



MINUTES

of the

WORKS & SERVICES COMMITTEE MEETING

CHAIRMAN: *Cr Larry Friske*

**to be held in the Boardroom
Old Bank Building,
Cnr Nash & Channon Streets
Gympie Qld 4570**

on Tuesday 6 October 2009

*to be confirmed at the General Meeting
to be held on 14 October 2009*

at 9.00am.

Gympie Regional Council **WORKS & SERVICES MEETING**

*Cr L Friske (Chairman),
Cr R Dyne (Mayor), Crs G Engeman, R.A. Gâté, DR
Neilson, AJ Perrett, IT Petersen, J Walker & J Watt*

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The meeting commenced at 9.00am.

PRESENT: Crs L.J. Friske (*Committee Chairman*), R. Dyne (*Mayor*), G.L. Engeman, R.A. Gâté, D.R. Neilson, I.T. Petersen, J.A. Walker, J. Watt, Mr K.A. Mason (*Chief Executive Officer*), Mr R.A. Fredman (*Director of Engineering Services*) and Mrs L. Birt (*Minutes Secretary*).

LEAVE OF ABSENCE / APOLOGIES

G31/09/09 - *That Cr A.J. Perrett be granted Leave of Absence from all Council Meetings on the 6th & 7th October 2009.*

CONFIRMATION OF MINUTES OF PREVIOUS MEETING

W01/10/09 Moved: Cr R.A. Gâté Seconded: Cr G. Engeman

That the Minutes of the Works & Services Committee Meeting held on the 1 September 2009 be taken as read and confirmed.

Carried

SECTION 1: DIRECTOR OF ENGINEERING SERVICES

1/1 Upgrading of Lewis Road, Amamoor

Re: **W02/10/09** Upgrading of Lewis Road, Amamoor
From: Naree Wood, 43 Lewis Road, Amamoor Qld 4570
File: 4/8/7/7 Doc # 1069939
Date: 31 August 2009

"I am writing to ask you at your next Council meeting to consider the upgrading of Lewis Road, Amamoor.

At present, there are approximately seven properties using this road as their main access.

In total, there are approximately 26 people residing in these seven properties.

When I purchased 43 Lewis Road in December 2004, there was far less traffic using the road. Now, there is a constant flow of traffic up and down the road.

The dust that results from this traffic is a health hazard to the residents, including the school children that walk up and down the road each morning and afternoon, unfortunately at the same time as the traffic and dust is at its worst.

Other concerns are:

- ✓ *The stopping capacity of passing cars on the dirt roads, many blind corners, some of which include inclines.*
- ✓ *The road is not wide enough to accommodate passing cars and the school children walking up and down the road, especially on the blind corners.*
- ✓ *Dust on the house roofs contaminates the drinking water and effects the health of residents.*
- ✓ *Dust inside the houses is bad for residents' health.*
- ✓ *Dust on the houses degrades the look of the area and causes residents additional work*
- ✓ *Damage to car windscreens and paint work from loose rocks*
- ✓ *Corrugation in the dirt road causes damage to car suspension and other mechanical function*
- ✓ *The effect of a constant cover of dust on the trees preventing them from growing properly and performing their air purification role, affecting the health of residents*
- ✓ *The negative health effects of the dust on the local animal population, both domestic and wild.*

The additional traffic on this road has caused the dust to be a problem that can no longer be ignored.

All the residents in the street are in support of this letter. Please consider our request to upgrade the road to bitumen in the near future.

Thank you for your consideration of this issue."

Report: (Director of Engineering Services – R.A. Fredman)

Lewis Road is a relatively low trafficked gravel road off Diamondfield Road near Amamoor.

Strategic Implications

Corporate Plan: Outcome 4.1

Budget: Nil recommended

Legal/Statutory: Nil legal obligation

Engineering Risk:

- (a) Car crashes: Gravel roads are not unsafe if driven according to the prevailing conditions.
- (b) Inadequate width: There is adequate width if vehicles are driven according to the road standard.
- (c) Adverse health impacts: Dust is not normally recognised as a serious health hazard and living on a gravel road is a conscious lifestyle option.

- (d) Reduced amenity: There is no doubt that gravel roads provide a lower standard of amenity than bitumen roads
- (e) Car damage: Gravel roads may lead to higher wear rates of car components. A lot depends on the speed the car is driven and the length of trips on the subject road.
- (f) Environmental impact: All types of road have a degree of environmental impact.
- (g) Funding considerations: There are no funds available in the 2009/10 budget and this type of work is not likely to be a priority for some time thereafter.
- (h) Precedent issues: Bitumen sealing rural roads (other than arterial roads) on request would set a problematic precedent. Council has 1100 km of gravel road, much of which is in a similar circumstance to Lewis Road. At the current general rate and government subsidy levels, there is very little funding available for this type of work.

W02/10/09 Moved: Cr J.A. Walker

Seconded: Cr R.A. Gâté

Recommend that Council advise the writer that Council has no plans to bitumen seal Lewis Road and is unlikely to have any funding available in the short to medium term to do so.

Carried

1/2	Moorhouse Gully Road
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Re: **W03/10/09** Moorhouse Gully Road, Amamoor
 From: Bob Fredman, Director of Engineering Services
 File:
 Date: 14 September 2009

Report: (Director of Engineering Services – R.A. Fredman)

A request has been received from a local resident for Moorhouse Gully Road to be reconstructed on the road reserve. The road reserve appears to be along a gully, and the current road appears to have been constructed instead on private property about the time of World War 1.

W03/10/09 Moved: Cr I.T. Petersen

Seconded: Cr J.A. Walker

Recommend that this matter be referred to the General Manager Design Services Division to investigate the alignment of Moorhouse Gully Road and to table a report to a future Works & Services Committee Meeting for consideration by Council.

Carried

1/3

Roadworks Resulting from Railway Closure

Re: **W04/10/09** Roadworks Resulting from Railway Closure
From: Director of Engineering Services – R.A. Fredman
File:
Date: 18 September 2009

Report: (Director of Engineering Services – R.A. Fredman)

On 30 August 2009 the compensation package for the closure of the Theebine to Kingaroy railway line was finalised.

Salient points from the package are:

- \$6M is allocated for projects on declared roads and might include works on
 - Cave Street Bridge Kilkivan
 - Miva Road
 - Gympie-Woolooga Road
 - Brooweena-Woolooga Rod
 - Murgon-Kilcoy Road
- The rail corridor through Gympie region, at this stage, will be subleased by South Burnett Regional Council, although they may opt not to proceed after a feasibility study
- Main Roads will supervise the allocation of the funds
- Council has 5 years to expend the funds.

The ramifications of the total package are:

- Gympie-Woolooga, Cave Street bridge and Brooweena-Woolooga jobs will consume the \$6M and this would not complete the Brooweena-Woolooga bitumen sealing.
- It is unclear how the South Burnett Regional Council can expend their \$12M allocation in the time frame. Gympie has informally offered to assist with works in their area.
- Designs are part of the work and have only just commenced. There is no scope for any construction work this year other than possibly Cave Street bridge replacement.
- South Burnett Regional Council may through the powers within the sublease, be able to specify the type of structure to replace the Cave Street bridge.

W04/10/09 Moved: Cr R.A. Gâté

Seconded: Cr R. Dyne

Recommend that Council authorise the Director of Engineering Services to proceed with design and construction within the next five (5) years of the Cave Street bridge replacement, Gympie-Woolooga Road bitumen sealing

and Brooweena-Woolooga Road bitumen sealing as funding permits. Funding is to be from Queensland Rail Network through the closure of the Theebine-Kingaroy branch line MOU.

Further that the Director of Engineering Services have discussions with South Burnett Regional Council regarding the replacement requirements for the Cave Street bridge.

Carried

1/4	Widgee Crossing Road North and Widgee Crossing Road South
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Re: **W05/10/09** Widgee Crossing Road North and Widgee Crossing Road South
From: Mrs Jan D Mulholland, 298 Widgee Crossing Road, MS 483, Gympie Qld 4570
File: 4/8/7/7 Doc # 1073417
Date: 11 September 2009

“Council has recently erected signposts on both the North and South Widgee Crossing Roads to the effect that Council will no longer maintain the sections of the roadway that lead to the River.

By abandoning this roadway, Council has in effect given the 4WD vandals approval to do whatever they wish with this once beautiful picnic area.

It is a shameful thing that it has been abandoned. The Widgee Crossing crossing of the river has historical value to this region. It is where, when the Gympie goldfield was discovered, that miners and their families came on foot, by horse, cart, dray and wagon from the north and west and crossed the river there before entering the goldfield. It soon became a favourite picnic area enjoyed over the years until recent times by generations of families. Now it is inaccessible – why? Because the 4WD vandals have been allowed to take control of it and have absolutely desecrated it. If the current Councillors are not aware of what has happened to both sides of the river then it is time a full and proper inspection was made. The Environmental Protection Agency and the Department of Natural Resources also have been totally lacking in the protection of this area from these vandals. If we were to do such a thing on our own property near the river then we would be in serious trouble, but not so these vandals.

This area is public land. These 4WD vandals continue to vandalise our public property and the Council now has handed the area over to them by announcing that they are not interested in maintaining even the road that used to provide public access between the north and south regional areas.

These vandals should be stopped. The area should be rehabilitated and returned to the public for its use.

You may not receive letters from others in the matter but I can assure you that there are many as disappointed and concerned as I am. Even the Rural Fire Brigade has expressed their concern that they no longer can access the river there.

I would like Council to address this matter and work with the Police, the Environmental Protection Agency and the Department of Natural Resources to rid the area of these 4WD vandals and to commence a rehabilitation programme so that the area can be returned to the public.

One might suggest that it doesn't matter because of the sewerage treatment plant outlet upstream of it, but once the plant has been upgraded and , hopefully, maintained properly, then there should be no concern about this. In the meantime, the landed area itself needs urgent repair.

It might be noted that is not the first time I have drawn attention to this matter to Council.

Please give this matter the proper consideration it deserves."

Report: (Director of Engineering Services – R.A. Fredman)

Council has had to erect the signs in response to the current understanding of public liability for motoring accidents. A number of these signs are being erected around the region where Council needs to advise motorists that it does not guarantee the quality of the road past the sign. The road down to and across the river is often affected by the river water and Council is in no position to continually maintain it.

In relation to general maintenance of the recreation area, this would be very costly at a time when the increasing cost of parks is a significant burden on Council.

W05/10/09 Moved: Cr D.R. Neilson

Seconded: Cr J. Watt

Recommend that the matter be referred to the Mayor to discuss with the writer.

Carried

**SECTION 2: DIRECTOR OF ENGINEERING SERVICES -
GENERAL BUSINESS**

Relocation of Bus Shelter

W06/10/09 Moved: Cr I.T. Petersen Seconded: Cr G. Engeman

Recommend that the Director of Engineer Services be authorised to relocate a currently unused bus shelter to the Rocks/Lymburner Road intersection.

Carried

Acting General Manager Design Services – Mr N Weller entered the meeting at 9.16am.

SECTION 3: DESIGN SERVICES DIVISION

3/1 John Street Railway Bridge

Re: **W07/10/09** John Street Railway Bridge
From: Acting General Manager Design Services – N Weller
File: 4/8/07/0008-04
Date: 29 September 2009

Report: (Design Division Manager – G. Alexander)

A preliminary report has been prepared by OPUS Qantec McWilliam as to the options available for the replacement of the timber rail bridge at John Street.

The project brief required a new bridge structure with a minimum of 4.0 metres clearance and 10 metres clear internal span over John Street. The existing bridge is currently sign posted as having a 3.1 metre clearance, actual measurements have the bridge underside clearing 3.5 metres from the road centre line, with the 3.1 metre clearance relating to corbels that protrude from the piers.

The report investigated a number of options for the bridge replacement including:

- Option 1: A steel bridge option.
- Option 2: A continuous girder prestressed concrete slab under bridge.

- Option 3: A single span girder prestressed concrete slab under bridge
- Option 4: A precast concrete bridge through girder under bridge.

The sourcing of a second hand steel bridge has been considered, with Queensland Rail contacted concerning the possibility of acquiring bridges on the Theebine-Kingaroy line. Queensland Rail advise that they may be able to offer some assistance once a decision is made by the Government to close the line and future corridor use is considered. Alternatively, Queensland Rail has suggested that they have a number of steel bridge spans held in inventory, with a suitable configuration yet to be sourced. The report prepared considered the steel truss option as not preferred from an ongoing maintenance and safety perspective.

The relative costs for each option are being calculated and will be made available to at the meeting:

The investigation has spent considerable effort in looking at various options to minimise raising the rail approach. Raising the approach rail was considered to be a disruptive, time consuming and expensive proposition, hence efforts focussed on quantifying and minimising the raising required.

The minimum structural depth achieved with Option 4 is 600mm measured from the underside of the structure to the top of rail. This would provide a clearance of 3.6 metres, with the remaining achieved by raising the rail height or lowering the road or both. All options are to be further investigated as the existing underground services and required railway gradients are constraints.

The configuration of the adjacent Mount Pleasant Road intersection has been considered in relation to the rail bridge upgrade, with the traffic signal layout design nearing completion.

OPUS recommends Option 3 as a best engineering balance with further guidance required from Council on time constraints for road and rail closure times. However Option 4 has the most chance of achieving the 4.0 metre clearance under the bridge.

W07/10/09 Moved: Cr R.A. Gâté

Seconded: Cr J.A. Walker

Recommend that a report be presented to a future Works & Services Committee Meeting on the cost and benefits of all options for the intersection upgrade.

Carried

3/2	Upgrade Busby Street, Amamoor
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Re: **MINUTE W08/10/09** Upgrade Busby Street, Amamoor
From: Ken Brasington, Secretary, Amamoor Public Hall Committee, Post Office,
Amamoor, Qld 4570
File: 4/8/7/8-01 Doc ID # 1063257
Date: 29 July 2009

“We note from correspondence sent out to residents of Amamoor that the Council plans to reduce the speed limit in Busby Street (the main street) to 40km per hour from the Elizabeth Street intersection to the bridge over Amamoor Creek – the section that is going to be reduced in width.

