstrong
Wentworth Shire Liquor Accord Committee	As required	Cr Nichols, Cr Weeding (Alternate)
Western Division Group of Councils	Min. 3 times per annum	Mayor, Deputy Mayor, Cr Elstone and Cr Evans
Willandra Lakes Region World Heritage Advisory Committee	Min. 3 times per annum	TBC

## 10 NOTICES OF MOTIONS / QUESTIONS WITH NOTICE

### 10.2 ADVOCACY SECOND BRIDGE AT MONAK

File Number: RPT/25/548

Mayor Linklater has indicated his intention to move the following motion:

#### **Motion**

That Council note the Integrated Transport and Land Use Strategy document adopted by Mildura Rural City Council on 24 April 2025, and their advocacy priority titled *Monak Bridge* and commence advocacy in support of the Heavy Vehicle Bypass, including representation to State and Federal members, Transport ministers, and Transport for NSW.

#### **Background**

Mildura Rural City Council - Advocacy Priorities – Monak Bridge

*Development of the business case will provide justification for a second bridge in the Mildura region, at Monak, examining in more detail the benefits, costs and risks. Mildura has only one bridge over the Murray River which is reaching capacity, leading to traffic congestion.*

*This congestion has impacts on both the efficient movement of freight into the region and interstate to New South Wales and South Australia.*

*Reliance on just one bridge exacerbates the impacts of bridge closures isolating townships on both sides of the river and disrupting supply chains. An additional bridge will improve efficiencies of freight transport through and to the region as well as reducing the impacts of traffic congestion on Mildura's CBD. It's projected to take about 1,000 trucks out of the CBD each day while shaving an hour from heavy freight travel times, which will save trucking companies an estimated \$65 million per year.*

*It will also ensure emergency service access if one bridge is closed.*

- *Why: Alleviate congestion and improve freight transport efficiency across the Murray River.*
- *How: Advocate for funding to develop a business case for construction of a new bridge at Monak.*
- *What: Ensure emergency services access and supply chain resilience during bridge closures*
- *Government support needed: \$200,000*
- *Total cost: \$300,000*
- *Category: Infrastructure*
- *Status: Listed as a key enabler in the Integrated Transport and Land Use Strategy (ITLUS) 2025.*
- *Delivery timeframe: 36 months*

#### **Further Information – from Mildura Rural City Council - ITLUS**

*Major highway corridors converging in Mildura cross the Murray River at*

- *George Chaffey Bridge (Sturt Highway); and*
- *Abbotsford Bridge (Calder Highway).*



*The George Chaffey Bridge is currently in good condition, with the existing structure built in 1985. This bridge is funded and maintained by the Federal Government. During periods of heavier traffic, the bridge crossing has reached saturation which sees extensive delays for passenger and freight vehicles.*

*The Abbotsford Bridge was constructed in 1928, is a single-lane, wooden-deck, lift-span bridge, which is heritage-listed under the NSW Heritage Act. It requires traffic control to ensure single direction traffic flow, enable the lift-span to be elevated and is the responsibility of the NSW state road authority.*

*When either bridge is obstructed traffic volumes can quickly congest the surrounding nearby road network. The reliability of the interstate freight network in the region relies on these two bridges and with a total of only three travel lanes, leads to increased congestion and increased travel times particularly for freight vehicles. This limitation and growing freight task highlight the need for additional redundancy in the freight network crossing the Murray River. Options for an additional bridge crossing near the location of Monak have been developed and would be the responsibility of State and Commonwealth governments to pursue through a business case.*

*This has been identified as a high priority through the industry consultation process as this will assist with reducing city congestion and aiding interstate road traffic by reducing transit times. This will require significant cross border collaboration as connecting road networks would need substantial upgrades. This would require support from both Transport New South Wales and Wentworth Shire Council.*

*There are several important roads within and surrounding Mildura's urban area, providing vehicle access for the local community including:*

- Deakin Avenue (Sturt Highway) – which is a major north-south link that runs through several major retail/commercial precincts.*
- Benetook Avenue – which is an important north-south connection, located in the southeast of Mildura.*
- Fifteenth Street and Seventeenth Street (Calder Highway) – which are major east-west links that run through the city.*

*As the amount of freight vehicle volumes and vehicle size increase over time, this will create issues as freight access routes currently operate through activity centres and residential environments that are meant to cater for local grain movements. This is particularly problematic in locations with higher volumes of pedestrians, such as within commercial/retail precincts within the heart of Mildura.*

