



MINUTES

of the

WORKS & SERVICES COMMITTEE MEETING

CHAIRMAN: *Cr Larry Friske*

**to be held in the Boardroom
Town Hall
2 Caledonian Hill
Gympie Qld 4570**

on Tuesday 2 March 2010

*to be confirmed at the General Meeting
to be held on 10 March 2010*

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 9.03am.

PRESENT: Crs L.J. Friske (*Committee Chairman*), R. Dyne (*Mayor*), G.L. Engeman, R.A. Gâté, D.R. Neilson, A.J. Perrett, I.T. Petersen, J.A. Walker and J. Watt.

Also in attendance were Mr K.A. Mason (Chief Executive Officer), Mr R.A. Fredman (Director of Engineering Services) and Mrs L. Birt (Minutes Secretary).

CONFIRMATION OF MINUTES OF PREVIOUS MEETING

W01/03/10 Moved: Cr A.J. Perrett

Seconded: Cr R.A. Gâté

That the Minutes of the Works & Services Committee Meeting held on the 2 February 2010 be taken as read and confirmed.

Carried

SECTION 1: DIRECTOR OF ENGINEERING SERVICES

1/1 Council Liability – Unmaintained Roads in Shire

Re: **W02/03/10** Council Liability – Unmaintained Roads in Shire
From: King & Company, Solicitors, GPO Box 758, Brisbane Qld 4001
File:
Date: 01 December 2009

“We refer to your letter of 13 November 2009.

Background:

- 1. A Council ratepayer has brought to Council’s attention issues with a road in Council’s area (being the road on which the ratepayer lives). The road is located on a road reserve and is a dedicated road under section 94 of the Land Act 1994.*
- 2. Traditionally, the road was a forestry road and was maintained by the Forestry Department. The Forestry Department has now ceased operations in the area, and as a result, no longer maintains the road.*

3. *Since the Forestry Department ceased its operations, Council has not taken any steps to maintain the road, which is listed on Council's Road Register as being an "unmaintained road".*
4. *Council seeks advice on:*
 - (a) *whether it is required to provide access to properties located on the road;*
 - (b) *whether Council exposes itself to liability as a result of its decision not to maintain the road;*
 - (c) *the ramifications of the ratepayer electing to upgrade the road themselves, especially with regard to future liability.*

Advice:

Requirement to provide access to properties

5. *There is no general requirement for Council to provide road access to properties via the unmaintained road. However, if the unmaintained road is the only means of accessing a particular parcel of land, the owner of the land may be entitled to the grant of an easement of necessity pursuant to section 180 of the Property Law Act 1974.*
6. *In any case, given that the road is a dedicated road which currently provides access to properties, ceasing to provide access via the road would require closure of the road. Such closure would require the Minister to approve an application submitted under section 97A of the Land Act 1994. The Minister will only approve such an application if he/she is satisfied the road is not needed. We doubt the Minister would class the road as such.*

Council's liability for failure to maintain

7. *A local government has control of "roads" within its area pursuant to section 901 of the Local Government Act 1993.*
8. *As an area of land dedicated to public use as a road, the unmaintained road falls within the definition of "road" for the purposes of the Local Government Act.*
9. *Section 901(2) of the Local Government Act provides that "control" of roads includes capacity to take all necessary steps for, inter alia, construction, maintenance and improvement of roads.*
10. *It is important to note that this does not place a statutory obligation on Council to construct, maintain and improve roads. Rather, section 901 merely provides Council with the capacity to act with regard to roads.*

11. *However, where a local government constructs, maintains or repairs a road, it will become bound by a duty of care to all potential road users, or other people who might be affected by the works performed, to ensure that proper care is exercised in performing the works.*
12. *Further, where a local government becomes aware (or should be aware) of a risk created by the condition of a road, and has the power to take action to reduce or eliminate the risk, it will become bound by a duty of care to all potential road users, to take reasonable steps to meet its duty.*
13. *What is reasonable in the circumstances requires consideration of a number of issues, including:*
 - (a) the degree of probability of injury;*
 - (b) the nature of injury which could be caused in the event of an accident;*
and
 - (c) the cost and expense involved with taking alleviating steps.*
14. *Whilst available resources are an important factor in the equation, case law makes it clear that road accidents have the potential for serious injury or death, and it is therefore very difficult to justify the failure to have an inspection and maintenance program in place for all roads under Council's control.*
15. *This area of law has seen a lot of development in recent years. The former immunity of road authorities for a failure to act (nonfeasance), which was abolished by the High Court in 2001, has been reintroduced (albeit in a more limited form) by the Queensland Parliament. Section 37 of the Civil Liability Act 2003 provides immunity to public authorities for failing to repair a road, or to inspect a road for the purpose of determining whether repairs are necessary. Importantly, the immunity cannot be relied upon if that authority had "actual knowledge of the particular risk, the materialisation of which resulted in the harm".*
16. *In circumstances where Council is not aware of any risk created by the condition of a road, it would be open for Council not to undertake any maintenance of the road (noting that this is especially so where Council has not maintained a road in the past). However, on instructions provided by Council, we consider that Council has been put on notice that the road may be, or is, in a poor condition, by the ratepayer who brought the issue to Council's attention. Consequently, Council's legal obligation will extend to performing reasonable levels of inspection of the road and repairing any part of the road that is unsafe.*
17. *Whilst a duty exists, Council cannot be forced to actually perform maintenance or repair works. It is open to Council to decide that because the circumstances are exceptional, it will not undertake the works. That said, if an accident was to occur on the road as a result of its poor condition, it would be difficult for Council to avoid liability.*

18. *If Council is simply unable (or unwilling) to perform any maintenance whatsoever on the road because of financial constraints, Council may consider, from a risk management perspective, erecting signage along the road warning of the inherent dangers and that the road is not maintained by Council. However, because Council's actions are merely intended to manage the risk, rather than eliminate it, Council will be unlikely to escape liability for incidents which occur on the road. In order to justify a Council decision not to maintain the road to a Court, it would be useful (for longevity purposes) to record as a Council resolution Council's reasons for not conducting any maintenance on the road. Such a resolution could, if appropriate, detail Council's reasoning behind its decision not to maintain the road. While such justification may not relieve Council of liability, it will be evidence which will assist those tasked with defending Council's decision.*

Upgrade/Maintenance by Ratepayer

19. *As stated in paragraph 7 of this advice, Council has control of all roads in its area. As a result, a ratepayer does not have authority to maintain, repair or improve a road in Council's area without Council's consent.*
20. *If Council permits a ratepayer to maintain, repair or improve a road in Council's area, Council is not relieved of any liability in relation to the road during the period of the work, or in the future.*
21. *To avoid such liability, where Councils permit individuals or entities to undertake works on Council controlled land, it is prudent for councils to enter into a formal agreement with the person or entity proposing to maintain, repair or improve a road requiring that person or entity:*
- (a) To indemnify Council for any incident occurring during the period of construction and during a fixed "maintenance period"; and*
 - (b) To take out public liability insurance for that period.*
22. *Even with the benefit of such an agreement, Council should note that once the maintenance period expires, Council will again be exposed to liability for any incident occurring on the road, including where the incident arises from Council's failure to adequately maintain the road.*

Summary

23. *There is no general requirement for Council to provide access to the property.*
24. *In light of Council's knowledge of the poor condition of the road, we consider that Council has a legal obligation that extends to performing reasonable levels of inspection of the road and repairing any part of the road that is unsafe.*

25. Council is not relieved of current or future liability with regard to the road by virtue of permitting a ratepayer to conduct works on the road. In this regard, if Council intends to permit a ratepayer to undertake works, Council should ensure it obtains appropriate indemnities from the ratepayer, and ensure that the ratepayer holds an appropriate level of public liability insurance.”

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

On 13 November 2009 Council forwarded the following letter to King & Co to which King & Co forwarded the above response.

“

RE: Unmaintained Road

Would you please provide an opinion on the following:

Background:

A ratepayer lives on a road which was originally a forestry road. The Forestry Department ceased operations in the area and no longer maintains the road.

The road is recorded in Council's Road Register as an unmaintained road.

What is Council's legal liability to provide access to the property?

Is Council liable for any damages caused by the road being unmaintained?

Should the ratepayer upgrade the road at their own undertaking, do they incur any liability for any future usage on the road?

Should you wish to discuss this matter further, please contact the undersigned.

Your early response would be appreciated.”

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

Overview: Legal advice that Council can choose which roads it maintains, but needs to be aware of an overarching liability that it has to manage.

Corp Plan: 4.3
Op Plan: 2.1
Budget: Roads Capital and Maintenance
Consultation: LGAQ

Issues:

- (a) Exposure to claims from road crashes
- (b) Keeping road budgets affordable
- (c) Legal advice on mitigating and managing risk

Discussion:

This response confirms previous advice and reaffirms Council's policy that the maintaining of roads is discretionary for Councils. A previous report to Council highlighted the issues with using this discretion, and the need to have a legally-written policy to minimise the risk of successful claims on non-maintained roads. Council resolved that LGAQ be requested to draft a model policy. No advice has been received on progress.

It remains imperative that Council develops a robust policy in regard to which roads it maintains. It is becoming common knowledge that Council theoretically has potential legal liability for all roads, including motorbike tracks in state forest, beaches and river crossings. King & Co has advised that there is a useful defence against claims on non-maintained roads, based on Council's ability to fund and resource inspection and maintenance tasks.

W02/03/10 Moved: Cr D.R. Neilson

Seconded: Cr J.A. Walker

Recommend that Council write to the LGAQ and ALGA regarding the compilation of a model policy on road maintenance and a copy of the correspondence from King & Co relative to this matter be forwarded to LGAQ and ALGA for consideration when compiling a Policy.

Further that LGAQ & ALGA be advised that Victorian Government is in the process of compiling a similar Policy with respect to road maintenance.

Further that the Mayor bring this matter up for discussion at the next RRG Meeting.

Further that the Director of Engineering Services table, for Council's consideration, a Draft Interim Road Maintenance and Repair Policy.

Carried

1/2

Discussion Paper – "Man and the Biosphere"

Re: **W03/03/10** Discussion Paper – "Man and the Biosphere"
From: David Brown, Chief Executive Officer, Burnett Mary Regional Group,
PO Box 501, Bundaberg Qld 4670
File: 1/2/5/4 Doc # 1412129
Date: 12 January 2010

"As you know, the proposal to construct the Traveston Crossing Dam generated a great deal of interest in the natural environment of the Mary River and its catchment.

Following the recent decision of Minister Garrett to refuse approval for the dam, many individuals and groups, including the Burnett Mary Regional Group, are looking for ways to build upon this increased interest in the environment. To help with this process, the managers of the Noosa and Great Sandy Biospheres have produced a discussion paper on ways that the ‘Man and the Biosphere’ program can help to create a more sustainable and healthier environment for the Mary Catchment.

As part of the international Biosphere Reserve network, it gives us an ideal and unique opportunity to encourage sustainable economic and human development throughout the catchment. It could lead to the Mary Catchment becoming a blueprint for sustainable development, putting it firmly on the world stage and leading to significant economic benefits.

I encourage you to read the enclosed discussion paper. If you have any questions please feel free to contact me on the number below or a representative of the Noosa Biosphere on 5449 5122.”

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

The Discussion Paper by BMRG regarding a “Man and the Biosphere Program” in the Mary River catchment lists a number of potential benefits that can be realised as a result of the publicity arising from Minister Garrett’s decision on the proposed dam, and the Biosphere ranking of the catchment. These benefits include more funding, more tourism and more scientific interest.