The Hall Committee considers that the speed limit should be reduced for the entire length of Busby Street to include the section in front of the Hall and adjoining playground. Both the Hall and Playground are frequented by a large number of small children from time to time and we are of the opinion that it is imperative to reduce the speed limit in this section to ensure the safety of the children and it also seems pointless in only reducing the limit along one section of the main street.

We hope the Council will give serious consideration to this request.”

Report: (Acting General Manager Design Services Division – N Weller)

Minute W11/09/09 refers.

Recommend that the correspondence be received and that the matter be referred to the Traffic Advisory Committee to report back to a future Works & Services Committee Meeting.

Further, that the writer also be advised that the playground mentioned will be fenced in the near future.

The Traffic Advisory Committee decided that the extension of the 40kph zone is not warranted. The Traffic Advisory Committee Meeting record is attached to the agenda.

ATTACHMENT 2 REFERS.

W08/10/09 Moved: Cr R.A. Gâté

Seconded: Cr R. Dyne

Recommend that the Amamoor Public Hall Committee be advised that the extension of the 40km/hr zone is not supported by Council.

Carried

3/3	Lowering of Speed Limit in Dagon Road, Dagon and Amamoor/Kandanga Road
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Re: **MINUTE W09/10/09** Lowering of Speed Limit in Dagon Road, Dagon and Amamoor/Kandanga Road
From: Jim Walker, Manager, Mary Valley Heritage Railway Museum Assoc Inc, PO Box 385, Gympie Qld 4570
File: 4/4/7/18 Doc ID # 1056944
Date: 8 July 2009

“Thank you for your advice re road alterations in Busby Street.

The speed limit reduction to 40kph is very welcome and will reduce the risk rating for the level crossing. We request that that speed reduction be introduced as quickly as possible.

We are also concerned re the speed limits at the level crossings at Dagon Road, Dagon and at the Amamoor/Kandanga Road crossing, approximately 1 kilometre north of Kandanga.

Visibility issues at both crossings indicate 40 kph speed limits would be appropriate at both crossings and we ask your consideration to reducing those limits.

Contact – Jim Walker 5482 3232 / 0421 027 995.”

Report: (Acting General Manager Design Services Division – N Weller)

Minute W12/09/09 refers.

Recommend that the correspondence be received and the matter referred to the Traffic Advisory Committee to report to a future Works & Services Committee Meeting.

The Traffic Advisory Committee decided that the current speed limits comply with the traffic regulations (MUTCD). The suggestions would require 400 metres of 40km/hr zone over lengths of road where there would be low compliance with such a limit.

The Committee decided that the current speed limits should remain. The committee also decided that there would be low compliance with stop signs and rejected this idea.

W09/10/09 Moved: Cr J. Watt

Seconded: Cr G. Engeman

Recommend that the Mary Valley Heritage Rail be advised that Council does not support the introduction of 40km/hr zones at Dagon and Kandanga road/rail level crossings.

Carried

3/4

Mary Street, Parking Bays

Re: **W10/10/09** Mary Street Parking Bays
From: Roxanne McGregor, Chairperson, Access Advisory Committee, PO Box 1535, Gympie Qld 4570
File: 2/7/2/8 Doc # 1069918
Date: 21/08/09

“The Access Advisory Committee wishes to advise Council that it continues to support the current rules Council enforces for Disability Parking Permit holders in the Gympie region for the time being.

That is, red and blue permit holders are able to park an unlimited time in all designated accessible parking bays in Mary Street, except the parking bay in front of the post office.

The committee believes that the situation should be reviewed following the release of final report of the Harmonisation of Disability parking Permit Schemes in Australia Project. The outcome will be a national scheme that provides consistent national eligibility criteria, parking concessions and a new national permit to replace the differing permit types currently in use across Australia. This new scheme should hopefully be operational in 2010.

The Committee believes that waiting until the new national scheme is released is the simplest solution to any issues with the current parking permit system, as it will cause the least confusion for permit holders. Community members with any current concerns should be directed to the public consultation process for this project.

Thank you for your consideration of this issue.”

Report: (Acting General Manager Design Services Division – N Weller)

Further to Minute W10/08/09, Cr Gâté has reported that the Access Advisory Committee is opposed to disabled bays being time limited to the same time as adjacent general parking bays as outlined in the above letter.

The case for Regulating Disabled Parking Bays:

1. Regulated General Parking

Regulated parking was introduced in high use areas to allow all potential users access to parking within reasonable proximity of the place they wish to conduct business. Regulated parking is enforced to prevent abuse by those who have no consideration for others and would park in these areas for long periods.

2. Regulated Disabled Parking

Council is aware of the all day use of a disabled parking bay in Gympie CBD. Regulation of bays would prevent this occurring.

3. Comparison of Disabled and General Parking Bays

Take the extreme case of a wheel chair bound light vehicle occupant. At present, the vehicle is given a prime parking bay, being close to the premises to be patronized as well as being substantially wider than the general parking bay. To access the premises, the disabled person must unload their wheel chair, get into the chair and access the footpath via a ramp, specifically built for that purpose. This means it takes the wheelchair bound person a little longer than an able bodied person to alight from or enter their vehicle; or does it?

Take the case of a mother with a very young family, say a baby and a toddler. The mother does not park in a prime parking bay with a pram ramp beside it. She must use a general bay which is substantially narrower, has barrier kerb between the parking bay and the footpath and is not necessarily close to where she wants to do business. She has to get a pram out of the car, load a baby into the pram, get the toddler out and negotiate barrier kerb to access the footpath. There is similarity in these actions required by the disabled person and the mother but there is no similarity in what is provided for in their respective parking bays.

Now, Regulated Parking limits the mother to do her business in a specified time when she could be at a greater disadvantage than the disabled person. Why should the disabled person have no limit on the time they take to do their business?

It is also suggested that 'mothers' as described above, are a greater percentage of the population than the wheel chair bound light vehicle occupants wishing to do business in the CBD.

The case for regulated disabled parking is about equality.

W10/10/09 Moved: Cr J.A. Walker

Seconded: Cr R.A. Gâté

Recommend that Council await the release of the Harmonisation of Disability Parking Permit Schemes prior to deciding this matter.

Carried

Cr R.A. Gâté left the meeting at 9.37am.

3/5	Lawson Road/McIntosh Creek Road Intersection
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Re: **W11/10/09** Lawson Road / McIntosh Creek Road Intersection
From: Acting General Manager Design Services – N Weller
File:
Date: 29 September 2009

Report: (Acting General Manage Design Services – N. Weller)

This intersection was reviewed by myself in August / September 2009. My opinion is as follows:

1. The preference legs are appropriate. The Give Way signs are on the correct approaches taking into consideration, total traffic, traffic mix, approach sight distance and intersection sight distance.
2. The geometry can be improved by realigning centreline marking on Lawson Road and centre line marking on McIntosh Creek Road.
3. Intersection visibility can be improved by installing Give Way Ahead and Dual Give Way signs. Correcting the grade to give better approach sight distance would be expensive.

W11/10/09 Moved: Cr J.A. Walker

Seconded: Cr G. Engeman

Recommend that linemarking and signage as below be effected:

- a) **Install Give Way ahead and additional (RHS) Give Way signs on Lawson Road.**
- b) **Change the centre linemarking on Lawson Road legs of the intersection so that the lanes line up across McIntosh Creek Road.**
- c) **Install single broken lines on McIntosh Creek Road either side of the intersection.**

Carried

3/6a	Tagigan Road 00-5km
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Re: **W12/10/09** Tagigan Road 00-5km
From: David L Williams, 246 Cunningham Road, Goomboorian Qld 4570
File: 4/8/07/0007-10 Doc ID: 1074563
Date: 22 September 2009 (email)

“The recent fatal accident at the 2.9km mark on Tagigan Road had many of us who live in the vicinity shading our heads and muttering phrases like “this was a tragedy waiting to happen”.

Having lived here for 22 years I can share with you the following observation; about one quarter of the drivers travelling on Tagigan Road broach the crest where the accident occurred, and the adjacent crest to the south, with their vehicles more or less centred on the bitumen.

Some years ago the responsible authority took the relatively inexpensive expedient of painting double white lines around the bend near Tagigan Creek at the north end of Tagigan Road. This has encouraged drivers to maintain a line around the bend that keeps their vehicles out of the path of oncoming traffic.

A similar expedient is now called for at the 2 crests mentioned. Given the exponential increase in traffic on this road over recent years, and its (unfortunately) increasing popularity as a high-speed arterial route, anyone with a statistical mindset might surmise that it will be less than 22 years before the next tragedy occurs.”

3/6b	Tagigan Road 00-5km
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Re: **W12/10/09** Tagigan Road 00-5km
From: Kevin M Lally, 393 Tagigan Road, Goomboorian Qld 4570
File: 4/8/07/0007-10 Doc # 1076113
Date: 21 September 2009

“Following the recent fatal collision and personal near miss experiences on Tagigan Road, I believe double white lines, with cats eyes for wet conditions, on all crests is the least we can do to help prevent further deaths on this hilly country road. The reduction of the speed limit to 80kph should also be a consideration.

Your urgent action would be greatly appreciated in this matter as I am a deeply concerned father of a learner driver as well as a ratepayer and registration paying citizen.

I am endeavouring to organise a petition to demonstrate the concerns of other road users in this area.

Thank you for your consideration in this matter.”

Report: (Acting General Manage Design Services – N. Weller)

BACKGROUND

Council has received an email from David Williams of 246 Cunningham Road and a letter from Kevin Lally of 393 Tagigan Road.

Mr Williams requests linemarking on the crest at 2.9km (the site of the recent fatality) and at 3.2km. Mr Lally requests linemarking and RRPM's on ALL crests and considering reducing the speed limit to 80km/hr.

FINDINGS

The crest widening at 2.9km is 5.9 metres wide and can be centre line marked. Additional road edge guide posts would also assist in delineation.

The crest at 3.2km is 5.6 metres wide and can be centre line marked. Additional road edge guide posts would also assist in delineation.

The road in general, does not carry the traffic to warrant centreline marking by Council Policy (Drawing No. R-07) and the MUTCD. However, the curve at Tinana Creek (about 0.4km) has been centreline marked for safety.

Work could be funded from works on the Wolvi end of Tagigan Road.

W12/10/09 Moved: Cr R. Dyne

Seconded: Cr D.R. Neilson

Recommend that the matter be referred to the Design Services Division to further investigate all crests on Tagigan Road between 00 and Cunningham Road, to determine the need for better delineation and install the identified improvements to delineation utilizing funding for capital works on the road.

Carried

SECTION 4: DESIGN SERVICES DIVISION – GENERAL BUSINESS

Intersection – Kimberley Avenue/Sorensen Road

W13/10/09 Moved: Cr J.A. Walker

Seconded: Cr R. Dyne

Recommend that the Design Services General Manager be requested to table a report to Council on the linemarking on Kimberley Avenue/Sorensen Road intersection.

Carried

Cr R.A. Gâté returned to the meeting at 9.44am.

Mr Weller left the meeting at 9.47am.

COUNCIL IN COMMITTEE

The Chairman advised the meeting that Council was going “Into Committee” to discuss the Gympie Sewerage Treatment Plant.

W14/10/09 Moved: Cr R.J. Dyne

Seconded: Cr D.R. Neilson

That pursuant to the provisions of Section 463 of the Local Government Act, Council resolves to close the meeting to the public and move “into committee” to consider the Gympie Sewerage Treatment Plant.

Further, that in relation to the provisions of Section 250 of the Act, Council resolves that following the closing of the meeting to the public and the moving ‘into committee’ that all matters and all documents (whether in hard copy, electronic, optical, visual or magnetic form) discussed, raised, tabled and/or considered whilst the meeting is closed and ‘in committee’, are confidential to the Council and the Council wishes to keep them confidential.

Carried

COUNCIL OUT OF COMMITTEE

W15/10/09 Moved: Cr R.J. Dyne

Seconded: Cr I.T. Petersen

That proceedings be resumed in Open Council.

Carried

Gympie Sewerage Treatment Plant

W16/10/09 Moved: Cr R. Dyne

Seconded: Cr J.A. Walker

Recommend that the information be noted.

Carried

ADJOURNMENT OF MEETING

The Meeting adjourned for morning tea at 9.54am.

RESUMPTION OF MEETING

The Meeting resumed at 10.11am.

Mr Mason was not present when the meeting resumed.

General Manager Works East Mr G Ingham entered the meeting at 10.15am.

SECTION 5: WORKS - EASTERN DIVISION**5/1 Monthly Rural Maintenance Report**

Re: **W17/10/09** Monthly Rural Maintenance Report
From: General Manager Works – Eastern Division - GC Ingham
File: FF94/00018
Date: 29 September 2009

Report: (General Manager Works - Eastern Division – GC Ingham)

Overview

The ongoing dry weather the region has been experiencing over the months of July to September has started to impact on the efficiency of unsealed pavement grading. Maintenance grading of unsealed roads has been confined to emergent works only. Council has concentrated on the unsealed shoulder grading program. Unsealed road grading will commence in the Anderleigh and Glastonbury areas at the end of September.

Works Summary**Programmed Maintenance Grading**

- Gibson Road
- Marys Creek Road
- Zerner Road
- McIntosh Creek Road
- Kernke Road
- Glastonbury Creek Road
- Widgee Crossing Road
- Deans Road
- Greendale Road

Drainage Repairs

- Melbern Road
- Fosters Lane
- Gilliland Road
- Jubilee Road

Tractor Slashing carried out in the following areas:

- Curra Area
- Anderleigh Area
- Kia Ora Area

The dry weather has resulted in slower vegetation growth and therefore less slashing than normal.

Bridge works carried out.

- Routine Maintenance East

Sealed Road Pavement Repairs

- East Deep Creek Road
- Tamaree Road

Rural Fires

Works Department have assisted the rural fire brigade with a number of fires around the region. In September the Works Department assisted with fires in the Amamoor, Glastonbury and Cedar Pocket areas, providing graders and water trucks. The latest fires have highlighted some communication issues that will be sorted in due course between the various stakeholders.