*Increasing freight vehicle volumes reduces safety and amenity in built up areas if freight access routes and industrial precincts are not appropriately planned. Challenges around employee transport access and the limited provision of essential services and goods can undermine the ability to support, attract and retain high skilled employees and key workers.*

*The increased number of trucks is being accompanied by ever-increasing pressures to raise the mass of loads carried by trucks for better efficiency. These increased loads place greater pressure on the existing infrastructure, which can potentially lead to an accelerated deterioration of the road pavement.*

*The existing truck routing pattern is inefficient for truck operations. Long-haul trips through busy town centres, such as Mildura, present several distinct disadvantages for trucks including:*

- Increased fuel use, increased tyre wear and general wear and tear on the trucks due to acceleration and deceleration, as trucks that are travelling through built up areas are required to stop and start at busy intersections.*

- Increased travel time due to congestion, which results in increased costs to operators, which are then passed on to the end customer.
- Increased safety risks to equipment and freight due to the significant numbers of conflict points throughout the journey – this has already been demonstrated with multiple fatalities at key nodes on highways through town centres and critical choke points at key intersections such as San Mateo Avenue and Seventh Street
- Increased driver stress, particularly in busy retail areas such as Deakin Avenue, where private vehicles can perform unexpected and dangerous manoeuvres, requiring truck drivers to take evasive action.

MRCC has long campaigned for an alternative alignment of the Sturt Highway to remove truck movements from Deakin Avenue. Benetook Avenue is currently the favoured route, and road traffic signs have been installed within Mildura to guide truck traffic away from Deakin Avenue. However, this is not considered a sufficient long-term strategy.

There are several freight terminals within or near Mildura that are serviced by road-based freight transport. The location of these terminals is a significant reason why undesirable freight movements are being facilitated along the road network within central Mildura. The relocation of these freight facilities would assist in supporting the vision for efficient and safe freight access.

It is suggested that the Sturt Highway could be re-aligned to cross the Murray River around Monak and then follow the existing alignment of Kulkynne Way, Millewa Road and Meridian Road to join with the Sturt Highway at Merbein South. This alignment would provide a range of benefits including:

- An effective bypass of the town centre for the Sturt Highway. This would remove the need for regional truck movements to utilise Deakin Avenue. This will result in a reduction in congestion, reduced accident risk, environmental improvements, and enhanced amenity for residents. In addition, operating costs for trucks are expected to be reduced due to fewer interruptions along the journey.
- A direct connection to future Intermodal Facilities south of Mildura or previously identified industrial hubs such as Thurla. This connection will have economic advantages and can be planning with regards to rail freight to establish a true, regional intermodal terminal.
- Reduced costs associated with infrastructure deterioration due to truck usage within the town centre.

Additionally, the Calder Highway could be realigned with the Sturt Highway and extended through to Yelta along the existing Meridian Road alignment. This would support the benefits documented above. The realignment of these Highways can be undertaken in stages and would be subject to business cases with State and Commonwealth support.

The cost of each stage of improvement will reflect the quality of the road and complexity of the terrain, so the prioritisation of key segments should focus on the benefits from each stage to ensure they outweigh the cost of high-quality road outcomes including:

- Constructed to 'A standard' in accordance with the VicRoads classification system for arterial roads in the network.
- Grade separated interchanges at each highway junction. These would provide the safest and most efficient connections to various destinations including regional freight terminals.
- A new river crossing near Monak at a site subject to a range of considerations relating to terrain, cultural heritage, cost, benefits, and impact on surrounding communities.

*The re-alignment of the highways will provide for regional trips bypassing Mildura's urban area. This will support the development of residential, commercial, and retail land use in locations where amenity adverse freight activities will be minimised.*

*Benetook Avenue should remain as an important link within Mildura's local road network. It will serve local freight traffic and reduce pressure on Deakin Avenue as it becomes a higher amenity boulevard.*

*An economic assessment of each option and stage for the road infrastructure projects identified will consider a range of economic benefits and costs, including:*

- Options analysis for improvements to key intersections such as San Mateo Avenue and Seventh Street, Benetook Avenue and Eleventh Street, Benetook Avenue and Fifteenth Street (Calder Highway) and Benetook Avenue and Fourteenth Street*
- Avoided costs in strengthening or widening the existing Chaffey Bridge.*
- Savings in travel time costs for freight, public transport and private vehicles due to more reliable bridge crossings and alternative routes between locations such as Red Cliffs.*
- Freight vehicle operating cost savings from reduced fuel costs, braking and tyre wear.*
- Increased safety leading to reduced crash incidence and costs particularly at highway crossings where grade separation improvements have occurred.*

### **Attachments**

Nil