There is an argument that the greatest benefit of the dam decision is that the major dis-benefit is avoided. It is probably doubtful that the other benefits listed by BMRG are significant; however, if they come at no cost to Council and they improve the quality of the region in some way, they should be supported.

W03/03/10 Moved: Cr J.A. Walker

Seconded: Cr R.A. Gâté

Recommend that Council accept the offer by Noosa and Great Sandy Biospheres to assist with the long term improvement of the Mary River environment and the development of new, sustainable businesses that support local community interests.

Carried

1/3 Line Marking Tagigan Road

Re: **W04/03/10** Line Marking Tagigan Road
From: David Williams
File: Doc # 1413412
Date: email received 27 January 2010 addressed to the Mayor.

“I refer to a traffic fatality which occurred on Tagigan Road in September of last year.

I write to thank Gympie Regional Council and you personally, for having taken the initiative to act to reduce the likelihood of a repetition of this sad event.

The white line road markings which have since been painted in the area of the crests at which the accident occurred now clearly delineate north and south bound lanes.

In this age of super-Councils and the shrinking voice of John Citizen, allow me to say – well done you!”

W04/03/10 Moved: Cr J.A. Walker

Seconded: Cr G.L. Engeman

Recommend that the information be noted.

Carried

1/4 Emergency Helicopter Landing Site – Rainbow Beach

Re: **W05/03/10** Emergency Helicopter Landing Site – Rainbow Beach
From: DM Cross, Senior Land Officer, South East Region, Department of Environment and Resource Management, Locked Bag 383, Gympie Qld 4570
File: 3/3/2/8 Doc # 1414196
Date: 1 February 2010

“Review of Rent – Permit to Occupy 220811, Lot A on AP13106, Parish of Cooloola.

As part of the analysis of the current state land rental arrangements in line with the proposed new Land Regulation 2009, which will come into effect on 1 July 2010, a number of anomalies have been identified which are inconsistent with the Land Act 1994 and Land Regulations 1995. Permit to Occupy 220811 has been identified as one that needs to have category or rental type alterations prior to the introduction of new Regulations and rental changes coming into effect for next years billing.

The permit now has a rental category of Charitable & Non-Commercial, purpose being Transport Facility (Emergency Helicopter Land Site) with a set rental type. It is noted that the permit to occupy has the annual rent set at \$82.50 (gst inclusive).

If you wish to discuss this matter please contact this office on (07) 5480 5343.

All future correspondence relative to this matter is to be referred to the contact Officer at the address below or by email to SLAM-Gympie@derm.qld.gov.au. Any hard copy correspondence received will be electronically scanned and filed. For this reason, it is recommended that any attached plans, sketches or maps be no larger than A3-sized.

Please quote reference number 2009/011419 in any future correspondence.”

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

Overview: The State Government has allocated a piece of USL for the landing of the Emergency Services helicopter and requires Council to pay an annual rental fee.

Corp Plan: 1.5

Op Plan: 3.3

Budget: Leases

Consultation: Corporate Services

Issues: Payment of annual rental

Risk Analysis: Council is being asked to pay the State Government annual rental fee for a State Government service. Council needs to query ‘unfair’ fees lest their use, or the quantum, increases.

Discussion: Whilst the fee is currently very small (\$82.50), and its specific impact insignificant at this stage, there is a concern regarding the application of any fee. Council already maintains the site for EMQ at no charge.

W05/03/10 Moved: Cr R.J. Dyne

Seconded: Cr G.L. Engeman

Recommend that Council request fees be waived for this site on the basis that it is a State Government responsibility and Council bears all maintenance costs.

Carried

1/5

Bus Shelter Murals Project – RADF Grant

Re: **W06/03/10** Bus Shelter Murals Project – RADF Grant
From: Chairman RADF.
File:
Date: 15/02/10

“In 2009 Council approved a RADF grant which involved art works on Council bus shelters in the Mary Valley.

Subsequent to that approval, Julie Worth made a presentation to Council with an audit of all bus shelters identifying ones for the project, damage and location etc.

This presentation sought approval for the installation of art work and minor repairs to be undertaken in partnership with the Mens Shed group.

This was approved by Council.

Subsequent to the presentation and approval – details of the content of the art work was sought from the applicant.

Please find attached a summary of the content of the subject matter for the art work.

The work will be undertaken by children and under the management of a professional artist to ensure high quality art works in the public domain on Council property as per grant conditions.

ACTION: Approval is sought for the artistic content as soon as possible so the project can commence as there are time requirements with regard to the grant received to undertake the work.

*Bus Shelter Murals Project
RADF Grant applicant – Mary Valley Inc
Contact – Roger Hogg, President 5484 5006.*

List of subjects for each Bus Shelter Mural:

- 1. Imbil Whelan Road: Borumba Dam: recreation and activities.*
- 2. Imbil Ray Meyers Road: our huge variety of local fresh produce.*
- 3. Imbil Barsby Road: Mary Valley College will be working on this shelter. What our community has to offer & tourist attractions.*

4. *Kandanga turnoff: main points of interest for Kandanga Community Life: Rattler, markets, hall, school and bowling.*
5. *Kandanga Hasthorpe Road: River/creek wildlife.*
6. *Kandanga Sanders Rd: local wildlife*
7. *Kandanga Creek Stirling Rd: forestry activities; horse riding, 4WD, bike riding, motor cross.*
8. *Kandanga Creek Frayne Rd: farming life; horses; cattle; dairy; alpacas etc.*
9. *Brooloo township: birdlife, Bellbird habitat, bluff, farm stays and hall.*
10. *Gympie Excelsior Rd: local attractions, culture & heritage, Rattler, Heart of Gold, sport, gold mining, macadamias, Muster, markets, buildings, Gateway to the Mary Valley.*

The main focus will be what our area has to offer, our unique heritage and culture; events, wildlife, community, lifestyle, tourism, recreation and nature.”

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

Overview:	Council sought a response on the subject matter for the painting of bus shelters in the Mary Valley through an RADF grant.
Corp Plan:	1.3
Op Plan:	3.3
Budget:	n/a
Consultation:	Parks
Issues:	Appropriateness of Murals.
Risk Analysis:	The murals on bus shelters will be very obvious and a source of public comment. It is essential that they are appropriate.
Discussion:	The theme titles appear to be suitable.

W06/03/10 Moved: Cr R.J. Dyne

Seconded: Cr A.J. Perrett

Recommend that the Gympie Regional Council’s RADF Committee be authorised to proceed with the Bus Shelter Murals Project.

Further that the Gympie Regional Council’s RADF Committee be advised that Council seeks to have a sign placed at Jones Hill, in liaison with Council’s Director of Engineering Services.

Carried

1/6

Esplanade Park Land and Streetscape Master Plan Proposal

Re: **W07/03/10** Esplanade Park Land and Streetscape Master Plan Proposal
From: Scott Elms, President Rainbow Beach Commerce & Tourism Assoc., PO
Box 125, Rainbow Beach Qld 4581
File: 4/6/15/7 Doc # 1413524
Date: 20 January 2010

“Recently the Rainbow Beach Commerce and Tourism Association and the Rainbow Beach Progress Association Committees met to assess the final piece of the park/streetscape master plan drafted by Butler and Webb Landscape Architects. This work was commissioned by the Rainbow Beach Commerce and Tourism Association to complete its master plan for the CBD area.

As you are aware the association has already completed a detailed proposal for the main street streetscape and the Rainbow Beach ‘Centre Block’ using 3D animation to incorporate the plans for the centre block as accepted by the Council ‘town hall’ working committee.

As you will recall, at the time of presenting this to Council, we identified that ideally the Esplanade Park lands and associated infrastructures (both current and future) would also make up a part of a holistic master plan for the CBD area.

The attached is a copy of the assessment by Butler and Webb and the associated streetscape Proposal as previously presented. The process we would like to suggest from here is:

1. Presentation to Council.

- (a) presentation and discussion on possible changes, inclusions and exclusion*
- (b) Discuss financing (eg we propose that Council adopts a dollar for dollar subsidy on funding attracted through business for direct works on these areas)*
- (c) Discuss staging of works. We have a suggested list of priorities and staging for works. In brief they are:*
 - i. Remove all She-Oaks (Casuarinas) cotton trees and box gums (brush-box) – these are incorrect species for the areas use*
 - ii. Regain the view on the esplanade in accordance with the agreed plan*
 - iii. Replant in accordance with the agreed plan where possible*
 - iv. Revitalise current facilities*
 - v. Main street soft-scaping (Planting) including CBD and Centre Block*
 - vi. Main street hard landscaping works including CBD and Centre Block (*not including town hall)*

- vii. *North Esplanade hard landscaping works – including boardwalks and suggested amphitheatre/ outdoor wedding centre*
- viii. *North Esplanade hard landscaping works – including boardwalks and suggested natural and indigenous interpretative centre and mini-tree-top walk*
- ix. *Centre Esplanade hard landscaping works including suggested dry water-floor water playground.*

**Note: town hall works should not be constituted as part of these works as it is a specific project and should not be held up or disrupted in any way by these ancillary works.*

2. *Adjust plans based on Council comments.*
3. *In-principal agreement on Master Plan by Council inclusive of:*
 - a. *undertaking to integrate agreed Master Plans in their entirety into the Councils Strategic Master Plan (the timing is good as this is currently being redrafted)*
 - b. *undertaking to adhere to agreed financing strategy and staging of works strategy*
4. *Joint Council and Associations presentation (Gala Evening) to identify possible benefactors*
 - a. *presentation of whole plan*
 - b. *Rainbow Beach Hotel has offered their conference room free of charge and a substantial door prize*
 - c. *Invited guests will be selected on perceived interest and possible direct financial benefit from works i.e.*
 - i. *business in CBD who will benefit directly from work to beautify main street.*
 - ii. *property owners on Esplanade who will benefit directly from beautification and ocean view reclamation and retention.*
 - d. *Benefactors will be asked for feedback*
 - e. *Benefactors will be asked at this time to donate small sums towards finalising the \$10,000 worth of final works on esplanade 3D presentation works and finalisation of a single integrated plan*
 - f. *Benefactors will be asked to 'pledge' large sums towards actual physical works – they will be given the option to allocate 50% of their donation to one of the 5 key areas of the design works. The other 50% will go towards a whole-of-works fund. The five key areas are (1) north esplanade, (2) south esplanade, (3) centre esplanade, (4) main street and (5) centre block.*
5. *Benefactors feedback contributions will be integrated (where possible) into the master plans and Butler and Webb will complete the further \$10,000 of design work to finalise the entire plan into one strategic plan with 3D presentation.*
6. *Adoption of Master Plan by Council inclusive of:*

- a. *undertaking to integrate agreed Master Plans in their entirety into the Councils Strategic Master Plan (the timing is good as this is currently being redrafted)*
 - b. *undertaking to adhere to agreed financing strategy and staging of works strategy.*
7. *Associations will ask benefactors to honour their pledges.*
 8. *Association will report to GRC on amount raised and break up over the 5 key areas and ask GRC to contribute on agreed subsidy scheme.*
 9. *Works will commence immediately, based on agreed priorities and staging for works.*

Additionally, it has been identified that the Council's planting policy may need to be addressed in parallel to this proposal. It is asked that special dispensation be made for an extended list of species to be used in these areas in recognition of the following:-

- *Rainbow Beach sits in amongst 566 square kilometres of Cooloolo National Park and to the south of Fraser Island's 1600 square kilometres of national park. One could argue that in the middle of the city it is very important to plant only native flora because it is rare and endangered. We ask that in Rainbow Beach we recognize that it is people that are the endangered species, not native flora and that we be allowed to express ourselves in our local parklands by planting an extended list of indigenous and non-indigenous plants which are identified as not posing a threat to the area.*
- *Many of the species on the planting list are not salt tolerant and it would seem that the planting list was not originally written with the coastal community in mind.*
- *There is a requirement in a CBD are to have formal gardens and many of the species on the current list are not suited to formal gardens (by the Beach).*

Finally, it is important to reiterate some of the following alterations, amendments, comments and affirmations to the master plan as presented to you today (these items will be addressed in the final presentation and documentation):

- *Remove the street dining area from in front of Foodworks Rainbow Beach*
- *Ensure that the plan does not impact negatively on parking spaces*
- *Slower speed limits and a way to enforce/regulate/control slow speeds*
- *To alleviate parking problems created particularly by staff, resort guests and day tour patrons by applying a time limit to parking in the main street*

and surrounds (say 2 hours). If necessary parking meters could be installed for longer parking.