The continual hot and dry weather will likely result in further rural fire work in the coming months. It should be noted that assisting with fires when authorised, takes priority over road maintenance activities and therefore there is an impact on the maintenance delivery.

W17/10/09 Moved: Cr G. Engeman Seconded: jaw

Recommend that the Monthly Rural Maintenance Report, as presented, be received.

Carried

Mr Mason returned to the meeting at 10.18am.

5/2	Job Construction Report
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Re: **W18/10/09** Job Construction Report
From: General Manager Works – Eastern Division - GC Ingham
File: FF94/00018
Date: 22 September 2009

Report: (General Manager Works Eastern Division – G.C. Ingham)

Construction Projects have progressed well with an extended period of fine weather and have been managed effectively with limited resources.

LAKE ALFORD – ALL ABILITIES PLAYGROUND PROJECT

The works involve bulk earthworks for a carpark, bus bay, and playground area. This includes stormwater drainage, alterations to sewer infrastructure, placement of pavement material, subsoil drainage, kerbing, concrete pathways, medians, asphalt, turfing, linemarking and signage

Bulk earthworks have been completed with placing pavement underway.

110 EMPEROR STREET STORMWATER UPGRADE

Works involve removing existing stormwater drainage and replacing with 600mm plastic pipe, connecting two inter allotment pits and installing a 450x450mm precast pit.

Job successfully completed.

RAINBOW BEACH STORMWATER UPGRADE

The works includes installing twin-cell 1200mm dia stormwater pipe culvert, installing stormwater catching pits, relocating existing sewer services, altering existing water services and reinstating roadway.

Some cleaning up works has commenced at the new outlet. Residents will be notified of disruptions and traffic accommodated in accordance with plans.

SEWERAGE TREATMENT PLANT – STORAGE PONDS

The works include constructing water storage ponds at Sewerage Treatment Plants located at Cooloola Cove, Rainbow Beach, and Tin Can Bay.

Cooloola Cove water storage pond is nearing completion. Work has started at Rainbow Beach and Tin Can Bay.

IAN ALLEN SUBDIVISION

Council undertaking subdivision off existing subdivision for Mr Ian Allen located Channel Court, Pie Creek.

Works include earthworks, placing 250mm gravel pavement, 300mm RCP stormwater pipe, Culvert, two driveway access, and bitumen seal.

Earthworks are underway.

JELLY ROAD SUBDIVISION

Subdivision works located on Jelly Road, The Palms for Mr Trevor Jelly.

Works include reinstating existing roadway to a 7.0m formation, placing pavement, installing driveway accesses, stormwater drainage and bitumen sealing 4.5m.

IAN CAULLEY SUBDIVISION

Council has commenced subdivision works for Mr Ian Caulley located at 17 Ilga Road, The Dawn.

The works include earthworks, drainage, placing 250mm gravel pavement, installing property accesses and 7.0m formation bitumen seal.

Earthworks and clearing has commenced.

DART STREET – SUBDIVISION

The works involve preparing Council owned property for subdivision. The works include allotment fill, inter allotment drainage, connecting water and sewerage services, planting trees, topsoiling and grassing the affected land.

Allotment fill and drainage works has been successfully completed with minor tidy up works still in progress.

REGAN ROAD WIDENING

Works are located on Regan Road between Fernvale Drive and Lawson Road.

The works include clearing and grubbing, bulk earthworks, placing gravel pavement, bitumen sealing, reinstating property accesses, erecting new and existing signage and installing road edge guide posts.

Clearing and grubbing has commenced.

BUSBY STREET – REHABILITATION

The works involve reconstructing kerb and channel on the south-western side of Busby Street, upgrading and installing new stormwater infrastructure and reprofiling both Thomas Street and Amamoor Street.

Stormwater works have been completed, work is still continuing on replacing existing kerb and channel.

ANDERLEIGH ROAD – BITUMEN SEAL CH:9030 to CH:10000

The works start at the end of the existing bitumen seal at Ch9030 to Ch10000.

The works involve shaping existing gravel road and placing 250mm gravel pavement, bitumen seal, installing reinforced pipe culverts and reinforced concrete box culvert, erecting warning signage and road edge guide posts.

Sealing works to be completed late September, weather permitting. Tidy up works still in progress.

BONNICK ROAD WASTE MANAGEMENT FACILITY

The works involve upgrading of stormwater drainage diversion located at the Bonnick Road Waste Management Facility. The works include earthworks, laying of RCP 2100mm dia pipe approximately 360 metres.

Stormwater pipe successfully in place.

Work on sewer line about to start. Involves approximately 500m of 300mm dia pvc sewer line.

Earthworks commenced on new cell.

EAST DEEP CREEK ROAD – WIDENING

The works involve reconstructing the full width of formation placing gravel, bitumen seal, removing existing single lane timber bridge, reinforced concrete box culvert and associated base slab and headwall, reconstructing Hyland Road intersection and installing signage and guide posts.

Replacing old bridge with culverts has been completed.

Seal complete with minor tidy up works still commencing.

UPCOMING PROJECTS

Berrie Street / Ada Street / Power Street intersection upgrade
Mt Pleasant Road / John Street intersection upgrade
Nash Gully stormwater upgrade
Monkland Quarry Weigh bridge installation

W18/10/09 Moved: Cr D.R. Neilson

Seconded: Cr R.A. Gâté

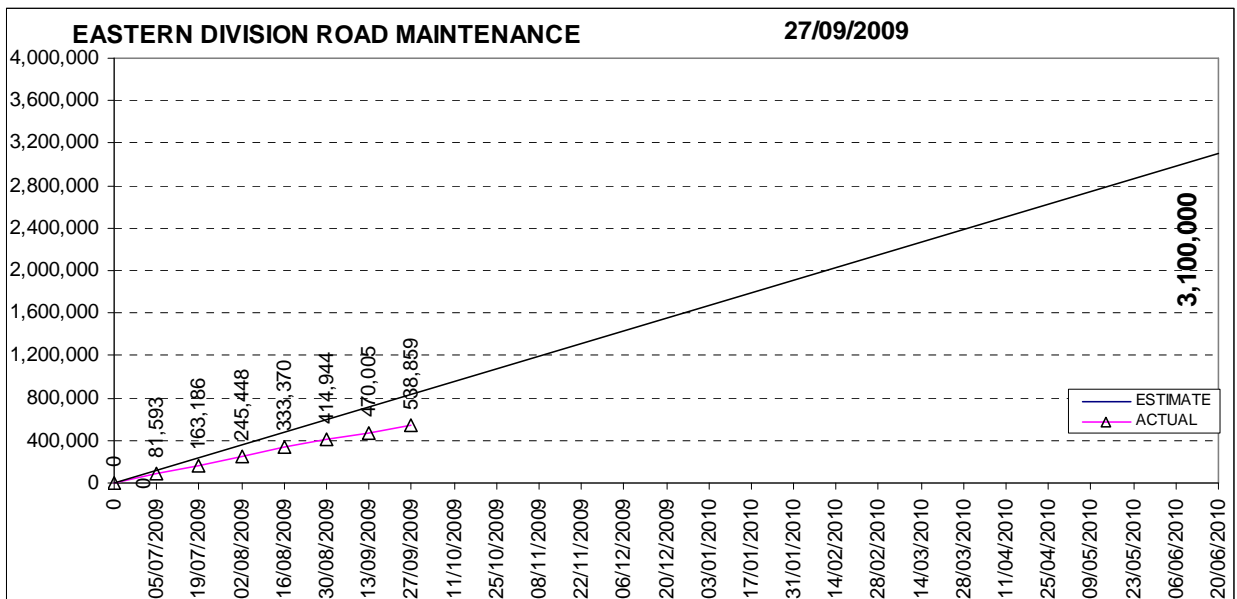
Recommend that the Job Construction Report, as presented, be received.

Carried

5/3 Works Department Maintenance Report – Eastern Division

Re: **W19/10/09** Works Department Maintenance Report – Eastern Division
 From: General Manager Works – Eastern Division - GC Ingham
 File: WR94/00018
 Date: 30 September 2009

Report: (General Manager Works - Eastern Division – GC Ingham)



W19/10/09 Moved: Cr R.A. Gâté Seconded: Cr J.A. Walker

Recommend that the Works Department Maintenance Report- Eastern Division, as presented, be received.

Carried

5/4 Works Cost Statement – Eastern Divisions

WORKS COST STATEMENT

W20/10/09 Moved: Cr R. Dyne Seconded: Cr I.T. Petersen

Recommend that the Road Maintenance, Road Construction and Road Contribution sections of the Works Cost Statement, as presented, be received.

Carried

5/5	Request for Extension of Glastonbury Creek Road Bus Route
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Re: **W21/10/09** Request for Extension to Glastonbury Creek Road Bus Route
 From: General Manager Works – Eastern Division – G Ingham
 File: 4/8/7/5-4 Doc # 1021809
 Date: 17 September 2009

Report: (General Manager Works - Eastern Division – GC Ingham)

The Works Committee considered a report on the 1st September 2009 – agenda item 5/4 regarding a request for a bus route extension. The report recommended declining the request but a resolution was passed to further investigate the request.

W19/09/09 Moved: Cr I.T. Petersen Seconded: Cr J.A. Walker
Recommend that staff be requested to provide a report as to what extent the bus route could be extended along Glastonbury Creek Road, to the next Works & Services Committee Meeting.

Further that the writer be advised accordingly.

Carried

Glastonbury Road was re-assessed on 16th September. The portion assessed was from the existing bus route turn around area to McGill Road intersection – the requested new turn around point. Particular note was made of:

- Portions of narrow single vehicle width road
- Numerous low level narrow stream crossings
- Several cattle grids
- Visibility issues
- Serviceability of road in inclement weather conditions to permit bus travel

Please note Council Policy PR-W-013 which states that in investigating new bus routes staff need to consider the following:-

“

- Ability of a bus and commercial vehicle (ie produce truck) to comfortably pass at any point on the road whilst travelling at a safe speed for the conditions.
- Ability of the road to remain trafficable to the standard required by school bus drivers, in most weather conditions.
- Location of a turnaround location so that a bus does not have to reverse into oncoming traffic, unless visibility is excellent
- Any upgrading required to meet the above, the cost estimate thereof and the potential source of funding
- Any limitation of bus size “

Of major concern are the first two points above. As stated previously, most portions of the road are single vehicles width only. It is not a recommended environment for a school bus to travel. There are very limited, if any, areas where a bus and commercial vehicle could comfortably pass, even at low speed. It would be difficult to maintain the road to the high trafficable standard required by school bus drivers without significant upgrade work.

Right from the end of seal (current bus turnaround) at 8.3 kms the unsealed road is narrow and contains a number of crests. At 8.8kms there is a low level concrete crossing, of only single vehicle width. A similar crossing exists at 8.9kms. the 100m portion of road between these two crossings is subject to flooding from adjacent Glastonbury Creek.

At 9.2kms and 10kms single lane cattle grids exist. AT 10.4kms there is another low level crossing of single vehicle width which inundates during high rainfall. Another narrow single vehicle width cattle grid exists at 10.5kms. The portion of road between 10.5kms and 13.2kms is undulating with a number of crests and valleys that would be difficult to maintain to a bus route standard. The road is also narrow with poor visibility. Mc Gill Road intersection is at 13.5 kms.

It would be difficult to maintain the road to a trafficable standard required by school bus drivers in most weather conditions. Wet weather would restrict a school bus's ability to traverse the road. The narrow width, poor visibility and a slippery road surface make it undesirable for a school bus route.

Costs to upgrade the road to an accessible school bus standard have not been included for the purposes of the report because of the low priority nature of the road when compared to other road projects. As a minimum 4 low level crossings would need to be widened and 3 cattle grids would need to be upgraded, most of the formation widened and crests flattened.

In summary, none of the requested portion of Glastonbury Road meets the assessment criteria of Policy PR-W-13, and routes for school buses command higher standards than those for cars.

It is not recommended that the bus route is extended beyond the current route for reasons outlined in this report.

Refer **Attachment 1** for a copy of Policy PR-W-13.

W21/10/09 Moved: Cr R.A. Gâté

Seconded: Cr R. Dyne

Recommend that the report be received.

Further that the request to extend the bus route be declined and that Ms Brenda Richards and the 4 other signatories to the request letter be advised accordingly.

Carried

5/6	Road & Drainage Maintenance Activities
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Re: **W22/10/09** Road & Drainage Maintenance Activities
From: General Manager Works – Eastern Division – Greg Ingham
File:
Date: 15 September 2009

Report: (General Manager Works - Eastern Division – GC Ingham & General Manager Works – Western Division – GG Curry)

The purpose of this report is to provide Council with information on Road & Drainage maintenance activities. This initial report provides a background to the entire maintenance operation and the intention is to report monthly to the Committee on specific maintenance items. Maintaining Road & Drainage assets is an important part of Council's business with these assets comprising more than 60% of Council's total fixed assets.

Gympie Regional Council maintains 2940km of road network. 578km are Main Roads and are maintained by Gympie Regional Council for Main Roads under a formal RMPC. Main Roads are not discussed in this report.

Of the 2362km of Gympie Regional Council roads, 1240km is sealed and 1122km is unsealed.

There are approximately 95 timber bridge structures and numerous concrete structures (including drainage structures.)

In the 2009/10 financial year Council has a budget of 4 million dollars for road and drainage maintenance across the region.

Maintenance Activities include:

Unsealed Roads

- Grading

- Pot hole patching
- Vegetation control
- Drainage
- Signs and road furniture

Sealed Roads

- Pot hole patching
- Pavement repairs
- Edge break repairs (see separate report on agenda)
- Kerb and channelling repairs
- Shoulder grading (see separate report on agenda)
- Vegetation control
- Drainage
- Urban works
- Road marking
- Signs and road furniture
-

Structures

- Routine bridge maintenance
- Culvert repairs
- Headwall and outlet repairs
- Drainage

The current budget equates to \$1,693 per km. As traffic levels increase (which they are at approx 3% per year), the budget needs to increase accordingly. This is on top of increases in cost due to EB decisions and plant and materials cost rises.

Programming

A process has been developed to program maintenance. The program is priority based considering the hazard/risk to the road user.

An inspector currently undertakes the following;

1. Identification of the road that Council maintains using the Road Register.
2. Grouping roads into localities to assist in efficient programming of works.
3. Surveying the condition of all roads every 3 months (may need to be resurveyed following heavy rain or other events).
4. Categorising the roads into condition types.
5. Maintenance Tech Officer then produces prioritised program of works.

Some of the above activities will be explained in future reports to Council.

W22/10/09 Moved: Cr G. Engeman

Seconded: Cr R.A. Gâté

Recommend that the report be received.

Carried

5/7

Road Maintenance – Edge Breaks and Edge Drop Offs

Re: **W23/10/09** Road Maintenance – Edge Breaks and Edge Drop Offs
From: General Manager Works – Eastern Division – Greg Ingham
File:
Date: 30 September 2009

Report: (General Manager Works - Eastern Division – GC Ingham)

Edge breaks and edge drop offs are a key part of Councils Road Maintenance operations.

Edge breaks are defined as the edge of a bitumen road breaking away and the defect encroaching on the trafficable road surface. The defect is caused by traffic driving on the interface between the bitumen edge and the gravel shoulder. Council endeavours to repair edge breaks before the defect encroaches onto the sealed road surface by more than 300mm.

Edge breaks are generally repaired with asphalt or premix and squared off. Some repairs require more substantial boxing out and grading at the shoulder to provide support to the broken edge.

Edge drop off is defined as the level difference between the edge of seal or roadway and the adjacent unsealed shoulder. This defect can be caused by stormwater runoff or traffic and is the loss of shoulder material. It is different to the edge break defect above in that it is an unsealed shoulder defect not a sealed road edge defect.

Edge drop off repairs involve the grading and rolling of shoulders to ensure a smooth transition from the sealed road to the unsealed shoulder. Often existing material on site is used to re grade shoulders. Sometimes material needs to be imported to repair shoulders.

Staff endeavour to intervene and repair edge drop offs before the defect exceeds 100mm in depth, and thus reflects the level of funding Council provides.

Arterial and higher trafficked roads are prioritised above local collector and low traffic roads in programming the repair, where practicable.

For all maintenance activities intervention levels can vary accordingly to changes in budgets. For example maintenance budgets are affected by unforeseen circumstances such as major inclement weather events. With such occurrences intervention levels are adjusted accordingly to meet budgets.

W23/10/09 Moved: Cr G. Engeman

Seconded: Cr I.T. Petersen

Recommend that the report be received.

Carried

5/8	Main Roads Report – Tin Can Bay Road/Rainbow Beach Road Intersection
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Re: **W24/10/09** Main Roads Report – Tin Can Bay Road/Rainbow Beach Road Intersection

From: General Manager Works – Eastern Division – GC Ingham

File:

Date: 29 August 2009

Report: (General Manager Works - Eastern Division – GC Ingham)

Overview

Dept Main Roads invited Council (as Sole Invitee) to prepare a Tender for bitumen widening and intersection upgrading on Tin Can Bay Road in September 2008.

The proposed work is at two locations, 1.0 km length of shoulder paving and sealing adjacent to Snapper Creek, and approx 630 m length of bitumen widening at the Rainbow Beach Road intersection. The work involves clearing vegetation, earthworks excavation and embankment widening, pavement and bitumen surface widening.

Dept Main Roads letter of acceptance of Council's tender price of \$1,564,683.47 (including GST) was issued on 17/02/09 following negotiations between Dept Main Roads and Council staff. Possession of Site to commence construction work was issued on 17/02/09. Completion date was expected about mid-June 2009, weather permitting.

Construction work has proceeded generally in accordance with construction program approved by Dept Main roads. Work delays due to effects of wet weather (74 working days) have caused the expected date for practical completion to be extended from 17/06/09 to 09/10/09 (weather permitting). This date could be expected to be further extended if additional drying time is required for pavement material placed to date or further wet weather delays occur.

Bitumen spraying has been delayed and rescheduled on several occasions due to pavement material not drying sufficiently and cannot proceed until pavement has

no visible movement under load. Bitumen sealing of the widening is now programmed for Friday 02/10/09 (weather permitting).

Asphalt resurfacing of the intersection is programmed for Wednesday 07/10/09, with final bitumen reseat programmed to be completed on Thursday 08/10/09.

W24/10/09 Moved: Cr R.A. Gâté Seconded: Cr J.A. Walker

Recommend that the report be received.

Carried

SECTION 6: WORKS EASTERN DIVISION – GENERAL BUSINESS

Mr Ingham left the meeting at 11.03am.

Parks Manager Mr E French entered the meeting at 11.03am.

SECTION 7: WORKS - PARKS

7/1 Parks Monthly Report

Re: **W25/10/09** Parks Monthly Report

From: Parks Manager - Ed French

File: EP94/00008

Date: 29 September 2009

Report (Parks Manager – E. French)

Maintenance Works

As a result of the continued hot dry weather in recent weeks, reduced maintenance works have been undertaken with the focus on priority parks for the school holiday period and the Tin Can Bay Seafood Festival. Should current weather patterns extend for the following month, parks staff will continue with capital improvement projects and asset maintenance works such as painting of shelters, furniture, and signs.

Tree/vegetation pruning and removals

With the completion of the Federal funded projects, one team will continue with street tree pruning and removals as required throughout the region. The program

will focus on customer requests, trees or vegetation of concern prior to the storm season, trees of interest to the Water & Sewerage Division and pruning for access and visibility within road reserves within townships and urban areas.

Coastal Erosion

Should current weather conditions continue, resources will be available to undertake the replacement of fencing and access ramps in Lions Park and the bathing reserve at Rainbow Beach that were lost or damaged in the severe weather conditions experienced earlier in the year.

Fire Management

Discussions with relevant stakeholders within the Rainbow Beach community regarding fire management issues are yet to be held. The areas of concern are two reserves near Cooloola Drive and Council's reserves within the Rainbow Shores.

Staff will be undertaking the issuing of notices to property owners adjacent to encroachments on Council controlled lands in Cooloola Cove and Rainbow Beach as soon as resources permit.

Football Gympie funded improvements

As noted in last month's report, Football Gympie is contributing funds to the improvements at Jim Geiger Oval, and paying for improvements to Field One. These works will include installation of additional sprinklers and repositioning of the existing sprinklers to improve the efficiency of the irrigation system. Renovation works to the field will improve playing surface levels and cover.

These works will be undertaken in October under supervision by Council staff.

CRDB Office Pedestrian Access Path

These works will be started in mid-late October, as resources permit.

Nelson Reserve – Apex Park

Improvements to the lighting within the skate park and playground areas have been undertaken for safety and amenity considerations. Further improvements should be considered when an upgrade/redesign of the park is undertaken.

Planning for such works should be undertaken following the completion of the All Abilities Play space project to allow adequate time and resources, and consultation with the community and interest groups, prior to allocating and seeking funds for consideration in the 2011-12 Parks Capital Improvements Program.

Staff will investigate utilising existing allocated funds to relocate the double barbecue setting located near the River Road entrance to the park, to the shelter

between the playground and new public toilets. This location will better serve park users and prepare for a future connection to a bulk gas storage facility, removing the problems associated with use of small gas bottles.

Painting of the shelters and furniture in Nelson Reserve will be a priority prior to the Christmas holiday period.

Rainbow Beach Road verge erosion/vehicle control

As resources permit, staff will undertake works to correct existing erosion on the verge and place bollards/posts to prevent vehicles from continuing to promote the damage.

PARKS CAPITAL IMPROVEMENT WORKS

Cod Street Shelter Replacement – Tin Can Bay Performance shelter

The shelter component of the project has been completed in time for use as part of the Tin Can Bay Seafood Festival. The Festival's use of the shelter as a performance stage will guide the positioning of permanent seating inside the shelter and location of interpretative signs associated with the project.

The future relocation of the adjacent electrical power box and provision of power to the shelter will be considered when locating and designing the interpretative sign.

Gympie Regional All Abilities Play Space

Works on site are progressing well with completion of construction of the new car park and associated works expected in October.

Further landscaping preparation works will be undertaken in November, following approval of the Play Space design from the Queensland State Department of Community Services, a funding partner.

Council staff are presently awaiting Council approval of a policy relating to sponsorship and contributions from private and commercial interests to Council projects such as the All Abilities project prior to actively seeking partnerships with companies, groups and individuals.

A number of companies have already expressed a strong interest to be involved in the project.

Memorial Park Rotunda - Gympie

As resources permit, maintenance and repair works required will be completed within the following two months. This project will be given a high priority.

AUSTRALIAN GOVERNMENT FUNDED PARKS-MANAGED PROJECTS

Nelson Reserve Recreation & Skate Park project – Skate Park component.

The shelter and associated seating is being constructed on site as this report is being prepared. Completion is expected within funding agreement time frames.

The shelter will provide shade and a meeting point for skate park users. Any further improvements to the skate park will be designed to compliment the style of the materials used in this structure.

Senior Citizens Gympie Exercise Park

Installation was underway at the time of writing this report. It is expected that the project will be completed within funding agreement time frames with the installation of lighting the final task to be undertaken.

Calton Gardens Restoration

Expenditure of Federal funds allocated to this project has been completed. Minor planting, tidy up works and completion of the irrigation system is expected to be finished prior to this Works meeting.

Entry statements Tin Can Bay & Rainbow Beach

The two entry statements have been installed and minor landscaping works are required for completion of the projects. Federal funds have been expended, with allocated Council funds being utilized after September 30.

Representatives from the Rainbow Beach Progress Association and the Rainbow Beach Chamber of Commerce have indicated that both groups will assist with and contribute funds towards the completion of the Rainbow Beach Entry Statement. Council staff will liaise with the groups to facilitate this valuable assistance.

The location for the Rainbow Beach sign had to be changed due to the location of services and the additional cost and short term closure of the road to allow for installation in the preferred location. The planting of a green hedge behind the entry statement will give greater prominence to the sign and planting of low plants and/or turf in front will also further improve the presentation.

One Mile Ovals – Irrigation, drainage and other improvements

The project will be completed within the funding agreement time frame, with the planting of couch grass stolons on Tuesday 29 - the last component to be completed.

The construction of a concrete wicket has been delayed to allow further consideration to the provision of a turf wicket instead. A turf wicket will allow other sports to play over the entire field but will require additional maintenance resources. Further consultation and master planning of the One Mile Ovals in the coming months will determine the outcome.

Tin Can Bay - Wes Mitchell Park Outdoor Fitness Equipment

The installation of one final piece of equipment and individual equipment signage will complete this project within required time frame.

Rainbow Beach – Phil Rogers Park upgrade.

Project successfully completed.

Mullins Creek Heritage Site – vehicle exclusion bollards

Project successfully completed.

Amamoor Playground

Project successfully completed.

Gunalda Playground Safety Fencing

Project successfully completed.

Norman Point

Project completed. Hot and dry weather conditions have made it difficult to maintain the newly planted turf in good condition. However, continued watering over an extended period should improve the health of the turf.

Cooloola City Farm will assist Council with planting of one area adjacent to the car parks at the public toilets. These works will be done utilising Council funds. Federal funds are expended.

Imbil Park Upgrade

The project is almost complete at the time of writing this report. Federal funds are expended though a fabrication fault with the shelter has required additional works at the suppliers cost. The supplier is aware of the time restraints and is endeavouring to complete the shelter construction as soon as possible. The outstanding work is the provision of the balustrade and internal seating.

A separate report regarding the Imbil Memorial Park Improvements Project is included in this Works meeting agenda.

Acknowledgement of Council staff performance

The undertaking of a large number of capital improvement projects to tight time frames, preparation for the Tin Can Bay Seafood Festival whilst also maintaining suitable standards to priority parks and reserves, and other normal duties, has required hard work, input, patience and understanding from many staff from within a number of Council sections. Recent hot and dry weather has increased the challenges and difficulties involved.

I would like to thank the many Council staff from all Directorates for the assistance and co-operation given to enable the completion of the Federal & Council funded projects to date. Parks staff has also performed excellently with a large number of difficult and challenging tasks undertaken under less than ideal conditions.

Many contractors and suppliers have also assisted and worked with Council to achieve outcomes and this is gratefully appreciated.

W25/10/09 Moved: Cr J. Watt

Seconded: Cr D.R. Neilson

Recommend that the Parks Monthly Report, as presented, be received.

Further that all staff involved in facilitating the Federally funded projects in Parks be congratulated on their excellent work in bringing the projects in on time and on budget.

Carried

The Director of Engineering Services extended his sincere thanks to Mr Ed French, Council's Parks Manager for his tireless efforts and outstanding commitment in ensuring the Federally funded projects have been completed.

Councillors also extended their thanks to Mr French for his dedication and commitment to his job.

7/2	Works Cost Statement – Parks
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WORKS COST STATEMENT

W26/10/09 Moved: Cr R.A. Gâté

Seconded: Cr I.T. Petersen

Recommend that the Parks sections of the Works Cost Statement, as presented, be received.

Carried

7/3

Laurie Hanson Park, Rainbow Beach

Re: **W27/10/09** Laurie Hanson Park, Rainbow Beach
From: Parks Manager – E French
File:
Date: 29 September 2009

Report: (Parks Manager – E. French)

Following pruning works undertaken in Laurie Hanson Park at Rainbow Beach, an on-site meeting with members of Council and representatives of the Rainbow Beach community was held to discuss further works in the park.

One outcome of the meeting was that the Parks Manager would liaise with the Rainbow Beach Progress Association to formulate an agreement on how the Association could assist Council to improve the maintenance of high priority areas within the Rainbow Beach Township.

One such area was the planted embankment between the Surf Life savers clubhouse and the timber lookout to the north. Input for a management plan was sought and has been received from Cooloola Coastcare. Further discussions will be undertaken with National Parks officers and Cooloola City farm representatives in the near future with an agreement planned for start of works in October.

A bare area within the area of pruned vegetation will be planted with suitable endemic species to minimize erosion and as a trial for any further plantings in this location. Cooloola City farm will assist in these works.