- *Look at the quite unique notion of having some edible species of natives in the streetscape for use by restaurateurs – this could be done successfully in the suggested natural and indigenous interpretative centre and mini-tree-top-walk at the north end of the esplanade*
- *More palms, or at least the trees should not be ‘leaf or nut droppers’*
- *To incorporate the trees that are already there (except the She-Oaks)*
- *The business signage standards should be minimalistic and modern (this needs a planning person to make this description more manageable). Some policy to keep kerbside signage under control should also be implemented and enforced.*
- *The council signage, fencing, bin covers, seating bollards etc...should be of a high and uniformly attractive standard (like Noosa) which is pre-described in the planning scheme and all these items should be upgraded when replaced.*
- *Minimum standards for kerb side dining furniture*
- *Lighting should be of a uniform type and more prolific and aesthetic rather than standard street lighting and this should be decided on now and set as a standard now; up-lighting of trees would also be attractive.*
- *Uniform pavement treatments should be decided on for all pathways in the CBD area. All pavements should be constructed to this standard from now on.*
- *Underground power is a must long-term for the entire area to work.*
- *IMPORTANT: Traffic redirection measures should not be done until it is deemed necessary in consultation with business owners.*

I offer to formally present this Master Plan to Council at your convenience.”

Report: (Director of Engineering - R.A Fredman)

Overview:	Rainbow Beach Commerce & Tourism Association has commissioned their own Plan for CBD beautification at Rainbow Beach, proposing amongst other things an extensive tree program in public areas other than the foreshore.
Corp Plan:	1.5
Op Plan:	2.4, 3.3
Budget:	Roads and Parks Capital Works

Consultation: Parks Manager

Issues:

- (a) Participation in the study for the Plan
- (b) Appropriateness of recommendations
- (c) Funding of project plan

Risk Analysis:

- (a) A professional study presented to Council at no cost is appreciated. As can be determined from the Rainbow Beach Commerce and Tourism Association letter, several aspects of the Plan are radical. For Council to be confident that the Plan is the appropriate outcome for the site, it would need to know amongst other things the degree of community participation in determining the outcomes.
- (b) At first glance there are some recommendations that Council would support and others it may not. Detailed assessment would flesh out these issues.
- (c) Part of the funding dilemma would be solved if the Association was successful in arranging “benefactors” to pledge significant funds, as proposed. However there would still be major cost issues to be addressed.

Discussion:

All public areas in the region need a “makeover” or “revamp” at some stage and it is not denied that Rainbow Beach CBD is one of the higher priorities because of its tourism significance.

There are several issues in the Plan which are likely to divide public opinion. Council specialist staff will need to be given time to properly study the proposals and report back.

Heavily treeing-out of public areas with high car and pedestrian traffic is ideal for the new businesses on the western side, but sometimes it is a challenge to implement and maintain. There are many such issues that Council needs to consider before adopting the Plan.

W07/03/10 Moved: Cr A.J. Perrett

Seconded: Cr J Watt

Recommend that Council acknowledge Rainbow Beach Commerce and Tourism Association’s efforts and invite them to present their Plan to Council and staff. Subsequently refer to the Director of Engineering Services to coordinate a full assessment of the Plan and report back to the Works and Services Committee prior to any response being formulated.

Carried

1/7

Water Supply Strategic Planning

Re: **W08/03/10** Water Supply Strategic Planning
From: Director of Engineering Services – R. A. Fredman
File:
Date: 23 February 2010

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

Overview: Council is working with the Queensland Water Commission and DERM on future water supply for the urban and irrigation areas of the region.

Corp Plan: 4.2
Op Plan: 5.1
Budget: Gympie Water
Consultation: G34/12/09 refers.

Issues:

- (a) Council needs to ensure that planning for future Gympie water occurs post Traveston Crossing.
- (b) The outcome needs to reflect future potential Mary Valley irrigation needs.
- (c) Council needs to ensure that the Wide Bay Burnett Regional Water Supply Strategy considers water supply options from outside the Wide Bay Burnett.
- (d) There is considerable potential benefit from working with Sunshine Coast Council in advocating water supply solutions for the future.

Risk Analysis:

- (a) Council needs to be proactive on this issue, given that strategic water supply planning for SEQ post Traveston Crossing is now occurring.
- (b) Council has resolved to protect the irrigated agriculture potential of the Mary Valley.
- (c) The Wide Bay Burnett Regional Water Supply Strategy boundaries do not reflect the location of Gympie and its proximity to water sources for the Sunshine Coast.
- (d) The northern section Sunshine Coast needs considerably more water in the future than Gympie. A solution for Gympie may be able to be optimised through conjunctive use with the future Sunshine Coast bulk water supply.

Discussion:

The Mayor and Engineer met with the new Water Commissioner and staff on Friday 19 February, in conjunction with Sunshine Coast Regional Council. The discussion was refreshingly fruitful, with the Councils emerging confident that the Commissioner is adopting a fresh, pragmatic approach to water supply planning. All options are on the table, and there appear to be no artificial issues such as water supply boundaries to impede good progress.

Between our residence and a neighbour's we have a section of Thornside Road that is not sealed and because of the neighbours being the owner of two trucks and dog trailers, our residence is constantly being covered in dust during the use of it. There are also other property owners that use this section of road. Is a dust strip possible?

My request to Council for the upgrading of Thornside Road is quite genuine and its outdated construction is no longer capable of handling the ever increasing traffic on it, along with the Upper Thornside Road traffic.

For the many years and many thousands of dollars that we have paid on Thornside Property to the past Kilkivan Shire Council and now Gympie Regional Council, I believe very little is currently being done to bring it up to a satisfactory standard.

Could I suggest to Council when framing its budget for this year, that some of the major works needed be seriously considered for inclusion.

If Council wishes I am quite prepared to meet with any Council representative on the road for an inspection of it.

Trusting that Mayor Ron Dyne, and Councillors give their support and consideration to my requests for attention to Thornside Road."

Report: (General Manager Design Services – R. Chapman)

Overview: The requests for routine maintenance works were referred directly to the Works Western Division. Thornside Road serves approximately 30 rural addressed properties. It is currently considered to be a Rural Distributor Road.

Corp Plan: 2.1 (iv) 4.6 (iv)

Op Plan: 2.11

Budget: Capital Works

Consultation: Internal only

Issues: (1) Numerous requests for such new upgrading works received across the region.
(2) Limited funds available for upgrading works to create new assets to be managed.

Risk Analysis:

- Some political risk in "selecting" new upgrading projects.
- Creation of new upgraded assets means a further financial commitment needs to be given to maintain and eventually replace such assets.

Discussion:

Thornside Road is one of the more higher trafficked roads in this category in the road hierarchy. It is not known what sections are required to be "upgraded". There are several sections of Thornside Road that have been sealed for more than 40 years and several sections are still unsealed. Requests such as this have

providing warning to motorists of their potential presence on or adjacent to the road.

It should be noted that the wild horses follow the 'green pick' resultant from forestry harvesting operations. Horses will move up and down the length of the road network until this source of feed is no longer available. The principal of use of 'wild animal' signs is that they should only be used where the threat is present.

As forestry personnel are on site and travelling the road network continually, they will identify necessary changes in the signage arrangements. That is, forestry will contact the department on a 6 to 12 monthly basis to update new areas where horses are frequenting and or any areas where existing signage can be removed. Both Fraser Coast Council and Gympie Regional Council will then be requested to make the relevant modifications in their respective areas to manage the effectiveness of these signs. Initial sign installation will be carried out by RoadTek.

This is an ongoing issue which needs the co-operation of all parties concerned to provide a cost effective outcome in the management of wild horses and their associated risk to the road user. The combination of FPQ's removal program and the provision of warning signs by the department should see greater driver awareness and fewer accidents involving wild horses in the future.

Discussions will continue between forestry and this department in 2010 regarding this matter.

A copy of this letter has been forwarded to Forestry Plantations Queensland – Toolara and Fraser Coast Regional Council, for their information.”

W10/03/10 Moved: Cr A.J. Perrett

Seconded: Cr J.A. Walker

Recommend that the information be received.

Carried

3/3

Traffic Advisory Committee Record of 14 December 2009

Re: **W11/03/10** Traffic Advisory Committee Record of 14 December 2009
From: Design Services
File: 4/8/13/0001
Date: 18 February 2010

Report: (General Manager Design Services – R. Chapman)

Overview: Traffic Advisory Committee Meeting Record is distributed to members and attached for all Councillors information and any actions required of Council.

Corp Plan: 2.1 (v)

Op Plan: 2.7 (ii)

Budget: Design Services Budget

Consultation: Traffic Advisory Committee is in itself a consultative group reporting to Council.

Issues: Discussed at meeting with input from all attendees.

Risk Analysis: Limited risk.

Discussion: Road Safety Items requiring Council resolution have been put to the February meeting. The meeting decided a letter should be written to Department of Transport and Main Roads regarding the poor state of the Burnett Highway in Goomeri near the service stations and swimming pool.

W11/03/10 Moved: Cr J.A. Walker**Seconded: Cr I.T. Petersen****Recommend that the report be received.****Further that Council write to the Department of Transport and Main Roads regarding the poor state of the Burnett Highway in Goomeri near the service stations and swimming pool.****Carried****3/4****2009/10 Capital Works Program R2R3 Projects**

Re: **W12/03/10** 2009/10 Capital Works Program R2R3 Projects
 From: Design Division
 File: 4/8/20/0005
 Date: 24 February 2010

Report: (General Manager Design Services – R. Chapman)

Overview: Proposed projects to be funded under the R2R3 program need to be revised to suit DOTARS guidelines.

Corp Plan: 2.1 (iv)

Op Plan: 2.7 (iii)

Budget: Capital Works Program 2009/10

Consultation: Finance Directorate

Issues: DOTARS have advised of varying reasons for the need to change projects eligible for funding.
 Risk Analysis: Nil risk perceived.
 Discussion: The changes listed in the recommendation have no effect on the program other than how it is funded.

W12/03/10 Moved: Cr R.J. Dyne

Seconded: Cr A.J. Perrett

Recommend that Coonoongibber Creek Road project be part funded by R2R3 program to the value of \$146,940 reducing the revenue funding to that job accordingly.

Further, that the following part funded R2R3 jobs be funded by additional revenue as follows:

▪ Counter Road -	\$18,000
▪ Bruce Highway Upgrade -	\$50,000
▪ East Deep Creek Road -	\$78,940
TOTAL -	\$146,940

Carried

3/5	2008/09 Capital Works Program brought forward Projects in the former Tiaro Shire
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Re: **W13/03/10** 2008/09 Capital Works Program Brought Forward Projects in the Former Tiaro Shire
 From: Design Services
 File: 4/8/20/0005
 Date: 24 February 2010

Report: (General Manager Design Services – R. Chapman)

Overview: Adjustments to adopted Capital Works Program need to be reviewed and approved by Council.

Corp Plan: 2.1 (iv)

Op Plan: 2.7 (iii)

Budget: Capital Works Program 2008/09 KSC and TSC Carry Forward Programs.

Consultation: Internal

Issues: Neerdie Road project described in ex Tiaro Shire Council as a “Boundary Road” is fully within Fraser Coast Regional Council with allocated funds of \$137,500. Funds could be used to extend Neerdie Road widening project only funded to the extent of \$100,000 in areas where there is greater need for greater traffic volume

- Risk Analysis: A possible low risk may be that past promises to Glenwood Community will not be met.
- Discussion: There is a greater need for the widening job to be longer than there is for the other project.

W13/03/10 Moved: Cr R.A. Gâté

Seconded: Cr G.L. Engeman

Recommend that Council delete project No. 4208305 (Neerdie Road sealing along Shire boundary) from the 2008/09 Capital Works Program and reallocate the funds to Project No. 4208306 (Neerdie Road widening from Gunalda end).

Carried

3/6	Investigation into possible protected Right Turn from Monkland Street into Jaycee Way
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Re: **W14/03/10** Investigation into possible protected Right Turn from Monkland Street into Jaycee Way

From: Design Services

File: 4/8/20/0005

Date: 24 February 2010

Report: (General Manager Design Services – R. Chapman)

- Overview: A request by Cr Engeman was made at the February Works Meeting to have this matter investigated.
- Corp Plan: 2.1 (iv); 4.3 (ii)
- Op Plan: 2.7 (ii)
- Budget: No budget implications unless Capital Works proposed.
- Consultation: Department of Transport and Main Roads
- Issues: Proposal is to allow for space for queuing for right turn vehicles so that straight ahead movement can be free flowing.
- Risk Analysis: For any new works, unless spaces and lane widths comply with Design Codes, any accidents that may occur could be attributed to Council.
- Discussion: Whilst it would be possible to fit such a configuration into the carriageway space available, this would result in a loss of parking along the frontage to the nursery.

W14/03/10 Moved: Cr G.L. Engeman

Seconded: Cr J Watt

Recommend that no further action be taken on this proposal as there is insufficient demand for a queuing lane at this time.

Carried

3/7

House Numbering Rainbow Beach – Minute W45/10/08 refers.

Re: **W15/03/10** House Numbering Rainbow Beach – Minute W45/10/08 Refers
 From: Design Services
 File: 4/8/07/0007-11
 Date: 24 February 2010

W45/10/08 RECOMMENDED THAT THE WRITER BE ADVISED THAT THEIR CORRESPONDENCE HAS BEEN FORWARDED TO THE RELEVANT DEPARTMENTS WITHIN COUNCIL FOR INSPECTION AND REPORT TO A FUTURE COUNCIL MEETING FOR FURTHER CONSIDERATION.

Report: (General Manager Design Services – R. Chapman)

Overview: House numbering at Rainbow Beach was raised at a Mayor and Councillor Forum at Rainbow Beach in 2008. From Minute W45/10/08 letters were sent to the Lions Club and Chamber of Commerce but a response has not been received from either.

Corp Plan: 1.4 (iii)
 Op Plan: 2.7 (iii)
 Budget: Minimal impact on maintenance budget through Signs Crew.
 Consultation: Margaret Johnston, Secretary Rainbow Beach Community, Information and Resources Centre.

Issues: Because there are no postal deliveries at Rainbow Beach, houses do not display house numbers as is traditionally done on letter boxes. Hence Emergency Services and delivery vehicles are unable to readily locate properties. A previous scheme to affix house numbers to kerbs involved a community group fixing numbers as supplied by Council.

Risk Analysis: For the health and safety of local residents, there is considerable risk in emergency services not being able to locate properties as quickly as possible.

Discussion: Mrs Johnston's group has offered to hand out numbers to residents on presentation of their rate notice for them to fix to

the kerb or some other prominent feature. These numbers are given out now to residents free of charge.

W15/03/10 Moved: Cr J.A. Walker

Seconded: Cr R.A. Gâté

Recommend that the Design Services Division issue a procedure to the Rainbow Beach Community, Information and Resources Centre to issue house numbers to residents on presentation of their rate notices for fixing to the kerb or some other prominent feature on the property free of charge.

Further, that the matter be referred to the Mayor for providing information back to the community.

Carried

3/8	Regulatory Signage Report
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Re: **W16/03/10** Regulatory Signage Report

From: Design Services

File: 4/8/07/0008-04

Date: 24 February 2010

Report: (General Manager Design Services – R. Chapman)

LOCATION	REQUEST / BY	RECOMMENDATION / BY
Channon Street	<p>* Parking for Police vehicles only in front of Police Station on Channon Street.</p> <p>* <i>Officer in Charge, Gympie Police</i></p>	<p>* Convert two (2) parking bays to “Police Vehicles Only” parking. Parking bays located between disabled bay on footpath area and Henry Street.</p> <p>* <i>R.Chapman</i></p>
John Street	<p>* Vehicles parking on northern side of road between St Vinnies access and John Street traders’ access requesting No Stopping Zone in this vicinity.</p> <p>* <i>G. Ingham</i></p>	<p>* No Stopping Zone not warranted as adequate space is available for turning vehicles and parking required for local establishments. Parking to remain as is.</p> <p>* <i>R.Chapman</i></p>

W16/03/10 Moved: Cr D.R. Neilson

Seconded: Cr J Watt

Recommend that the above recommendations be approved by Council.

Carried

3/9

Road Heirarchy

Re: **W17/03/10** Road Hierarchy
 From: Design Services
 File: W27/08/08
 Date: 24 February 2010

Report: (General Manager Design Services – R. Chapman)

Overview: The road hierarchy adopted by the amalgamated Council in August 2008 (W27/08/08) requires some updating to define the lower categories of roads, categorize roads that were previously listed only as CBD roads and to clarify some anomalies in the previous lists.

Corp Plan: 2.1 (iv)
 Op Plan: 2.7 (ii)
 Budget: No budget implications.
 Consultation: Internal; needs to be Relevant to Grants Commission Categories.

Issues: Road hierarchy is being expanded to include lower order roads and their definitions need to match how road information is collated by the Grants Commission.

Risk Analysis: Nil risk.

Discussion: The last revision of the Road Hierarchy was adopted in W27/08/08. This report presents minor change proposals since that date, categorise the CBD roads not previously categorised and the need to align categories better with Grants Commission requirements.

Changes to Definitions:

Rural Sub-Arterial Roads

That the traffic carrying potential be changed to read 250 vehicles per day to match Grants Commission. (Previously 400)

Urban Sub-Arterial Roads

That the traffic carrying potential be changed to read 3000 vehicles per day to better equate with maximum peak hour of 300. (Previously 1000 per day)

Urban and Rural Distributor, Collector and Local Roads

That the hierarchical position of Distributor and Collector be reversed to conform to general engineering practice, and the traffic carrying potentials be changed to read as follows:

Rural Distributor	• greater than 150 vehicles per day
Rural Collector	• greater than 40 vehicles per day
Rural Local	• less than or equal to 40 vehicles per day
Urban Distributor	• greater than 500 vehicles per day
Urban Collector	• greater than 150 vehicles per day
Urban Local	• less than or equal to 150 vehicles per day

CBD ROADS

This category be deleted with streets allocated to the appropriate category.

Changes to Road Hierarchy listings:

Urban Arterial

- Delete Little Channon Street.
After Stage Two of the Bruce Highway upgrade, this road no longer has hierarchical importance.
- Add Corella Road (Duke Street to Hamilton Road)
Included in the recommendation for W27/08/08, but classified under Rural.
- Add Mary Street, Nash Street, Smithfield Street, Reef Street (Channon Street-Young Street), Monkland Street (Barter Street-O'Connell Street), previously CBD Streets.

Urban Sub-Arterial

- Add Groundwater Road (Power Road to Koumala Road reserve)
Add Sorenson Road
Included in the report for W27/08/08, but omitted from the recommendation.
- Add Watson Road
Included in Planning Scheme, but omitted from the recommendation in W27/08/08.
- Add O'Connell Street, School Street, Reef Street (Channon Street-Cross Street), Barter Street, Cross Street. Note: Palentine Hill and Glandore Lane (ex CBD Roads) will be classed as Urban Collector. These Streets were previously in the CBD Street Category.

Rural Arterial

- Corella Road (Hamilton Road to Old Maryborough Road)
Included in the recommendation for W27/08/08, but classified under Rural.

Rural Sub-Arterial

- Add Groundwater Road (Koumala Road reserve to Lawson Road)
Included in the report for W27/08/08, but omitted from the recommendation.
- Add Thomas Road (Dan Meurant Drive to Cliff Jones Road)
Omitted from the recommendation.

W17/03/10 Moved: Cr A.J. Perrett

Seconded: Cr I.T. Petersen

Recommend that Council adopt the above amendments to the Road Hierarchy as previously adopted in W27/08/08.

Carried

3/10	Cave Street, Kilkivan – Removal of Timber Rail Bridge
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Re: **W18/03/10** Cave Street, Kilkivan – Removal of Timber Rail Bridge
 From: Design Services – Glenn Alexander
 File: 4/8/02/0008
 Date: 24 February 2010

Report: (Design Division Manager – G. Alexander)

Overview: Alteration to funding allocation for removal of the timber rail bridge at Cave Street, Kilkivan, in accordance with the Memorandum of Understanding with the Department of Transport and Main Roads. Alternatives available for Council consideration.

Corp Plan: 2.1 (v)

Op Plan: 2.7 (iii) 2.7 (iv)

Budget: Road construction, through Memorandum of Understanding.

Consultation: Internal Only

Issues: Detailed design has identified additional costs associated with providing adequate roadway width for large vehicle movements.

Risk Analysis:

Constructing the road without considering the manoeuvring space required for B-Double vehicles could restrict access to Bridge St / Mudlo Road, and the use of James Street as a Wide Bay highway detour during The Kilkivan Great Horse Ride.

Discussion:

The funding for this project through the Memorandum of Understanding with the Department of Transport and Main Roads is \$200,000. This is for a minimum

cost option of removing the existing bridge, only minor changes to 'humped' grades on both approaches and steep unmowable batters into the old railway.

A preliminary design and an estimate for an ideal project including the removal of the existing bridge, filling in the cutting with mowable rideable batters, constructing an AC road with kerb and channel throughout to link to existing kerb and channel in James Street and Bridge Street over the closed rail corridor and upgrade the intersections on either side of the rail corridor to favour the Bridge Street alignment and square up the James Street approach is estimated to cost in the order of \$450,000.

Additionally, survey and legal costs may be required to open an area as road reserve in both options.

Both options will be available for viewing at the meeting.

W18/03/10 Moved: Cr A.J. Perrett

Seconded: Cr R.A. Gâté

Recommend that Council proceed with Option B (estimate \$200,000).