One of the ongoing maintenance and erosion concerns along the length of the embankment is the continued access by pedestrians down the embankment in fragile locations. An example is where persons have accessed beside the constructed timber lookout to the concrete path below. Not only does this continued action cause serious erosion problems, it may also present a liability to Council when preventative actions, such as temporary fencing, are taken.

With the removal of the access ramp to the beach at the southern end of Phil Rogers Park, there is now a section of steps and platforms that do not connect to the beach, and continue to contribute to erosion caused by people wishing to continue on down to the beach or sand blow. The removal of the timber steps and lookout past the first platform may assist in reducing unwanted access to these fragile areas.

It is proposed that Council staff investigate the option of relocating sections of this structure to adjacent to the timber lookout in Laurie Hanson Park. The intended outcome is to provide another access point to the beach, and reduce the likelihood

of members of the public from taking “short cuts” through vegetation planted on the embankment between the Surf lifesavers clubhouse and the concrete stairway in Laurie Hanson Park.

W27/10/09 Moved: Cr G. Engeman

Seconded: Cr R.A. Gâté

Recommend that Council authorise staff to investigate the relocation of sections of the timber lookout and boardwalk in Phil Rogers Park, to Laurie Hanson Park, Rainbow Beach.

Carried

7/4	Esplanade Ratepayers Adopt a Park Proposal
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Re: **W28/10/09** Esplanade Ratepayers Adopt a Park Proposal -
From: Esplanade Ratepayers Adopt a Park Spokesperson, Ken W Dodt, 78 Esplanade, Tin Can Bay 4580
File: 4/6/6/2-2
Date: 29 September 2009

Report (Parks Manager – E. French)

A meeting was held with a group of local residents, a number of Councilors and the Parks Manager at the Wes Mitchell Park Tin Can Bay. The letter is from a spokesperson of the group outlining some of the points raised at that meeting.

The residents wish to assist Council to “clean up” the predominately native vegetated area immediately to the south of the public toilets in Wes Mitchell Park. The vegetation is a mix of groundcovers, grasses, intermediate height shrubs and taller shrubs and trees. A drain runs through the area, carrying storm water from the park, road and urban area, to the bay. At times there is water held in the drain due to high tides or closures of the outlet due to sand/flotsam build up.

The native vegetation growing in and adjacent to the drain is likely to significantly improve the quality of low flows of storm water emptying in to the bay. Many members of the public, including local residents would have a more favorable opinion than the above group of residents, of the aesthetics of vegetation in this area and values it offers to the environment and park. There is significant amount of debris such as palm fronds that needs removal.

There may be some merit in improving visibility through the vegetated area to assist Police in undertaking their duties, given the proximity to the playground and public toilets. This could be done by removing or pruning a proportion of the vegetation in the 1 metre to 2 metres high zone, leaving the native ground cover in

place and sufficient replacement trees and shrubs to maintain a cover for future growth and establishment.

It should be noted that this is the only area of vegetation that it is recommended that this action be proposed for.

It is best if Council staff undertake any pruning or vegetation removal works required. Other tasks that the Esplanade Ratepayers Adopt a Park group may wish to assist Council with to improve the aesthetics and cleanliness of the park include litter removal, if they don't do so already, and painting of shelters and furniture throughout Wes Mitchell and William Dodt Parks.

It is recommended that Council does not undertake any works, nor allow any residents groups to reduce density of vegetation within the foreshore for the purpose of improving views of the bay by pruning/clearing of vegetation of "natural areas".

Works undertaken within the foreshore reserve by another group have caused some concern within the community and can be difficult to control with the possibility of various individuals wishing to achieve differing outcomes. Should residents groups undertake such maintenance work, it would be better arranged under the leadership, responsibilities and liability of an incorporated organization.

W28/10/09

Moved: Cr R.A. Gâté

Seconded: Cr J. Watt

Recommend that Council thank the Esplanade Ratepayers Adopt a Park Group for the offer to assist with works in the Tin Can Bay Foreshore reserve, and advise that Council initially declines their offer to remove and/or prune any vegetation within the reserve.

Further, that the Group be advised that Council will undertake some works within the vegetated area in question, as directed by the Parks Manager, to improve visibility for the purpose of assisting Police in their duties, and that these works will only be undertaken when resources and priorities permit.

Further that the involvement of the local Group be considered at a later date, noting that public liability and workplace health and safety issues will need to be resolved.

Carried

7/5

Imbil Memorial Park Improvements

Re: **W29/10/09** Imbil Memorial Park Improvements
From: Parks Manager - E French
File:
Date: 29 September 2009

Report (Parks Manager – E. French)

Improvements have been undertaken as part of the Imbil improvements to seating and shade in Memorial Park project, utilizing Federal and allocated Council funds. Federal funds have been expended on the supply and construction of an 8 metre wide gazebo and associated coloured concrete floor, forecourt and connecting pedestrian path.

Council funds have paid for the supply of seating planned for installation on the existing paved area. The mounting of the seats to the clay pavers is not ideal but can be done with them removed and fixed on to concrete at a later stage. Being Council funded, these works can be undertaken according to Council's priorities and resources.

The afore-mentioned Council funds, \$10,000, were allocated a number of years ago for a special project in Imbil, not decided upon at that time. At the time of writing this report, further investigations were required to determine if the funds were allocated from General Funds or from Parks Contributions.

It is proposed that consideration be given to the continuation of the improvement works within Imbil Memorial Park to the extent that existing Parks Contributions from the Imbil area permits. At the time of writing this report, there was approximately \$36,000 for allocation to a Parks project within Imbil area, not including the \$10,000 mentioned above.

It would be advisable that a plan be developed that would show an overall concept for the park with estimated costs attached. Such a plan should also take into consideration the Village Renewal Pilot project currently being undertaken by Mary Valley Inc.

The park improvement plan should allow for a staged development according to availability of funds and any future relocation of the markets and existing restraints due their weekly presence. Such a plan should be developed as soon as possible to allow a continuation of the park improvements including replacement of the existing clay pavers and construction of a concrete pedestrian path connecting to the Timber Walk that links with the Bert Smith Memorial Park and playground. Seats purchased as part of existing works would then be installed on the new concrete area.

During the consultations on this project, input into alternative market locations was sought from relevant stakeholders. Further investigations and consultation needs to be undertaken, as the long term use of the park for the location of weekly markets will continue to damage the park, restrict the area available for non-market participating public and restrict the style of and placement of new facilities and landscaping within the park.

The matter of the possible re-location for the markets, improved provision of car parking spaces, new public toilets, and future development of Council land adjacent to the river requires the development of a long term plan involving all Council directorates.

W29/10/09 Moved: Cr D.R. Neilson Seconded: Cr I.T. Petersen

Recommend that the information be received.

Further, that the Parks Manager report back to the Works Committee with recommendations for funding of further improvement works in the Imbil Memorial Park.

Carried

SECTION 8: WORKS – PARKS – GENERAL BUSINESS

Mr French left the meeting at 11.32am.

General Manager Works West – Mr G Curry entered the meeting at 11.32am.

SECTION 9: WORKS – WESTERN DIVISION

9/1 Works Cost Statement – Western Divisions

WORKS COST STATEMENT

W30/10/09 Moved: Cr G. Engeman Seconded: Cr I.T. Petersen

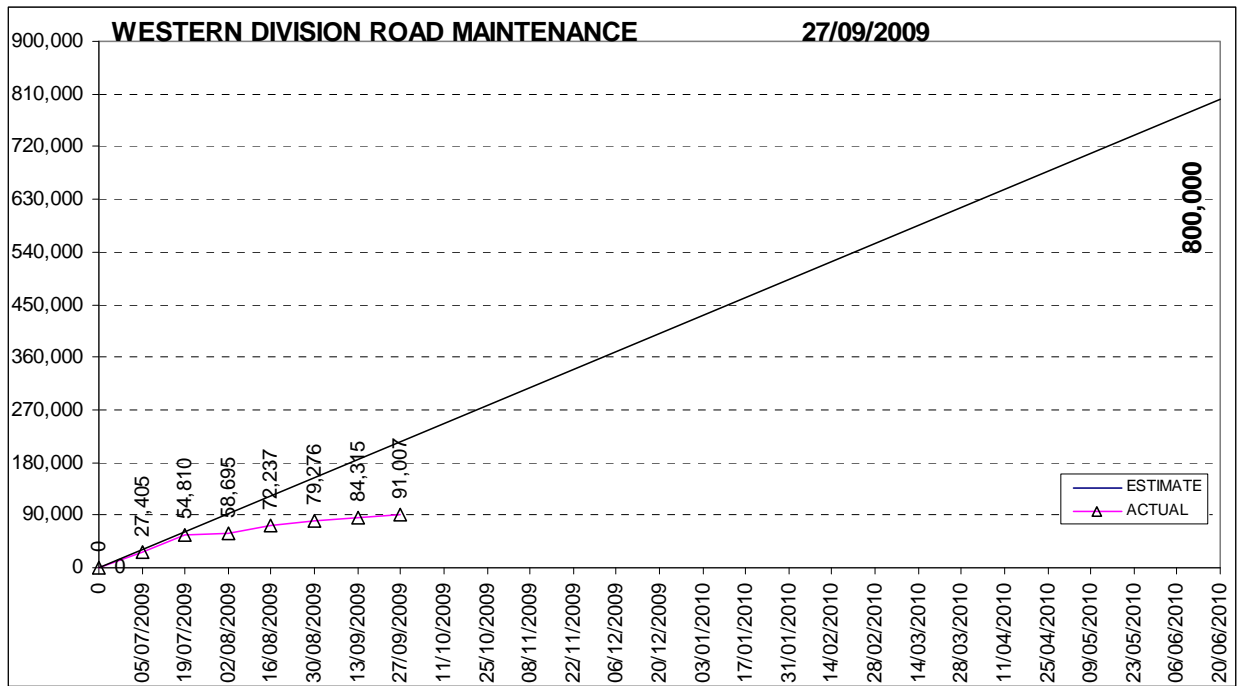
Recommend that the Road Maintenance, Road Construction and Road Contribution sections of the Works Cost Statement, as presented, be received.

Carried

9/2 Works Department Maintenance Report Western Division

Re: **W31/10/09** Works Department Maintenance Report – Western Division
 From: General Manager Works – Western Division – GG Curry
 File: WR94/00018
 Date: 30 September 2009

Report: (General Manager Works – Western Division – GG Curry)



W31/10/09 Moved: Cr G. Engeman

Seconded: Cr D.R. Neilson

Recommend that the Works Department Maintenance Report – Western Division, as presented, be received.

Carried

Cr Walker left the meeting at 11.33am.

9/3	19 Moore Street, Goomeri Concern
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Re: **W32/10/09** 19 Moore Street, Goomeri Concern
From: Woods Murdoch Solicitors, 2/26 King Street (PO Box 980), Kingaroy Qld 4610
File: 4/8/7/7-07 Doc # 1070227
Date: 31 August 2009

“We act for Menas Peters the owner of shop premises situated at 19 Moore Street, Goomeri who has instructed us to write to Council and bring to the attention of all Councillors who he considers could be a danger to the public and appears to have contributed to the damage of various awnings along Moore Street, Goomeri.

Mr Peters believes that the camber of the road surface in the vicinity of this shop premises tilts the top of high vehicles, such as frozen food vehicles, and they strike the awnings when being parked to unload goods for businesses.

Mr Peters instructs that he is concerned that on an occasion that a vehicle strikes an awning flying debris could hit a pedestrian causing personal injury that could give rise to a claim not only against the owner/driver of the vehicle, the shop owner but also Council.

Mr Peters believes that the matter should be investigated by Councillors and the appropriate Council Officers. He believes the potentially dangerous problem could easily be overcome by the construction of a concrete bumper the appropriate distance from the kerb and channel to keep vehicles out from the kerb and channel and away from the shop awnings.

We would be pleased if we could be advised when the matter has been dealt with so that we can advise our client accordingly.”

Report: (General Manager Works – Western Division – GG Curry)

In approximately 1999 the Burnett Highway in Goomeri received an asphalt overlay.

The overlay of the through lanes (Burnett Highway) has resulted in an increased cross fall of the parking lane on the western side of the highway. Measured cross falls varied between 5.9 and 13%.

The area outside the edge line varies in width from 2.85m to 4.3m. The car parks are 2.45m wide.

Kilkivan Shire arranged for some signage to be installed in 2007 to advise motorists of the potential hazard for high vehicles.



Some options to remedy the situation include:

- Removal of building awnings
- Reduction in the length of the awnings
- Raising of awnings
- Removal of parallel parking bays in some areas
- Reconstructing the foot path and parking lane to reduce the cross fall
- Relocate the car parks towards the traffic lane

Installation of a concrete bumper, as suggested by the writer is not feasible as the concrete bumper would provide a tripping hazard.

The southern end of the shopping precinct near Cheeseworld has the greatest cross fall and the smallest distance to the edge line. It is not possible to move the car parks sufficiently away from the kerb in this location. Moving the car parks towards the edge line should reduce the incidence of vehicles hitting the awnings (provided vehicles stay within the parking bay). But will not prevent the occurrence.

W32/10/09 Moved: Cr G. Engeman

Seconded: Cr R.A. Gâté

Recommend that Council seeks the input of the Department of Main Roads to moving the parallel car parks on the western side of Moore street (south of the rail crossing) closer to the edge line of the Burnett Highway.

Further that the writer be advised that Council is investigating options to reduce the likelihood of vehicles hitting the awnings, however property owners are liable for the awnings within the road reserve.

Carried

9/4

Stock Route Network Management Regulation 2009

Re: **W33/10/09** Stock Route Network Management Regulation 2009
From: Craig Magnussen, Principal Policy Officer, Land Management & Use,
Department of Environment and Resource Management
Received via email – craig.magnussen@derm.qld.gov.au
File: Doc # 1070264
Date: 02 September 2009

“The Government has released a Regulatory Impact Statement (RIS) outlining the likely impacts from proposed regulatory changes to stock route management, particularly a revised fee structure.