Carried

3/11	Aboriginal Cultural Heritage Act 2003
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Re: **W19/03/10** Aboriginal Cultural Heritage Act 2003
 From: Design Services – Glenn Alexander
 File: G34/06/04
 Date: 24 February 2010

G34/06/04 RECOMMENDED THAT COUNCIL INSTRUCT STAFF TO TAKE ALL REASONABLE AND PRACTICABLE MEASURES TO ENSURE THAT ITS ACTIVITIES DO NOT HARM CULTURAL HERITAGE AND THAT WHERE NECESSARY, RELEVANT PROJECTS BE REFERRED TO COUNCIL PRIOR TO EMBARKING ON THE CONSULTATION PATH AS REQUIRED BY THE ABORIGINAL CULTURAL HERITAGE ACT 2003.

Report: (Design Division Manager – G. Alexander)

Overview: Aboriginal Cultural Heritage Act 2003 – Council compliance with statutory duty of care.
 Corp Plan: 2.1
 Op Plan: 2.7
 Budget: Road construction and maintenance, water and sewerage, and major projects.

Consultation: Internal Only

Issues:

- (a) Duty of care,
- (b) Penalties,
- (c) Delays

Risk Analysis:

- (a) Duty of care – “A person who carried out an activity must take all reasonable and practical measures to ensure the activity does not harm Aboriginal Cultural Heritage”.
- (b) Penalties – if duty of care is breached and/or heritage is harmed, penalty of max \$750,000 for a corporation and \$75,000 for an individual may be enforced, plus rehabilitation costs.
- (c) Delays – failure to identify Aboriginal Cultural Heritage has the potential to seriously affect / project progress and may result in greatly increased lead times for relevant projects.

Discussion:

Council officers recently attended training relating to Native Title and Cultural Heritage Compliance for Infrastructure Projects. In relation to Cultural Heritage Compliance, Council could take a very conservative approach with potential for significant delays to each project by consulting for all but absolutely clear-cut cases. Alternatively, staff could take all reasonable and practical measures to ensure activities will not harm cultural heritage”. The latter case involves a risk management decision as to whether Council has taken measures which are likely to be sufficient to comply. This may involve the use of checklist and Cultural Heritage Database checks. This matter is also referred in Cooloola Shire Council minute G34/06/04.

W19/03/10 Moved: Cr J.A. Walker

Seconded: Cr R.A. Gâté

Recommend that Council endorse the practices as outlined in Minute G34/06/04; that Council instruct staff to take all reasonable and practicable measures to ensure that its activities do not harm cultural heritage and that where necessary, relevant projects be referred to Council prior to embarking on the consultation path as required by the Aboriginal Cultural Heritage Act 2003.

Carried

SECTION 4: DESIGN SERVICES DIVISION – GENERAL BUSINESS

Mr Chapman left the meeting at 10.39am.

General Manager Works Eastern Division – Mr G Ingham entered the meeting at 10.39am.

SECTION 5: WORKS - EASTERN DIVISION

5/1 Monthly Rural Maintenance Report

Re: **W20/03/10** Monthly Rural Maintenance Report
From: General Manager Works – Eastern Division - GC Ingham
File: FF94/00018
Date: 21 February 2010

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

Overview

The Gympie Region has received substantial rainfall across the eastern areas during February. This has led to early deterioration of many unsealed roads and has impacted on the current maintenance program. Unsealed road inspections have resulted in a re-prioritisation of the grading program.

Roadside vegetation is flourishing with the current weather conditions. Council is endeavouring to keep pace with this ideal growing season.

It is expected that the persistent wet weather will increase potholes and road pavement defects.

Works Summary

Routine Maintenance Activities

Programmed maintenance grading has been completed on the following roads;

- Fisherman's Pocket Road
- Rodney Road
- Goodwin Road
- Neerdie Road Shoulders
- Lobwein Road
- Brewery Road
- Wadell Road
- Happy Jack Creek Road

Vegetation Management

The road envelope vegetation works are due to resume on selected sealed roads in March. Following public feedback from previous vegetation works, Council will modify its operation methodology. Grass growing on road verges however has increased significantly with the continual wet weather. The following areas are currently being targeted for slashing;

- Gunalda
- Curra
- Ceder Pocket
- North Deep Creek
- Chatsworth
- Veteran
- Wilson Pocket
- Greens Creek
- Coondoo
- Mothar Mountain
- Traveston
- Carters Ridge
- Mary Valley

Bridges

Routine maintenance was carried out on Randwick Road Bridge, backing boards were replaced on Ross Road bridge. Major works carried out on the MVHR Bridge on Dawn Road, which included the replacement of 2 girders and a quantity of handrail. The bridge crew has also been heavily involved in the removal of storm damaged trees.

Sealed Road Pavement Repairs

As expected, sealed road pavement failure has increased due to the continual wet weather. Pavement repairs were carried out on the following roads;

- Anderleigh Road
- Imbil Kandanga Road
- Atkinson Road
- Duke Street
- Shied Street
- Oak Street.

W20/03/10 Moved: Cr D.R. Neilson

Seconded: Cr I.T. Petersen

Recommend that the Monthly Rural Maintenance Report be received.

Carried

5/2

Job Construction Report

Re: **W21/03/10** Job Construction Report
From: General Manager Works – Eastern Division - GC Ingham
File: FF94/00018
Date: 24 February 2010

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

Construction Projects progress has been slow due to periods of wet weather and the increased activity in maintenance. Resources have been managed across maintenance and construction to ensure continuity of work and timely completion of projects.

TAGIGAN ROAD PAVEMENT WIDENING

The works involve widening and overlay the existing roadway to create a final 7m formation with full bitumen seal.

The works include clear and grubbing, placing gravel pavement, bituminous seal, reinstating property access, extending existing cross road culverts, erecting signage and installing road edge guide posts.

Clearing and grubbing works are in progress.

FRASER ROAD PAVEMENT WIDENING

The works involve widening the existing roadway from Corella Road to Wood Works Museum.

The works include clear and grubbing, relocated water main, minor earthworks, placing gravel pavement, placing reinforced concrete pavement, bituminous sealing, pavement rehabilitation, installing turnout kerb, reinstating property accesses, reinstating signage and line marking. Stormwater discharge is being re-designed.

Clearing and earthworks stage and relocation of water main have been completed.

OLD MARYBOROUGH ROAD PATHWAY

The works involve construction of a pathway from Coinda Street to Victory College. This is a shared facility designed to cater for pedestrians and cyclists.

Pathway construction is progressing well with approximately 380m complete at the time of writing. (Residents have been notified via letter drop of the works in progress). An important part of this project is the integration of existing driveways into the footpath.

MT PLEASANT ROAD INTERSECTION UPRGRADE & OVERLAY

The works involve the installation of traffic signals and asphalt overlays, including associated works such as stormwater draining, kerb and channel, concrete pathways, kerb ramps, and reinstatement of property access.

Stormwater drainage and kerb and channel works have been completed. Road Tec is in progress of installing Traffic signals. Asphalt for Overlay will be commencing within a couple of weeks.

RAINBOW BEACH STORMWATER UPGRADE

The work includes installing twin-cell 1200mm dia stormwater pipe culvert, installing stormwater catch pits, relocating existing sewer services, altering existing water services and reinstating roadway. (Residents have been notified of disruptions and traffic accommodated in accordance with plans.)

Installing twin-cell pipes has progressed well. Work is expected to be completed late March.

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.

Job has been successfully completed

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 pip approximately 360 metres.

Stormwater pipe and sewer lines successfully completed.

Earthworks on new cell and pad for transfer station has commenced.

UPCOMING PROJECTS

Monkland Street Overlay and Pathway upgrades
Exhibition Road pathway
Leonard Street Pathway
Reseals various areas
Monkland Quarry Weigh bridge installation

W21/03/10 Moved: Cr J Watt

Seconded: Cr D.R. Neilson

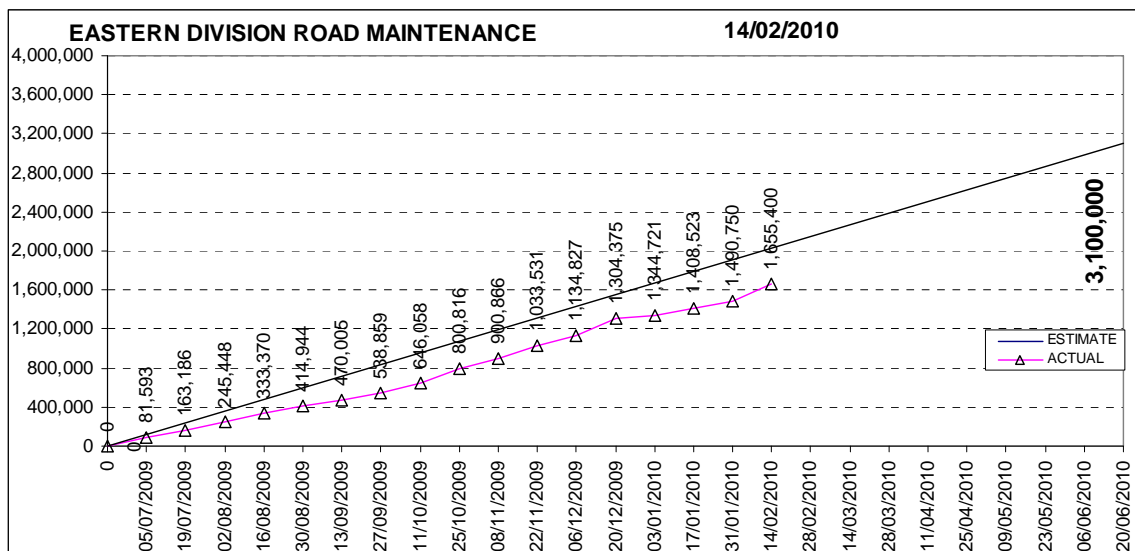
Recommend that the Job Construction Report, as presented, be received.

Carried

5/3 Works Department Maintenance Graph – Eastern Division

Re: W22/03/10 Works Department Maintenance Graph – Eastern Division
 From: General Manager Works – Eastern Division - GC Ingham
 File: WR94/00018
 Date: 24 February 2010

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



W22/03/10 Moved: Cr J.A. Walker

Seconded: Cr A.J. Perrett

Recommend that the Works Department Maintenance Graph – Eastern Division, as presented, be received.

Carried

5/4	Works Cost Statement – Eastern Division
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WORKS COST STATEMENT

W23/03/10 Moved: Cr R.J. Dyne

Seconded: Cr J Watt

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

Carried

5/5	Signs
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Re: **W24/03/10** Signs
From: General Manager Works – Eastern Division – GC Ingham.
File:
Date: 22 January 2010

Overview

The fabrication and erection of signs is an important part of Works Department activities. Signs are valuable assets in providing information to locals and visitors.

The Gympie Regional Council signs team consists of 4 staff who are responsible for the fabrication and erection of signs. The signs fabrication facility is located at the John Street Depot in Gympie and is equipped with computer design and manufacturing equipment. Much of the fabrication work does involve manual operations.

Vandalised, damaged or stolen signs are replaced as resources permit. Unfortunately vandalism is a significant part of the signs team workload.

There are four general categories of signs;
Regulatory – e.g. stop, give way and speed limit signs
Warning – T junction ahead, winding road and stock signs
Guide – Picnic area ahead, reassurance direction and tourist drive signs
Other – Park signs, banners and local law signs

An example of Gympie Regional Council supplying and installing signs for an external client was the urgent implementation of the reduced speed limit on the

Bruce Highway, north and south of Gympie in 2009. These new speed limit signs had to be installed at short notice by the Gympie Regional Council signs team.

As a road controlling authority Council is required to rectify damaged/vandalised or missing regulatory signage within 24 hours from notification. Defective warning signs need rectification with 5 working days. This applies to both local roads and main roads.

W24/03/10 Moved: Cr R.A. Gâté

Seconded: Cr G.L. Engeman

Recommend that the General Manager Works Eastern Division be requested to report back to Council on ways to increase the output of Council in relation to signs and linemarking services.

Carried

Cr Walker left the meeting at 10.43am.

SECTION 6: WORKS EASTERN DIVISION – GENERAL BUSINESS

Cr Walker returned to the meeting at 10.48am.

Mr Ingham left the meeting at 10.49am.

Parks Manager Mr E French entered the meeting at 10.49am.

SECTION 7: WORKS - PARKS

7/1 Parks Monthly Report

Re: **W25/03/10** Parks Monthly Report

From: Parks Manager - Ed French

File: EP94/00008

Date: 22 February 2010

Report: (Parks Manager – Ed French)

Maintenance Works

Continued strong growth of grasses and weeds throughout the region is placing high demands on Council staff and contractors. Additional resources have been allocated to the Mary Valley and all areas are continually monitored to provide outcomes according to priorities and available resources.

All Abilities Play space

The art work component of the project is nearing completion other than installation. Over 1200 children and adults have directly participated in the creation of the ceramic tiles. An exhibition of elements of the public art project will be held in the Art Gallery in March.

It is anticipated that the minor works required to complete the car park will be undertaken in early March.

The final design and documentation from the playground designers should be delivered by 26 February with approval from the consulting engineer received before the end of March. Some changes to the playground layout were required to ensure adequate clearance of the rising sewer main located in the park. The final design will be presented to Council when available.

The Economic Development Officer is assisting in formally inviting businesses to participate in the project delivery by way of sponsorships.

One Mile Recreation Reserve

Top dressing of field one has been completed. Heavy rain interrupted the works on Jim Geiger Oval with completion planned when field and weather conditions permit. The playing surfaces have established well with Field One ready for play at the start of the Football season and Jim Geiger Oval by the 2nd April. Further improvements to the drain on the western side of the oval will be undertaken when resources permit.

The contribution of \$45,000 from Football Gympie and \$60,000 from the Federal Funds, with over \$10,000 of Parks Contributions, has enabled these works to be undertaken.

Wes Mitchell Park

A replacement double plate electric barbecue will be installed at Wes Mitchell Park in the near future. The existing barbecue is beyond repair and has been a source of complaints for some time.

Nelson Reserve

Works on the stage are expected to recommence in the near future. The area in the park is now further restricted by the larger stage and additional underground services infrastructure located in the area that Circuses and other large events utilize. The ongoing use of the park by these events requires further assessment.

Mary Street seats

The seats placed in Mary Street require significant maintenance due to the existing treatment, a clear lacquer coat, of the wood slats. Investigations into alternative treatments and materials are under way with the objective to reduce the maintenance inputs required and maintain or increase the aesthetics and comfort of the seats.

A small number of seats with alternatives will be trialled in March/April with Council advised of the short term outcomes by June 2010.

Weier Oval

Kilkivan's sports oval will be aerated to improve the playing surface growth and condition. Local community members have fertilized the field and Council will offer further assistance and works to improve the oval.

Investigations into suitable permanent cricket wickets and covers/surfaces that permit winter use over the wicket are under way for possible future placement at this oval and One Mile.

Planning for any future development of the Weier Oval and adjacent reserve/s should be undertaken to ensure that as funds or community resources become available, works undertaken are planned to desirable outcomes.

Highway Upgrade works

Council has been contracted by Main Roads to undertake some correction/improvement works to landscaping in Stages 1 & 2 of the highway upgrade prior to Council accepting these plantings/areas off-maintenance. Council will contract out some of these works due to existing workloads. Works on the batter adjacent to Nelson Reserve are expected to start before the end of February.

Main Roads has also contracted Council to undertake maintenance of the vacant lots in the first two stages for the next 12 months. Contractors have and will be involved. Some of these works have already been undertaken.

Centro Landscaping works

Centro has contracted Council to undertake necessary works to the landscaping in the road reserve to enable the landscaping component of the project to be accepted off-maintenance.

A number of contractors are assisting in the works. It is anticipated completion of works will be in late April/early May.

Training

A number of Parks staff are expected to be signed up for training courses or apprenticeships in March. The three Arborist apprenticeships and two Turf

Op Plan: 3.3(v)
 Budget: Not determined
 Consultation: Internal only with Design & Planning officers
 Issues:
 Risk Analysis: n/a
 Discussion: n/a

As part of the storm water improvement works at Rainbow Beach, the small playground and equipment required removal. Other related works and proximity to the road prevent the playground from being relocated close to the previous location.

As part of enquiries regarding the re-instatement of the playground elsewhere in the park, advice was received that the park is a Reserve for Local Government (Car Park) Purposes. Technically the installation of the playground for the purposes of recreation is not in accordance with the gazetted purpose of the reserve.

The placement of playground equipment would ideally be located with other community facilities under consideration or planning on the “centre block”, opposite the park from where the equipment has been removed.

It is proposed that the equipment be stored whilst consideration for a playground on the “Centre Block” and consultation with Rainbow Beach residents is undertaken.

It is likely that some parts of the equipment will need to be updated to current play equipment Australian Standards prior to re-instalment as the equipment has been removed from its location. Repainting/refurbishing of the equipment would ideally be undertaken at this time. No funds have been set aside for these works.

W27/03/10 Moved: Cr G.L. Engeman

Seconded: Cr D.R. Neilson

Recommend that the play equipment removed from Lot 2 RB96927 be stored until the most appropriate location for the equipment is found.

Carried

7/4

Bollards Blocking The Esplanade Tin Can Bay

Re: **W28/03/10** Bollards Blocking the Esplanade, Tin Can Bay
 From: Margaret & John Scott, 3 Kelks Hill, Nambour Qld 4560
 File: 4/6/6/2/2 Doc # 1415331
 Date: 7 February 2010

“We are very disappointed that bollards have been placed along the road edge of The Esplanade, Tin Can Bay blocking car access and small recreational boat access to the foreshore.

We own property on The Esplanade and have always enjoyed seeing people drive down to the water’s edge to picnic, swim, sail, read or play. These bollards are restricting all ages and also disabled people.

What has happened to the relaxed atmosphere of Tin Can Bay? Easy access to the foreshore is one of the charms of Tin Can Bay.

A second issue is the growth of dense vegetation along the foreshore. We believe that the charm of Tin Can Bay is also the wonderful views over the sand flats at low tide or the water at high tide. It is sad that these views have become so limited due to the growth of foreshore rubbish, weeds and scrub. This is a loss to residents and visitors alike.

Walking along the foreshore footpath in the evening is unsafe due to the density of the vegetation.

We would like to see removal of the bollards and sensible removal of the dense scrub to allow easy access to, and views of, the water and foreshore.”

Report: (Parks Manager – Ed French)

Council has installed bollards on the Tin Can Bay foreshore, at Norman Point and Wes Mitchell/Bob Reibel Parks in the past 12 months. These bollards prevent unauthorised vehicular access to the adjacent park and section of foreshore.

Vehicles can cause damage to grassed surfaces, tree root systems and the vegetation growing on the water’s edge. Damage by vehicle tyre tracks during wet periods will cause trip hazards to park users and damage to Council maintenance equipment. A significant portion of the area now protected by bollards can remain wet for extended periods.

The bollards assist in improving safety within the park by removing moving vehicles from areas utilised for recreation by children and adults, including the park facilities and playground at Wes Mitchell Park. Council had received a request from Tin Can Bay police to restrict vehicles being driven, at times dangerously, next to the skate bowl. This has been achieved.

Bollards also assist in formalizing car parking.

Small recreational boat access is available at Bob Reibel Park, Crab Creek and the Tin Can Bay marina.

The Foreshore is a balance of different management zones that allows for protection of some natural assets, some areas of mixed open space and natural vegetation and other open grassed areas. Maintaining a balance between differing viewpoints on the value and type of vegetation, open spaces, access and views to the water and responsible management actions that give consideration to legislative requirements and availability of Council resources will always draw criticism from members of the public. The review of the Foreshore Management Plan will include the retention of significant vistas.

As there is significantly little non native vegetation on the foreshore, the writer's reference to "the growth of foreshore rubbish, weeds and scrub" may refer to native vegetation either remnant, planted or regenerated. Vegetation on the foreshore assists in reducing and preventing erosion and encouraging wildlife. Native and preferably endemic plant species are generally the best vegetation to achieve these outcomes.

W28/03/10 Moved: Cr G.L. Engeman

Seconded: Cr R.A. Gâté

Recommend that the writer be advised that Council will continue the use of bollards and other methods of restricting vehicles from sections of the Foreshore, as necessary, and Council will manage the Foreshore according to environmental, public use, legislative and resource priorities.

Carried

SECTION 8: WORKS – PARKS – GENERAL BUSINESS

Mr French left the meeting at 10.59am.

General Manager Works Western Division – Mr G Curry entered the meeting at 10.59am.

SECTION 9: WORKS – WESTERN DIVISION

9/1 Works Cost Statement – Western Division

WORKS COST STATEMENT

W29/03/10 Moved: Cr A.J. Perrett

Seconded: Cr G.L. Engeman

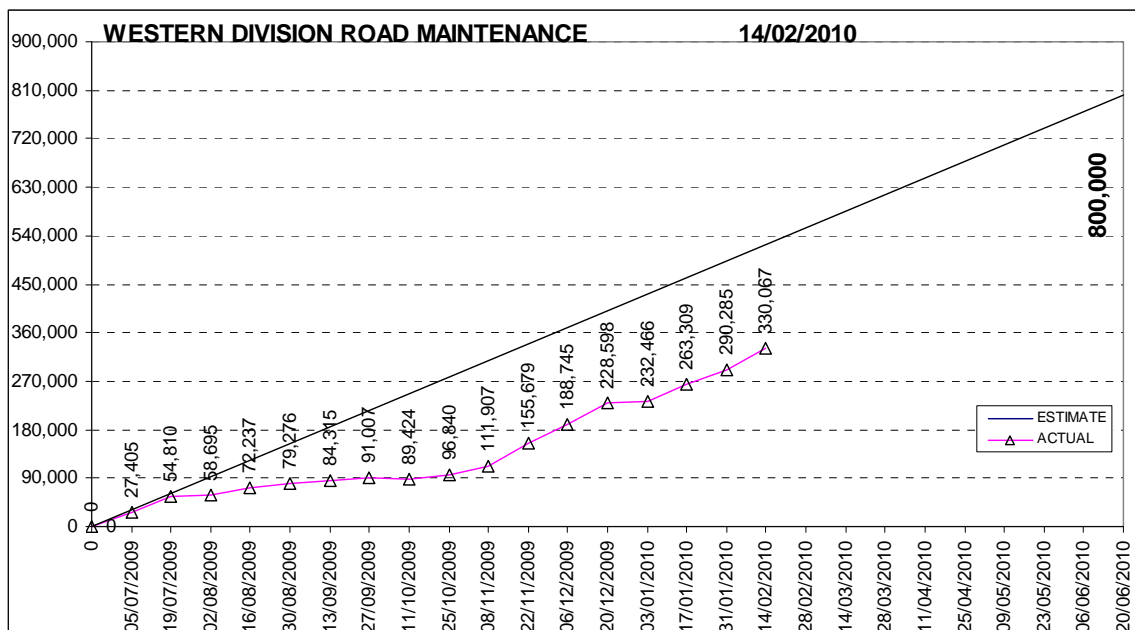
Recommend that the Road Maintenance, Road Construction and Road Contribution sections (Western Division) of the Works Cost Statement, as presented, be received.