In addition to the proposed fee structure, the Government has approved reforms aimed at improving the management and use of Queensland’s stock route network. Information on the approved reforms is included as Appendix 1 to the RIS.

The reforms were developed following the review of stock route network management and will be incorporated in drafting new stock route legislation – the Stock Route Networks Management Bill.

Please find enclosed a copy of the Regulatory Impact Statement (RIS) Stock Route Network Management Bill 2009. The RIS is open for public submissions until 19 October 2009.

Information sessions for local governments on the RIS and other reforms are to be conducted jointly with LGAQ. LGAQ is seeking interest from councils before locations and dates of the sessions are confirmed.

While it is true not all local governments contain declared stock routes, the reforms may impact on all local governments.

Should you have any further enquiries, please do not hesitate to contact me.”

REFER ATTACHMENT 3

Report: (General Manager Works – Western Division – G.G. Curry)

Regulatory Impact Statement – Stock Route Network Management Regulation 2009

The Department of Environment and Resource Management is seeking feedback regarding proposed reforms to the management and use of the stock route network. Responses are required by 19 October 2009.

The Stock Route Management Regulation is proposed. Key impacts for the proposed regulation include:

- Travel fees framework with increased fees
- Emergency agistment fee framework
- Annual Grazing Agreement fee framework

The proposed Annual Grazing Agreement (AGA) framework could allow grazing over inactive parts of the stock route network, and may be declared over unfenced parts of the network that are enclosed with adjoining property and being grazed . The document recommends that AGA's be issued by local government.

Under the Land Protection (Pest and Stock Route Management) Act 2002 roads are considered to be stock routes. Verbal advice from a Department of Environment and Resource Management representative was that road reserves fenced into properties would be charged using the AGA formula or fenced out of the property by the property owner at their expense.

Council has many hundreds of kilometres of road reserve which is fenced into various properties. Setting up AGA's for these road reserves is likely to be resource intensive and fencing out road reserves for those landholders who do not wish to participate in AGA's is likely to be expensive.

The RIS proposes that the majority (but an unspecified percentage) of fees collected from AGA's be retained by the Local Government and the balance forwarded to Department of Environment and Resource Management.

The RIS proposes a 1 year moratorium on Local Government collecting AGA fees from the commencement of the regulation. Local Government must ensure that existing fencing is not allowed to fall into a state of disrepair, or be removed, during or after the AGA implementation period.

As an example of the proposed AGA fee framework a 923m long section of road reserve from Everett Road to the Mary River would currently have an AGA fee of between \$358 and \$940 (plus GST) per annum depending on the percentage selected by Council.

As mentioned above, setting up AGA's would be resource intensive. In boundary instances, survey would be required to ascertain which property includes the road

reserve and the annual nature of the Agreements means that property owners could opt out at any time provided the road is fenced out of the property so inspections will be required.

A full copy of the Regulatory Impact Statement has been provided for Councillors information.

Cr Walker returned to the meeting at 11.41am.

W33/10/09 Moved: Cr G. Engeman

Seconded: Cr I.T. Petersen

Recommend that Council write to the Local Government Association of Queensland and Stock Route Network Management pointing out that the proposed Bill needs to be amended to avoid it impacting on narrow road reserves, as compared to stock routes. This Council currently encourages the fencing in of road reserve to properties so that fire fuel and noxious plants are managed by the property owner. If roads are not exempt, their management would be an enormous impost on staff and finances.

Further that the take-up rate by farmers of Animal Grazing Agreements is likely to be very low. In its proposed form the legislation is unworkable for many Queensland Councils.

Further, that Council note that the Chief Executive Officer has been authorised to send this advice from today's meeting and it is recommended that the Committee's action in this matter be endorsed.

Carried

Cr R.A. Gâté left the meeting at 11.44am.

9/5	Job Construction Report
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Re: **W34/10/09** Job Construction Report
From: General Manager Works – Western Division – G.G. Curry
File:
Date: 30 September 2009

Report: (General Manager Works – Western Division – G.G. Curry)

Munna Miva Road

Construction of a section of Munna Miva Road to a sealed standard.
Work has commenced.

Main Roads Network

Pavement repairs in preparation for the reseal program are in progress on the Bauple – Woollooga Road.

Pavement repairs in preparation for the reseal program have been completed on the Burnett Highway and Wide Bay Highway.

Heavy shoulder grading has been undertaken on sections of the Burnett Highway and Kilkivan – Tansey Roads

W34/10/09 Moved: Cr I.T. Petersen Seconded: Cr J.A. Walker

Recommend that the Job Construction Report – Western Division, as presented, be received.

Carried

9/6	Gympie Sewerage Treatment Plant
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Re: **W35/10/09** Gympie Sewerage Treatment Plant
 From: General Manager Works – Western Division – G.G. Curry
 File:
 Date: 30 September 2009

Report: (General Manager Works – Western Division – GG Curry)

The contractor has recommenced work on the Sewerage Treatment Plant site.

Payments to August (GST exc)

Variations to date	\$102,030.91
Adjusted contract value	\$19,242,818.15
Value of completed to date	\$369,600.60
Date for practical completion	11 March 2011

W35/10/09 Moved: Cr D.R. Neilson Seconded: Cr J. Watt

Recommend that the Report be received.

Carried

9/7

Report on Waste Projects

Re: **W36/10/09** Report on Waste Projects
From: General Manager Works – Western Division – G.G. Curry
File:
Date: 29 September 2009

Report: (General Manager Works – Western Division – GG Curry)**Bonnick Road**

Installation of 2100mm dia reinforced concrete pipes is complete and construction of personnel access chambers is well advanced. Backfilling of the trench has commenced. It is planned to install a trunk sewer in the trench with the balance of backfilling to continue after the sewer installation. Filling of the transfer station and hardstand area has commenced.

Excavation of the new land fill cell has commenced.

The final estimate for the landfill cell has been received from the consultant. The final estimate is \$4.83m - \$5.23m (excl GST). The installation of the post closure leachate overflow to sewer could be deferred and this would reduce the estimate to \$4.23m (excl GST) which includes \$700,000 contingencies.

The current budget provision for the landfill cell is \$3.5m and a further allowance of \$3.5m for the transfer station. It is unlikely that the budget for the transfer station will be fully expended this year. If necessary funds from the transfer station budget could be transferred to the landfill cell construction.

Cooloola Cove Transfer Station

An offer and clarification of the offer for the Bayside Road Pit site have been received from the Department of Environment and Resource Management. The Mayor has written to the Hon Kate Jones MP Minister for Climate Change and Sustainability seeking a review of the offer.

Preparation of documentation for a consultancy to design the Cooloola Coast Transfer Station has recommenced.

W36/10/09 Moved: Cr R. Dyne**Seconded: Cr R.A. Gâté****Recommend that the Report be received.****Carried**

Cr R.A. Gâté returned to the meeting at 11.47am.

SECTION 10: WORKS WESTERN DIVISION – GENERAL BUSINESS

Mr Curry left the meeting at 11.50am.

Lands Protection Manager Mr M Webb entered the meeting at 11.50am.

SECTION 11: WORKS - LAND PROTECTION

11/1 Land Protection Monthly Report

Re: **W37/10/09** Land Protection Monthly Report

From: Lands Protection Manager – Mr M Webb

File:

Date: 28 September 2009

Report: (Lands Protection Manager – M.J. Webb)

Herbicide Spraying:

Hot dry conditions during the past month have resulted in a slow down of weed growth throughout the region. However spray crews have been busy conducting inspections, monitoring and spot - spraying of any weeds found on Council roads.

Declared weeds:

The first batch of warning letters under the recently adopted Giant Rats Tail Grass policy has been issued. Response to date has been fair. Lands Protection Officers will begin inspections on those landholders who have not responded, in the coming weeks. The second round of warning letters is currently being prepared.

Spraying of declared weeds on State controlled roads is now being managed under a new system known as “Element 5”. This particular activity is now a stand-alone operation with its own quarantined funding and is no longer part of the Road Maintenance Performance Contract, however spraying of guide posts and roadside furniture is still done under the Road Maintenance Performance Contract.

Declared Animals:

A 1080 baiting campaign to control wild dogs was conducted in the Western Division on September 25th and October 2nd, with 15 landholders taking part. The campaign in the Eastern Division commenced yesterday, October 5th and will continue for the next couple of weeks. A review of baiting procedures will be conducted in coming months, to see if we can improve our delivery of services in this area.

Reports of sightings of feral pigs continue to increase. As part of a joint project with the Gympie TAFE College, Council has three new pig traps available for hire to landholders. A further four traps will be ready before Christmas. It is hoped that landholders will avail themselves of this resource.

Lands Protection Officers have received a number of enquiries regarding feral deer since their declaration as a pest. The two most common species of deer in our region, the Red Deer and the Fallow Deer, are a class three pest, which means they need to be controlled only in environmentally significant areas or on land that adjoins an environmentally significant area. It needs to be pointed out that Council's Land Protection Officers are not responsible for the removal of wild deer from someone's property. In the same way as a landholder is responsible for controlling declared weeds on their land, so are they responsible for declared animals.

W37/10/09 Moved: Cr G. Engeman

Seconded: Cr R.A. Gâté

Recommend that the Lands Protection Monthly Report, as presented, be received.

Carried

11/2	Lands Protection Survey Program (November 2009 to February 2010)
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Re: **W38/10/09** Lands Protection Survey Program (November 2009 to February 2010)

From: Lands Protection Manager – M.J. Webb

File:

Date: 28 September 2009

Report: (Lands Protection Manager – M.J. Webb)

Council, under Section 241 of the Lands Protection (Pest & Stock Route Management) Act 2002, must approve by resolution a Pest Survey Program. This then allows Council's authorised officers to enter properties to monitor compliance with this Act. Compliance notices will result from these programs.

**LAND PROTECTION (PEST AND STOCK ROUTE
MANAGEMENT)
ACT 2002 SECTION 241**

PEST SURVEY PROGRAM

Areas to be covered in this Program

Property inspections throughout the following areas will be conducted by Council Officers authorised under Section 244 of the Act during the Program:

Area 1 – East of Mary River in the Gympie Regional Council Area

Area 2 – West of Mary River in the Gympie Regional Council Area

Criteria for Selection of Above Area

The area is a position of the local government area for which inspection by Council officers is feasible within 3 months, and the area is considered a high priority for all pests declared under the Lands Protection (Pest and Stock Route Management) Act 2002 in accordance with the Local Government Area Pest Management Plan.

Purpose of the Program

- To monitor compliance with the Land Protection (Pest and Stock Route Management) Act 2002 in relation to declared pests.
- To aid in monitoring/mapping the distribution and spread of declared pests.
- To promote landowners Best Practice in the treatment of declared pests.
- To ensure that persons or organisations holding Declared Pest Permits are complying with the requirements of the Land Protection (Pest and Stock Route Management) Act 2002.

These inspections will be conducted on urban and rural properties within the area/s stated above. In addition to this program, places open to the public, such as Plant Nurseries, Landscape Garden Suppliers, Seed Merchants, Stock Fodder Suppliers and Quarry Material Suppliers, will be inspected from time to time by Council to monitor compliance with the Act.

Commencement and Duration of Survey:

The survey of **Area 2** will commence on the **2nd November 2009** and will be in force for a period of **3 Months**, expiring on **1st February 2010**.

The survey of **Area 1** will commence on the **3rd November 2009** and will be in force for a period of **3 Months**, expiring on **2nd February 2010**.

W38/10/09 Moved: Cr I.T. Petersen

Seconded: Cr R.A. Gâté

Recommend that Council approve two Pest Survey Programs under Section 241 of the Lands Protection (Pest & Stock Route Management) Act 2002 to

begin on 2nd November 2009 for the area west of the Mary River and on the 3rd November 2009 for the area east of the Mary River.

Further, that the Council note that the Chief Executive Officer has been authorised to send this advice from today's meeting and it is recommended that the Committee's action in this matter be endorsed.

Carried

SECTION 12: WORKS - LAND PROTECTION - GENERAL BUSINESS

Wild Dog Bounty

W39/10/09 Moved: Cr I.T. Petersen

Seconded: Cr G. Engeman

Recommend that the Mayor discuss the wild dog bounty situation with Fraser Coast Regional Council.

Further that this matter be placed on the agenda for the next ROC Meeting.

Carried

Mr Webb left the meeting at 11.58am.

ADJOURNMENT OF MEETING

The Meeting adjourned for lunch at 11.58am.

PRESENT: Crs L.J. Friske (*Committee Chairman*), R. Dyne (*Mayor*), R.A. Gâté, D.R. Neilson, I.T. Petersen, J. Watt, Mr K.A. Mason (*Chief Executive Officer*), Mr R.A. Fredman (*Director of Engineering Services*) and Mrs L. Birt (*Minutes Secretary*).

The Meeting resumed at 12.17pm.

General Manager Water & Sewerage Mr I Schiefelbein was present when the meeting resumed.

SECTION 13: WATER & SEWERAGE DIVISION**13/1 Works Cost Statement – Water & Sewerage****WORKS COST STATEMENT****W40/10/09 Moved: Cr R. Dyne****Seconded: Cr R.A. Gâté**

Recommend that Water & Sewerage sections of the Works Cost Statement, as presented, be received.

Carried

13/2a Water & Sewerage Projects - Subsidies

Re: W41/10/09 Water & Sewerage Projects - Subsidies

From: Peta Jamieson, Executive Director, Regional Services, Local Government and Planning Group, Dept of Infrastructure and Planning

File: Doc # 1072624

Date: 10 September 2009

“I refer to Gympie Regional Council’s currently approved projects with the Department of Infrastructure and Planning (DIP).

On 19 June 2009 you were advised in a letter from Associate Director-General Mr Michael Kinnane, of the changes to grants and subsidies administered by the Department. In particular, you were advised that funding would be honoured for projects where approval was granted from 1 July 2006 – 30 June 2007 when a claim had been paid by the Department or an extension of time had been granted. Funding has also been honoured for all other projects approved since 1 July 2007.

As you would be aware, all of the DIP funded projects are to be completed within a two year timeframe. However, you will note that some honoured projects approved since July 2006 have already reached their funding expiry date where an extension of time has not been approved. The honouring of these projects provided additional time for Councils to finalise projects that were not completed within the two year period.

The Department is now finalising all outstanding projects that should have been completed. Attached is a list of council’s currently funded projects. This list includes a new final completion date of 30 November 2009 for projects that were

approved from 1 July 2006 – 30 June 2007. In addition, projects approved from 1 July 2007 – 29 November 2007 also have a new completion date of 30 November 2009, as indicated on the attached list.

If Council is unable to complete and acquit the nominated projects by 30 November 2009, Council will need to make a claim to the Department for the expenditure to date so partial funding can be claimed, thereby reducing the amount of funding to be lapsed.

Council's focus should now be on completing all approved projects within the two year timeframe. Council should closely monitor all projects, with final claims and relevant documentation submitted by the project's approved final completion date to avoid unclaimed funds being lapsed in the future. To assist Council with identifying the completion date for all other approved projects, final project completion dates have also been included in the attached list.

In extraordinary circumstances extensions of time may be granted. However, extensions will generally be limited to a maximum of six months.

Attachment 2 is the form to complete should Council need to request an extension of time. This form is also available online at:

<http://www.dip.qld.gov.au/resources/form/grants/time-extension-request.doc>

This form must be submitted to the Department at least six weeks prior to the project's final completion date.

If you require any further assistance or would like Departmental Officers to meet with your staff to discuss the administrative arrangements for your remaining approved projects, please contact Ms Leisa Dowling, your Regional Director of the Local Government and Planning Group, Department of Infrastructure and Planning on telephone number 4971 2337."

Project Reference	Project Approved Date	Original Completion Date	Final Completion Date	Approved	Paid	Outstanding
10041-01-075	19/03/2007	18/03/2009	30/11/2009	\$2,704,000	\$1,352,000	\$1,352,000
1 Project				\$2,704,000	\$1,352,000	\$1,352,000
10041-01-071	14/12/2007	13/12/2009	13/12/2009	\$8,720,000	\$7,260,202	\$1,459,798
10041-03-027	8/02/2007	31/12/2009	31/12/2009	\$15,000	\$0	\$15,000
2 Projects				\$8,735,000	\$7,260,202	\$1,474,798
10041-01-072	28/04/2008	28/04/2010	28/04/2010	\$56,000	\$0	\$56,000
10041-01-078	16/11/2008	16/11/2010	16/11/2010	\$40,000	\$20,000	\$20,000
10041-03-052	28/04/2009	30/06/2011	30/06/2011	\$107,200	\$0	\$107,200
10041-01-079	9/07/2009	9/07/2011	9/07/2011	\$11,784,000	\$0	\$11,784,000
4 Projects				\$11,987,200	\$20,000	\$11,967,200
7 Projects				\$23,426,200	\$8,632,202	\$14,793,998

13/2b Water & Sewerage Projects - Subsidies

Re: **W41/10/09** Water & Sewerage Projects - Subsidies
 From: Michael Kinnane, Associate Director-General, Dept of Infrastructure and Planning, PO Box 15009 City East Qld 4002
 File: Doc # 1049237
 Date: 19 June 2009

“As you are aware the Treasurer, the Honourable Andrew Fraser MP, announced the State budget on Tuesday 16 June 2009.

Balancing global economic pressures and the need to keep delivering infrastructure to build a strong Queensland the 2009-10 State Budget has

committed \$496.9 million from councils to support a range of essential community infrastructure.

Historically, Queensland Councils have benefited from significant levels of State funding and invested these funds in a range of necessary infrastructure that contributes to long-term community and environmental benefits.

In fact since 1998, the Queensland Government has allocated more than \$3.3 billion to councils to offset the costs of these essential works.

The key implications of the 2009-10 State Budget for local government grants and subsidies are:

- *With a budget over five years of \$700 million for the 2006-11 funding programs, a total of \$880.5 million has been committed to Councils in the first three years; therefore the current suite of funding programs is complete. This includes:*
 - *Water and sewerage program*
 - *Roads and drainage grant*
 - *Environmental infrastructure program*
 - *Landfill remediation assessment program (already fully allocated at 30 June 2008)*
 - *Smaller communities assistance program (already fully allocated)*
 - *Security improvement program*
 - *Environmental infrastructure research program*
 - *Regional centres program (already fully allocated as 30 June 2008)*
 - *Regional collaboration and capacity building program (already fully allocated);*
 - *Urban communities' drought water program*
 - *Rural living infrastructure program (already fully allocated)*

- *Funding will be honoured for projects where approval was granted in the last three years and claims have been paid by the Department or an extension of time has been granted.*

- *Unclaimed funds will not be honoured for projects approved more than three years ago and where no extensions of time have been sought by councils. In addition, funding will not be honoured for projects approved during 2006-07 where councils have made no claims. This is in accordance with section 22 of the Guidelines for Local Government Grants and Subsidy Programs*

- *The new Local Government Grants and Subsidies Program will commence on 1 July 2011 and provide \$45 million each year. This new program will target councils that have limited capacity to meet their priority infrastructure needs and capital works projects.*

I have attached your council's list of current projects which details the status of each project and its unclaimed (outstanding) funds. This list is comprehensive and will include all current local government grants and subsidies relevant to your council. For example, it includes projects funded through the Natural Disaster Relief and Recovery Arrangements and Queensland's 150th Legacy Infrastructure Program.

Information relating to the funding reform is available on the department's website at www.dip.qld.gov.au/localgovernment grants. The guidelines for the new program will be available in the near future.

The Department will continue to work with Council officers to implement these important community projects. Should you require any further information in relation to this matter, please contact Ms Leisa Dowling, your Regional Director of the Local Government and Service Delivery Group, Department of Infrastructure and Planning on telephone number 4971 2337 who will be pleased to assist."

Report: (General Manager Water & Sewerage – I Schiefelbein)

Under the current system, subsidies provided by the Department of Infrastructure and Planning projects are only available for two (2) years.

There are five (5) water and sewerage projects for which Council will receive subsidies. The name of the project and the date as advised by the Department of Infrastructure and Planning on which the funding will lapse is detailed below:

- Kilkivan Water Supply SCAP 2006/2007 (13/12/2009)
- Construction of Cooloola Coast Sewerage Treatment Plants (13/12/2009)
- RPWLC Round 3 System Leak Management 2007/2008 (28/04/2010)
- Goomeri Water Supply Drought Management 2008/2009 (16/11/2010)
- Gympie Sewage Treatment Plant Upgrade 2008/2009 (09/07/2011).

With exception of the construction of the Cooloola Coast Sewerage Treatment Plants all of the projects are anticipated to be complete before the date indicated. Council had programmed for the remaining work on the Cooloola Coast Sewerage Treatment Plants to be undertaken over the full 2009/2010 financial year. The remaining work consists of effluent storages and irrigation areas. The work has commenced and is well advanced. A claim for an extension of time has been sent to the Department of Infrastructure and Planning based on the size of the project and the limited length of time available to complete the project. Work is also being expedited, tenders and quotations obtained, and efforts diverted from other areas to maximize expenditure by the current final completion date requirement.

W41/10/09 Moved: Cr D.R. Neilson

Seconded: Cr I.T. Petersen

Recommend that the information be received.

Further that Council write to the Minister requesting a six (6) month extension of time for the Cooloola Coast Sewage Treatment Plant subsidies.

Carried

Cr Engeman returned to the meeting at 12.27am.

13/3	Water & Sewerage Connections to Golden Nugget Service Station
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Re: **W42/10/09** Water & Sewerage Extension to Golden Nugget Service Station

From: Steve Harrison, Director, TATE Professional Engineers

File: Doc # 1066437

Date: 6 August 2009 via email

“Further to our recent telephone discussion we confirm that we are currently in the process of investigating extension of Council water reticulation and sewerage services to the Golden Nugget site on the southern outskirts of Gympie.

Such extension is sought in order to cater for future development of the site.

We believe that Madills have had previous discussions with Council’s Mr Ian Schiefelbein on this matter but understand that Ian is on leave until 1 September 2009.

Could you please advise as to the process required to further advance this matter with Council?

I shall be meeting with John Madill next Wednesday morning and would be pleased to come and discuss the matter further with you if this would be helpful.

Thanks in anticipation.”

Report: (General Manager Water & Sewerage – I Schiefelbein)

The facility is outside of Council’s defined water and sewer areas, and outside of the headworks area. A request by previous lease holders for a water connection was made in August 2004. Council resolved that a water connection could be made with either a 100mm water main or a 50mm service line subject to the

owner paying for construction of the water main, infrastructure charges and water connection fees.

A review has been undertaken of the proposals tendered in the most recent correspondence for connection to Council's water supply and sewerage scheme. Comments with respect to the proposal are as follows:-

Water:

Provision of a water main connection could be made to the site by either a Council water main or a service line. The connection to the Council's water reticulation network would best be made near Venardos Drive. The water service connection could be made at the same location or on Pronger Parade near the Driver Training area.

The sizing of the water mains/water connection would depend on the facility requirements and the infrastructure provided at the facility.

The owner/developer would be responsible for construction of all water supply infrastructure, infrastructure charges and water connection fees. A 100mm water main to connect to the facility is estimated to cost \$130,000.

Sewerage:

It is considered that the site could be connected to Council's sewerage scheme via an on site pump station with a small diameter rising main. Due to the long length of rising main and limited flows, there would be some concerns with respect to odours at the discharge location.

It would be appropriate for Council to be responsible for the operation and maintenance of the rising main if the property was subdivided. In this instance it would also be appropriate for each property to have its own individual pump station. The single pump station option proposed may also be viable however the cost is likely to be higher and concerns with respect to odour generation increased.

The owner/developer would be responsible for construction at all sewerage infrastructure, infrastructure charges and connection fees. Some modifications would also be required at the existing facility to ensure that plumbing met the requirement of the current regulations.

Infrastructure Charges:

An augmentation fee would be applicable for connection of both water and sewerage services to this development. It is considered that an augmentation fee equal to Council existing infrastructure charges would be applicable in this instance.

Infrastructure charges based on the current level of development would be applied as follows:

Caravan park	Water supply	1.5 EP (equivalent person)/site
	Sewerage	1.9 EP/Site
Service Station	Water supply	5.8EP
	Sewerage	6.3 EP
Food Preparation	Water supply	3.7PE/100m ² of GFA
	Sewerage	4.3EP/100m ² of GFA

The current infrastructure charge per EP is \$1139.37/EP for water and \$1780.50/EP for sewerage.

The proposed development without the caravan park would have considerably lower infrastructure charges.

W42/10/09 Moved: Cr R.A. Gâté

Seconded: Cr G. Engeman

Recommend that Council advise TATE Professional Engineers Pty Ltd as follows:-

- (1) Council would extend the defined water area and allow a water connection to the Golden Nugget Truck Stop subject to the owner constructing a water main or water service to the property (to Council's requirements from Venardos Drive), payment of infrastructure charges applicable at the time of construction, and connection fees.**
- (2) Council would extend the defined sewer area and allow a sewerage connection to the Golden Nugget Truck Stop subject to the owner constructing a rising main to connect to Council's Sewerage System adjacent to Pronger Parade (to Council's requirements), payment of infrastructure charges applicable at the time of construction, connection fees and modification of plumbing work to meet current regulations. Internal pump stations would be the owners' responsibility.**
- (3) The capacity of Council's existing infrastructure at Venardos Drive (water) and Pronger Parade (sewerage) may be limited. Any measures required to increase that capacity are the responsibility of the applicant.**
- (4) Council has no planned developments around, or south of, the subject site.**

- (5) Council has no planned extension of infrastructure towards or near the subject site.

Carried

13/4

Projects in Progress

Re: **W43/10/09** Projects in Progress
From: General Manager Water & Sewerage Division – I Schiefelbein
File:
Date: 28 September 2009

Report: (General Manager Water & Sewerage – I Schiefelbein)

SEWERAGE

1. Tin Can Bay / Cooloola Cove & Rainbow Beach Sewage Treatment Plant Upgrading

Work on construction of the three new plants is complete. The plants are working well producing good quality effluent. The levels of Nitrogen and Phosphorous are currently within licensed requirements.

Earthworks on the Cooloola Cove wet weather effluent storage is complete. Earthworks for the Rainbow Beach and Tin Can Bay wet weather effluent storages have commenced. Tenders have been accepted for lining materials for Rainbow Beach. Development of the irrigated areas has also commenced. Tenders and quotations have been called for irrigation equipment, fencing, pumping equipment, electrical work and pump buildings for these treatment plants.

2 Gympie Sewage Treatment Plant

The Contractor QCGC has recommenced construction of the treatment plant works in areas which have not been leased.

When Council obtains access to the remainder of the site the contractor will move on to construction in these areas. Work is underway to obtain access to these areas by compulsory acquisition.

3. CCTV Inspection Program

A tender has been let for Cleaning and CCTV Inspection of areas of the sewer system network in Tin Can Bay and Cooloola Cove. Inspection of Tin Can Bay is complete and work is progressing in Cooloola Cove.

4 Rainbow Beach Sewage Rising Main and Pump Station Upgrade

Work on the rising main is complete. Work on the pump station upgrade is substantially complete. Completion of the work has been delayed by other commitments.

5 Old Imbil Road Pump Station

Work by Council on the sewage pump station upgrade in Old Imbil Road has commenced. At this stage work has been deferred. Design work on the rising main to John St has commenced.

WATER

6 Jones Hill Water Treatment Plant Upgrade

Bulk excavation for Chemical Building Upgrade is complete.

Raw Water Pump Station Upgrade is complete and operational. Design work for the Treatment Plant Upgrade in progress. Tenders for maintenance/upgrade of the plant are planned to be called in October (refer separate report).

7 Highway Diversions

Work on Stage 4 – Cross Street to Pine Street is well advanced. The majority of work for this stage of the upgrade has been completed.

8. Tin Can Bay Reticulation Improvements

Work on pressure reduction in Tin Can Bay to improve the water reticulation network is well advanced. Pipework modifications have been completed and pressure reduced to near the desired level. System modifications have commenced. Zone modifications have commenced.