Carried

9/2 Works Department Maintenance Graph – Western Division

Re: **W30/03/10** Works Department Maintenance Graph – Western Division
 From: General Manager Works – Western Division – GG Curry
 File: WR94/00018
 Date: 24 February 2010

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



W30/03/10 Moved: Cr R.J. Dyne

Seconded: Cr I.T. Petersen

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

Carried

9/3	Road Maintenance Report – Western Division
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Re: **W31/03/10** Road Maintenance Report – Western Division
 From: General Manager Works – Western Division – G.G. Curry
 File:
 Date: 23 February 2010

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

Muna-Miva Road	- Patch gravel and grade
Upper Thornside Road	- Fix scours and vegetation control
Carlsons Road	- Patch gravel and grade

W31/03/10 Moved: Cr J Watt

Seconded: Cr G.L. Engeman

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

Carried

9/4	Gympie Sewerage Treatment Plant
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Re: **W32/03/10** Gympie Sewerage Treatment Plant (W33/02/10 refers)
 From: General Manager Works – Western Division – G.G. Curry
 File:
 Date: 23 February 2010

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

Works to inlet works, Flowmeter Pit No.2 bioreactor and clarifier No.1 are in progress.

Payments to November (GST excl)

Variations	\$317, 921.76
Adjusted contract value	\$19, 555, 934.80
Value of completed to date	\$ 1, 976, 932.80
Date for practical completion	11 March 2011
Variations approved in February	Nil

W32/03/10 Moved: Cr A.J. Perrett**Seconded: Cr I.T. Petersen****Recommend that the above report be received.****Carried**

9/5	Gates and Grids on Burnett Highway
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Re: **W33/03/10** Gates & Grids on Burnett Highway
From: JF Ollenburg (Jnr), "Mt Marcella", Mail Service 188, Goomeri Qld 4601
File: 4/8/11/0002 Doc # 1414646
Date: 12 January 2010

"Thank you for your letter of 22-12-09, Re grids and gates on Burnett Highway, in which you request my written position on the matter of grids 180K & 169K adjacent to Pos 46 on main Burnett Highway frontage.

This is my position.

I can't accept responsibility for them, simply as they are on a road owned by the Council (1 Chain Road) coming off the Burnett Highway. As I recall I paid for the surveying of these roads and all others, surveying on 2 occasions in 1983 and 1989 when I converted it from Water and Camping Reserve to Freehold POR. 46, \$3,500 – each time.

About 20 years ago, the Kilkivan Council allocated me grid licenses, I didn't apply for them by the way, of numbers 180 & 169, and at that time they set a charge of \$7.00 per grid license and they said that was to cover their insurance at the time. I assume they meant their Public Risk Insurance.

This amount went on for a few years then they put it up to \$10.00 per grid, which I didn't like but didn't want to argue about \$20.00 for the 2 grids.

This stayed the same for about 15 years or so. I can get exact dates if I need to, as I still have every tax bundle for every year for 50 years since I first started working in the cupboard in the back room.

Then when the Council amalgamated a couple of years ago to the Gympie Regional Council they jacked up the price of the grids from \$10.00 to \$61.00, over 600% rise! That's when they lost me, and I decided I'll take a stand and get to the bottom of this and find out who is legally liable for these grids, and the best way to be sure is to get the advice from a Q.C.

Once again this is my position.

Either we let sleeping dogs lie, or lay as they say. Or, this is entirely up to your reply to this letter, I'll give a copy of this letter and those previous of yours, to either of 2 different solicitors who are hunting friends of mine, one hunts here on Mt Marcella, and he will have instructions to without delay, give me a definitive answer as to who is legally liable for the grids, and to get the advice of a Q.C. just so we are certain.

If it turns out Council are liable, which I suspect in my own, as I reckon the Council are bluffing everyone, as these grids are on a road owned by the Council off a Main Road. I can't see how they can get away with even passing a By Law to throw the responsibility to a property owner adjacent, if this is what they have done as I said if the Q.C. decides Council are liable, I'll be pissed off enough by then to make it widely known I am sure.

If though, the advice is that I am liable, and Councils By Laws are binding in a court of law, then I'll wear that responsibility, but by the same token, I still won't pay one cent of these grids on principal, as I still reckon we are talking about grids on a Council road. Other people use them but I don't.

What we'll do then is pull out the grids and fence the roads of about 1 mile of fencing at a guess, and I'll get a quote from a fencer who is working here at the moment building cattle yards.

You should be aware though, that as owner of the road you will be paying for half the fencing costs, except where the quarry is on Holroyd Road, which is 100% Council. The Holroyd Road grid even at this stage is half Council's, as they have the Quarry to the north side. I only own the country to the south.

In relation to the other grid on Ross Road, when I came here in 1971 it was only a gate, and Elgin put that grid in when he put his house over there. You should talk to Elgin Ross about that grid.

As I see it, it would end up costing less over the years to go ahead and fence the road than the cost of \$10 000 000 Public Risk Insurance, as well as costs of new grids and signage, plus the risk of price rises in grid licenses, etc each year.

Just bear in mind I'll only pay my half share of the fencing. I heard yesterday sawn posts are bringing up to \$11.00 per post now.

I hope this makes my position clear. Either we'll let sleeping dogs lay or we'll get Q.C. advice and take it from there, but at no stage will I take responsibility for the grids, if we have to we'll pull them out and Elgin can take his home and we'll fence both roads and I'll only pay half any share, you guys can pay your half, except where the Quarry is which is all Council's.

Let me know in due course what Council wishes to do and I'll take it as it comes up. It's entirely up to Council as to how we proceed.

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

Overview:	The owner of grids has advised that he does not wish to pay renewal fee on principle
Corporate Plan:	2.1, 3.1
Operational Plan:	3.2
Budget:	Rural Road Maintenance
Consultation:	Director of Engineering Services
Issues:	a) Liability Implications b) Governance
Risks:	a) Liability implications There is a risk to Council if gates/grids are not maintained b) Governance Structures within the road reserve must be approved by Council and comply with conditions set by Council.

Renewal letters for Licensed gates/grids were sent out in October 2009 with subsequent reminder telephone calls.

The owner of Licensed Grids No 169 (Holroyd Road) and 180 (Ross Road) advised Council staff that he did not intend to pay the annual license fee. The owner was subsequently requested to advise in writing of his intentions and the above reply was received.

In accordance with Kilkivan Shire Local Law No 2 (Gates and Grids) it would be appropriate for the approvals for these Gates/Grids to be cancelled, as the owner has contravened a condition of the approval. A Notice would then be sent requiring the owner to remove the gate/grids and also advising that “If a person fails to remove a gate or grid within the time frame allowed by a Notice under this section, the Local Government may itself have the work carried out and recover the cost of the work, as a debt, from the person in default”.

Prior to the removal of the gate/grid a Fencing Notice under Kilkivan Shire Council Local Law No 20 (Roads) would be required. It would also be appropriate to advise the writer that Council does not contribute to fencing of road reserves

W33/03/10 Moved: Cr A.J. Perrett

Seconded: Cr G.L. Engeman

Recommend that Council cancel the approvals for licensed gate/grid numbers 169 & 180 on Holroyd Road and Ross Road.

Further that Council issue a notice under Kilkivan Shire Local Law 2 (Gates/Grids) requiring removal of the grids.

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

Overview:	Registrations for the Queensland Pest Animal Symposium have opened.
Corporate Plan:	3.1, 3.3
Operational Plan:	3.1 (ii)
Budget:	Staff conferences and Councillor support seminars
Consultation:	Nil
Issues:	a) Ensuring currency of knowledge in pest animal practices
Risk Analysis:	a) Council may not be using the latest technology/practices to deal with pests

The Queensland Pest Animal Symposium in Gladstone from 3-5 August 2010 has opened registrations.

W35/03/10 Moved: Cr R.A. Gâté

Seconded: Cr A.J. Perrett

Recommend that Council authorise up to 2 staff members and Cr Walker attend the Queensland Pest Animal Symposium to be held in Gladstone on 3-5 August 2010.

Further that Councillors be authorised to attend daily sessions as appropriate to their duties.

Carried

9/8

Report on Waste Projects

Re: **W36/03/10** Report on Waste Projects
 From: General Manager Works – Western Division – G.G. Curry
 File:
 Date: 23 February 2010

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

Installation of 2100mm dia reinforced concrete pipes including access chambers is complete. The trunk sewer in the vicinity of the stormwater pipeline is complete. Filling of the transfer station and hardstand is in progress.

Excavation of the new landfill cell is in progress. Rock has been encountered. The cell design has been reviewed and the floor level will be raised to reduce construction and operating costs. This will reduce the expected life of the cell by approximately 2 years. The Director of Community Services has advised that

based on current volumes the life of the cell could still be expected to be about 10 years.

Cooloola Cove Transfer Station

A preliminary layout has been provided by the consultant and feedback provided by Council officers.

W36/03/10 Moved: Cr R.A. Gâté

Seconded: Cr G.L. Engeman

Recommend that the above report be received.

Further that staff action in redesigning the floor of the new waste cell at Bonnick Road to avoid the majority of hard rock, be endorsed.

Carried

9/9

Lester Miller Park & Kilkivan Community Garden & Railway Markets Project Inc.

Re: **W37/03/10** Lester Miller Park & Kilkivan Community Garden & Railway Markets Projects Inc
 From: General Manager Works – Western Division – G.G. Curry
 File:
 Date: 19 February 2010

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

Overview: Council has repeatedly requested a written proposal for the activities undertaken by the above group, with no response

Corporate Plan: 1.4 & 2.1

Operational Plan: 2.4

Budget: Verges and non developed land

Consultation: Manager Corporate Administration
 Parks Manager
 Director Community Services

Issues: a) Governance
 b) Liability Implications

Risks: a) Governance
 Generally, community groups are only permitted to use Council controlled lands with Council's agreement and subject to compliance with conditions set by Council.
 b) Liability Implications

Council is likely to be liable for any incidents under its control. Any planned improvements / activities should require Council approval.

Minute W42/08/08 refers

Recommend that Council write to the Kilkivan Community Garden & Railway Markets Projects Inc requesting them to submit a detailed written proposal, including drawings, for their activities on Council's leased railway land beside Lester Miller Park in Kilkivan.

Councillors were advised in October 2008 that no response had been received and no response had been received at the time of writing.

It is understood that this group has no written authority to undertake activities in Lester Miller Park and that Kilkivan Shire Council had requested on a number of occasions the lodgement of a detailed proposal for the land behind the Kilkivan Railway Station. It is understood that this detailed proposal was initially requested in September 2003.

A spokesperson for the Kilkivan Community Garden and Railway Markets Projects Inc has recently been quoted advising that the group "will concentrate on establishing a botanical garden", on the site.

The Kilkivan Community Garden and Railway Markets Project Inc continue to facilitate regular markets on the site.

Report: (Manager Corporate Administration – D Jenkins)

The subject lot is described as Lot 14 on SP 128650 and is owned by Qld Rail land. The former Kilkivan Shire Council entered into a licence arrangement with QRail for beautification purposes only. The Licence provides that the Licensee shall not assign, mortgage or charge those rights or any part of them in favour of any other party, or attempt to do so.

Further, as part of the Theebine-Gunalda Rail negotiations, Council wrote to QRail on 6th January 2010 requesting acquisition of the lot at no cost to Council for the purpose of being designated as road reserve. Should Council be able to acquire Lot 14 for road reserve purposes, consultation would be required with DMR before market arrangements are able to continue. To date we have not received advice on our application.