9 Teewah Creek Trunk Main

DERM agreement to allow construction through the National Park (adjacent the existing pipeline) has been returned. The project has been deferred at this stage until 2011/2012.

10. Kilkivan Water Supply Upgrade

Construction of the new Treatment Plant in Kilkivan is substantially complete. (Refer separate report). Commissioning work is programmed for October and November 2009.

11. Red Hill Road Water Main

Work on replacement of a 300mm dia trunk main in Red Hill Road is planned for construction during October and November. Pipes have been delivered. This work is planned to be completed prior to resurfacing of the road.

12. Kilkivan Pony Club

Kilkivan Pony Club was given a Conditional Restrictions Permit for the Gymkhana on 3 and 4 October 2009 to allow watering of livestock.

13. Busby Street Amamoor

As part of the road modification in Busby Street, Amamoor it was necessary to replace 200 metres of water main. While the water main did not need immediate replacement it has been in service for many years. It would have been located directly under the kerb and channel and had the potential to cause premature road failure. The budget will need to be adjusted to reflect this additional expenditure.

14. Overpass/Water Mains

Assistance has been provided to Main Roads to locate water mains under the Highway near the overpass bridge adjacent to Normanby Bridge. The three water mains are the primary trunk water mains to Gympie. Based on observation these mains will need to be lowered if the Highway under the overpass is to be lowered. This would involve substantial work.

15. Imbil Pumping Equipment

The pumps serving the Imbil Water Supply Scheme have shown signs of wear and tear and are currently operating at about 60% capacity. These pumps will be replaced progressively as part of operation and maintenance.

W43/10/09 Moved: Cr J. Watt

Seconded: Cr D.R. Neilson

Recommend that the information be received.

Carried

13/5

Progress Report – Kilkivan Water Supply Upgrade

Re: **W44/10/09** Progress Report – Kilkivan Water Supply Upgrade

From: General Manager Water & Sewerage – I Schiefelbein

File:

Date: 28 September 2009

Report: (General Manager Water & Sewerage – I Schiefelbein)

Work is proceeding steadily with the upgrade of the Kilkivan Water Supply.

Works Progress

Whitaker Road Bore and pipeline	Complete
Pipeline Upgrades	Complete
600kL Reservoir	Complete
Control Building	Complete
Treatment Plant Shed	Complete
Treatment Plant Equipment	Installation substantially complete
Clear Water Storage	Complete
Treatment Plant Site works	In progress, pipework complete
Upgrading of Switchboards	Showgrounds and Whitaker Road Bores complete. Building switchboard complete
	Mudlo and Running Creek Bore awaiting installation
Control System	Semi automatic system complete awaiting commissioning, SCADA and Alarm system being arranged.
Upgrade of Wide Bay Creek Pump	Complete
Pipeline to Reservoir	Construction substantially complete
Mudlo and Running Creek Bores	Equipment obtained, bore programmed for installation

Work is proceeding well with anticipated final cost within budget estimates and complete by late November 2009.

W44/10/09 Moved: Cr I.T. Petersen

Seconded: Cr R.A. Gâté

Recommend that the information be received.

Carried

13/6

W41/07/09 Additional Dump Points in Council Areas

Re: **W45/10/09** – Additional Dump Points in Council Areas
From: General Manager – Water & Sewerage Division – I Schiefelbein
File:
Date: 28 September 2009

Report: (General Manager Water & Sewerage – I Schiefelbein)

Minute W41/07/09 refers:

1. Council officers prepare a report on the need for additional dump points within the Council areas.
2. Council advise the Campervan and Motorhome Club of Australia that Council will investigate the need for additional dump points and may make application for additional facilities in due course.

An investigation has been carried out in relation to the provision at additional dump points for caravans etc within the Gympie Regional Council area.

Currently, there are a number of dump points throughout the Gympie region as follows:

1. Llewellyn Street, Goomeri
2. Archery Park – Bruce Highway Gympie
3. Snapper Creek Road Tin Can Bay
4. Clarkson Drive Rainbow Beach
5. Six Mile Creek, Gympie Regional Council

An additional dump pint has been approved for the Gympie Showgrounds. Work on construction of this facility has not commenced.

The existing facilities give adequate service throughout the Gympie region. Some improvement could be made in three areas of the region, namely Kilkivan north of Gympie and the Mary Valley townships. These areas are frequented by many campervan travellers. Travellers to Kilkivan are likely to have access to facilities at Gympie if travelling to/from the south, and Goomeri if travelling to/from the west. Many travellers move into the Mary Valley townships and Borumba Dam via direct routes which do not take them past dumpsite facilities. It would be expected that facilities would be available at most Caravan Parks. Some benefit could be obtained through more facilities in Gympie.

Although there may be some added convenience to travellers by installing dump points at the rest areas north of Gympie, the installation would be expensive due to the lack of Council-owned sewer infrastructure at these points.

W45/10/09 Moved: Cr G. Engeman

Seconded: Cr D.R. Neilson

Recommend that no further action be taken on this matter until the interim audit has been completed by CMCA.

Carried

13/7	Water Restrictions – Hand Held Hoses
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Re: **W46/10/09** Water Restrictions – Hand Held Hoses
From: General Manager – Water & Sewerage Division – I Schiefelbein
File:
Date: 28 September 2009

Report: (General Manager Water & Sewerage – I Schiefelbein)

Council's current water restrictions do not permit the use of hand held hoses for watering of lawns and gardens between these hours of 8.00am and 4.00pm. There have been a number of representations from members of the community with respect to these restrictions regarding the watering of plants. The basis of these representations is:

- Watering of plants just after they are transplanted.
- Watering of particular plants which are better watered during the day.
- Older residents not able to water gardens at suitable times to maintain their health and not able to use buckets.

In May 2008, the Queensland Parliament passed the Water Supply (Safety and Reliability) Act 2008. This Act contains provisions requiring Councils and water service providers who supply a retail water service outside south east Queensland to have an outdoor water use conservation plan (OWUCP) in place in accordance with the following timeframes.

- A registered provider under the Act must have an approved OWUCP within two years of commencement of the Act: or
- A provider registered after commencement of the Act must have an approved OWUCP within two years of registration.

Council is a registered service provider.

The Act is administered by the Department of Environment and Resource Management.

The outdoor water use conservation plan includes details of;

- Any water restrictions imposed, or to be imposed, by the Council
- Details of other measures to reduce outdoor water use and promote efficient outdoor water use by customers: and
- Details of how the Council intends to implement measures to ensure compliance.

Council must either adopt the acceptable solutions to meet the performance requirements or develop alternate acceptable solutions to meet the water efficiency outcomes. The acceptable solutions have not been finalised at this time. Draft acceptable solutions indicate that gardens and lawns must not be watered during the hottest six (6) hours of the day i.e. not between 10.00am and 4.00pm. This however does not address many of the concerns with respect to small watering jobs during the day.

It is suggested that the 8.00am to 4.00pm restrictions be maintained. It is also suggested that garden watering (not lawn watering) be permitted between 8.00am and 4.00pm with the use of a hand held trigger hose (not nozzle).

At some time in the future, when the office at the Water Supply Regulation finalises the guidelines for outdoor water use conservation plans it will be necessary to further review permanent water restrictions. This review will be part of the development of Councils Outdoor Water Use Conservation Plan.

W46/10/09 Moved: Cr D.R. Neilson

Seconded: Cr R.A. Gâté

Recommend that the current permanent water restrictions be modified to allow the use of hand held hoses with trigger nozzles (ie turn off when not held) for garden watering between the hours of 8.00am and 4.00pm.

Further, that Council note that the Chief Executive Officer has been authorised to send this advice from today's meeting and it is recommended that the Committee's action in this matter be endorsed.

Carried

13/8	Goomeri Water Supply – Bore Water Standby Capacity – Barrett Road Bore
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Re: **W47/10/09** Goomeri Water Supply – Bore Water Standby Capacity – Barrett Road Bore

From: General Manager – Water & Sewerage Division – I Schiefelbein

File:

Date: 28 September 2009

Report: (General Manager Water & Sewerage – I Schiefelbein)

Negotiation with respect to purchase of land on which a standby bore is located in Goomeri has not been successful. The bore pump and shed have been removed and the bore capped.

The bore at Barrett Road in Goomeri has been developed and cased. From investigations this bore is considered to have a capacity of 2.5 to 3.0L/s and is of acceptable quality. A bore of this capacity would provide suitable back up capacity for the current system.

The cost to connect the bore to the system is estimated to be \$55,000. While some allowance was made in the 2008/2009 budget for this work there is no allowance for this work in the 2009/2010 budget. Part of the Goomeri Water Supply Drought Management (2008/2009) project subsidy would be available for the work (currently approved for expenditure up to 16/11/2010). The maximum subsidy available would be \$20,000.00.

It is recommended that a bore in Barrett Road be connected because:

- (a) It provides back up (standby) capacity
- (b) It is at a different location to the other bores currently used in Goomeri and may tap into other groundwater sources
- (c) The bore is of sufficient capacity to supply Goomeri in an emergency.

W47/10/09 Moved: Cr R. Dyne

Seconded: Cr J.A. Walker

Recommend that Council proceed with the construction of the Barrett Road bore as a matter of urgency, subject to the Chief Executive Officer authorising Budget adjustments.

Carried

Cr Engeman left the meeting at 12.51pm.

13/9

Gympie Water Treatment Plant – Upgrade and Maintenance

Re: **W48/10/09** Gympie Water Treatment Plant – Upgrade and Maintenance

From: General Manager Water & Sewerage Division – I Schiefelbein

File:

Date: 29 September 2009

Report: (General Manager Water & Sewerage – I Schiefelbein)

The 2009/2010 budget includes an allowance of \$3,950,000 for upgrading of the Jones Hill Water Treatment Plant. The funding for this project included \$987,500 of anticipated State Government Subsidies. Whilst an application for subsidy had been submitted in July 2008, the subsidy was not approved. There was no apparent reason why the subsidy was not approved. State Government subsidies are now not available for this project.

The project included:

- Raw Water Pumping Equipment
- Modifications to Flocculation Tank
- Sedimentation Tank Scraper Replacement
- Tube Settlers to Sedimentation Tank to increase capacity
- Upgrading of Filters
- New Media
- New Underdrains
- Automatic backwash
- Revised Pipe work
- Chemical Dosing Modification
- Liquid Alum
- PACL
- PAC
- Chlorine System Modification
- Additional Clear Water Pump

A substantial part of the work is maintenance and replacement of systems which are either at the end of their useful life or obsolete.

There is no current need to upgrade the system capacity as successful demand management over the last fifteen (15) years has reduced the need to upgrade capacity. However there is a need to replace components which have reached the end of their useful life. These items of plant should be replaced so that upgrading of plant capacity can be achieved in the future without significant expenditure.

From a review of the plant condition, capacity and operational issues it is considered that the following work (with basis for inclusion in project) is justified:

- | | |
|--|--------------|
| 1. Raw Water Pumps (project commenced) | |
| - Pumps required replacement (WH&S issues need to be resolved) | \$200,000.00 |
| 2. Sedimentation Tank Sludge Rake | |
| - Sludge rake is badly corroded and needs replacement | \$140,000.00 |

3.	Replace Underdrains to Filters - Pipes need replacement, sand being lost	\$280,000.00
4.	Replace Filter Media - Media needs to be moved to install underdrains (includes filter modifications to incorporate dual media filters into process)	\$220,000.00
5.	Air Scour - Allows media to be cleaned more effectively	\$60,000.00
6.	Automatic Backwash - Reduces operator input - less wastage of water - WH & S concerns with valve operation	\$300,000.00
7.	Pipe work and valve replacement - Valves require replacement	\$120,000.00
8.	Chemical Dosing - Provide for liquid alum/PACL/PAC (Issues with bagged chemicals, improvement in water quality)	\$200,000.00
9.	Chemical Building - (Chemical storage and building to locate new equipment)	\$150,000.00
10.	Site Works (commenced to provide site for truck turnaround and fill for construction work)	\$200,000.00
11.	Clear Water Pumps - To provide back up due to long lead times for replacement pumps. Existing pumps reaching end of useful life.	\$200,000.00
12.	Electrical Upgrade (new transformer of increased capacity)	\$280,000.00
13.	Backwash Recovery Tank (to prevent overflow of sludge)	\$150,000.00
	SUB TOTAL	\$2,550,000.00
	Allowance for Contingencies/Administration/Supervision 20%	\$470,000.00
	TOTAL	\$3,000,000.00

This work would resolve Workplace Health & Safety issues, improve plant performance and provide for a future upgrade of plant capacity without significant additional expenditure.

During this process it would also be necessary to consider the future fluoridisation of the water supply which is required by State Government legislation to be implemented by December 2010.

It is proposed that the work be divided into the following parts:

- (a) Raw Water Pumps (substantially complete)
- (b) Sedimentation Tank Sludge Rake

- (c) Filter Upgrade (Items 3 to 7)
- (d) Chemical Systems
- (e) Chemical Building
- (f) Site Works (commenced)
- (g) Clear Water Pump
- (h) Electrical Upgrade
- (i) Backwash Recovery Tank (commenced)

The Most critical items are the Sedimentation Tank Sludge and Rake and Filter Upgrade.

W48/10/09 Moved: Cr I.T. Petersen

Seconded: Cr R.A. Gâté

Recommend that a budget of \$3,000,000.00 be adopted for the Gympie Water Treatment Plant upgrade and that:

- (a) Tenders be called for Filter Upgrade; and**
- (b) Quotations be called for Replacement of the Sludge Rake.**

Carried

**SECTION 14: WATER & SEWERAGE DIVISION –
GENERAL BUSINESS**

SECTION 15: ATTACHMENTS

Attachment 1	Refer Item 5/5
Attachment 2	Refer Item 3/2 Traffic Advisory Committee Minutes
Attachment 3	Refer Item 9/4

There being no further business, the meeting closed at 12.55pm.

CONFIRMED THIS FOURTEENTH DAY OF OCTOBER 2009.

Cr L.J. Friske
Chairman