Report: (Director of Community Services – M Grant)

The Council's Community Services Directorate has investigated the following concerns which have been received about activities involving the Kilkivan Community Garden and Railway Markets Project Inc (KCF&RMP Inc).

1. Unlicensed food handling activities being carried out by the Kilkivan Community Garden and Railway Markets Project. Council's Environmental Health Officers (EHOs) investigated these concerns and now licence the organisation and ensure general compliance with the *Food Act 2006* and the *Food Safety Standards* detailed in *Chapter 3 of the Australia New Zealand Food Standards Code*. The organisation's current food business licence is due to expire on 30 June 2010.
2. Unauthorised camping at Lester Miller Park on two (2) occasions. Council's Environmental Health Officer investigated the complaints on both of these occasions and discovered that the camping was taking place on Queensland Rail (QR) owned land and not Lester Miller Park. Environmental Health Officers contacted a representative from QR and explained the situation and his response was that they did not have any officers who could come out to investigate the issue. On both occasions a couple of days after EHO investigated the site the caravans moved on.
3. Alleged commercial catering activities being carried out by the Kilkivan Community Garden and Railway Markets Project. EHO investigated again speaking with a representative from the KCF&RMP Inc for confirmation regarding commercial food handling activities. The advice given by this representative was that there had been two (2) commercial catering jobs carried out and that the organisation would not cater for any more functions without submitting a Food Safety Program as required by the *Food Act 2006*. These discussions with the representative were confirmed in a letter to the Kilkivan Community Garden and Railway Markets Project Inc.

Report: (Parks Manager – Ed French)

The existing plantings on the adjacent road reserve are not ideally placed nor selected to allow efficient maintenance by Council should a community group no longer maintain the park. It is likely that Council would need to remove some plants from the road reserve should it become Council's responsibility to maintain. Any further such plantings on the Railway land would be of concern.

Plantings in such areas would ideally be of a small number of predominately large high value specimen trees that would soften the landscape and, be placed to permit efficient mowing. Should smaller plants & ground covers be desired, these may be placed in a garden at the base of the tree to minimise weeding, edge maintenance, and allow for open vistas.

It may be advisable that Council's existing parks be improved rather than spreading valuable resources over a greater area. A determination of Council's priorities and future open space and recreational needs in Kilkivan and catchment area should be undertaken prior to Council accepting any further parks or gardens in Kilkivan.

W37/03/10 Moved: Cr R.A. Gâté

Seconded: Cr A.J. Perrett

Recommend that the Kilkivan Community Garden and Railway Markets Projects Inc be advised that Council requires a detailed written proposal, including drawings, for their activities on the road reserve and Council's leased railway land beside Lester Miller Park in Kilkivan.

Further, that Kilkivan Community Garden and Railway Markets Projects Inc be advised that if a detailed written proposal is not received within 30 days that Council will commence action to terminate their activities on the leased land and the road reserve.

Carried

SECTION 10: WORKS WESTERN DIVISION – GENERAL BUSINESS

Cr Watt returned to the meeting at 11.21am.

Late Item 1: Request for Maintenance on Athertons Road, Glen Echo

Re: **W38/03/10** Request for Maintenance on Athertons Road, Glen Echo
From: Julie Dickie, PO Box 29, Gunalda Qld 4570
File: Doc # 1417244
Date: 22 February 2010

"I am writing to request that the G.R.C. resume maintaining Athertons Road, Glen Echo. The road is currently in a high state of degrade and is impassable by 2wd vehicles. The road was described to me by Councillor Larry Friske (after he visited and assessed Glen Echo Road and Athertons Road on 16/2/2010) as "terrible." It is also my concern that if there is an emergency that emergency vehicles will not be able to help effectively.

According to my research and local knowledge Athertons Road in its entirety was formed and maintained to the T-intersection by the Tiaro Shire Council as a result of requests by the Atherton family and was graded in 1998. I do not know if it has been graded since. Because of the level of degrade the road gets exponentially worse with each rain event. Prompt action will help prevent unnecessary extra work being needed to repair the road.

I have made various enquiries with G.R.C. and have been told a myriad of information, some quite conflicting- showing me the road register is not acceptable evidence as there is always potential for error maybe records have been incorrect, lost or simply not updated.

I do not expect the road needs to be graded every time the road crew are out there but it does require a periodic maintenance to keep it trafficable for continued access by land owners and emergency vehicles. My understanding is that if a road is formed and maintained by a council it has met council standards and cannot be allowed to be neglected to the state of disrepair that is evident. There are some questions that are worthy of being asked and answered-

How was the decision made to not grade the road in its entirety?

Was this decision based merely on anecdotal information?

What, if any, written evidence is there about this decision?

How is it that as a ratepayer I do not have the same service as the ratepayer who does get the road graded to his gate on Athertons Road.”

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

Overview: Ratepayer queries regarding the length of Atherton Road maintained by Council

Corporate Plan: 4.3

Operational Plan: 2.1

Budget: Roads Capital and Maintenance

Consultation: Director of Engineering

Issues: a) Keeping road budgets affordable
b) Legal advice on Council obligations

Risk Analysis: a) Limiting Council construction and maintenance obligations to roads listed in the Road Register assists in limiting the expenditure required in these areas.

b) Council is not obliged to provide access to properties.

Information from the former Tiaro Shire indicates that the length of Atherton Road to be 812m. Ms Dickie has property located a further 900m along the Atherton Road road reserve.

It is understood that Gympie Regional Council have no information about the circumstances surrounding the decisions of the former Tiaro Shire.

Council Policy PR–W–017 outlines this Council’s dealings with requests for road construction.

PR-W-017 CONSTRUCTION OF ROADS ON ROAD RESERVE POLICY

Background:

Gympie Regional Council has hundreds of kilometres of road reserve on which there is no Council road constructed. Motorists who use these road reserves often request they be constructed and maintained by Council. This policy clarifies Council's position that it will not upgrade roads unless the work is fully funded by the applicant and the work is to Council standard. Council may consider contributing funds unless the upgrading is a requirement of a development approval.

1. RELEVANT CODES, POLICIES, LEGAL ADVICE

- Gympie Regional Council Development Manual
This describes the standard of construction that Council requires for new Roadworks.
- Gympie Regional Council Road Register
This is Council's formal list, as required by the Local Government Act 1993 Ch. 11 Part 7 Section 710, of roads on road reserve which Council maintains.
- King & Company Legal Opinions
LO 93:60
LO 93:58
LO 96:18
LO 92:64
- Queensland Ombudsman advice WR97/00175
- Local Government Act 1993

2. NEED

Council receives numerous enquires viz:

- Clearing of road reserve for access
- Constructing roads on road reserve
- Maintain and/or upgrade an existing road which is not maintained by Council.

3. CLEARING AND MINOR EARTHWORKS

The Department of Natural Resources controls tree clearing and access works on road reserves and any approvals are issued by that Department after consultation with Council.

Council does not object to Department of Natural Resources issuing approvals for clearing or minor earthworks for purposes of vehicular access to a property along a road reserve, provided the Department is satisfied the works are necessary and restricted to the minimum amount practical. No maintenance or legal liabilities are accepted by Council.

4. ROADWORKS CARRIED OUT ON ROAD RESERVE WITHOUT COUNCIL APPROVAL

Council does not condone or accept any responsibility for any work carried out on a road reserve without its written permission. The road will not be maintained or improved in any manner by Council, and Council may direct staff to remove unauthorized gates or obstructions or block the road if a safety risk to the public has been established.

Groundsel is showing remarkably quick growth. Lands Protection Officers have conducted a large number of inspections resulting in ten Pest Control Notices being issued.

Parthenium weed is also active again, mainly in the Western Division, and only on properties which have had a previous infestation. Twelve properties are involved, and Lands Protection staff are encouraging property owners to act quickly if they find any plants as the current, ideal, growing conditions can result in rapid maturity and prolific seeding in Parthenium plants.

Control of declared pests on Main Roads under the new “Element 5” regime has commenced. “Element 5” is a dedicated pool of money which is quarantined for exclusive use in controlling declared weeds only. This activity was previously conducted under the R.M.P.C Council has received an allocation of \$80,000.00 under this funding which has enabled us to recruit two additional, temporary staff members to assist with this work.

Declared Animals:

Lands Protection Staff have conducted two successful pig baiting campaigns in the Sexton area, with both landholders reporting a significant decrease in pig numbers and the discovery of a large number of dead pigs. Trials of the new portable pig traps are continuing. One user has trapped over forty pigs so far.

Wild dog activity reports have been comparatively low over the report period. Council has paid a total of \$8,280.00 in scalp bounties for the financial year up to February 10th. This equates to 207 scalps throughout the region.

Rabbits are an increasing problem, particularly in the western areas. Lands Protection staff have been working with landholders on various means of control including trapping, baiting, destroying habitats and the release of the Calisi virus. Current hot, humid weather is ideal for the spread of the virus. Staff have reported two very successful campaigns on industrial sites, one in the Eastern Division and one in the Western Division.

Cr R.A. Gâté returned to the meeting at 11.33am.

W39/03/10 Moved: Cr A.J. Perrett

Seconded: Cr J.A. Walker

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

Carried

The Mayor, on behalf of the Councillors, thanked Mr Webb for his dedication to Council, both the former Kilkivan and Gympie Regional, and wished him and his wife happiness in his retirement.

SECTION 12: WORKS - LAND PROTECTION - GENERAL BUSINESS

Mr Webb left the meeting at 11.39am.

General Manager Water & Sewerage Mr I Schiefelbein entered the meeting at 11.39am.

Cr Watt left the meeting at 11.39am.

SECTION 13: WATER & SEWERAGE DIVISION

13/1	Works Cost Statement – Water & Sewerage
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WORKS COST STATEMENT

W40/03/10 Moved: Cr I.T. Petersen

Seconded: Cr R.A. Gâté

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

Carried

13/2	Goomeri Water Softener
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Re: **W41/03/10** Goomeri Water Softener

From: Goomeri & District Chamber of Commerce and Progress Association Inc,
PO Box 17, Goomeri Qld 4601

File: 4/10/7/9 Doc # 1409243

Date: 5 December 2009

We at the Goomeri Chamber of Commerce are concerned about the turning off of the water softener to our business and residential area of Goomeri. As we are now on bore water we feel that the water softener is an integral part of the water filtration system due to the amount of minerals in the water. In taking note of the minutes of the Works and Services committee meeting dated 3 November 2009 Quote – ‘Without softening the water quality with respect to hardness is above guideline limits. The guideline limits are not health related. They are based on scaling characteristics of the water’.

Is it please possible you can let us have the relevant information that the water quality hardness and minerals in the water is not harmful and is safe for the public to drink. Also if the guidelines you state are not a concern why are there guidelines, who wrote them and who do we go to to enforce them.

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.

Earthworks on the Cooloola Cove, Tin Can Bay and Rainbow Beach are substantially complete. Development of irrigations systems is substantially complete at Cooloola Cove and Tin Can Bay and well advanced at Rainbow Beach. Works on the effluent pump stations have commenced.

2 Gympie Sewage Treatment Plant

The Contractor QCGC is proceeding with the construction of the treatment plant works.

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, Cooloola Cove and Rainbow Beach. This work is substantially complete.

4 Old Imbil Road Pump Station

Work by Council on the sewage pump station upgrade in Old Imbil Road has commenced. At this stage construction of the pump station and rising main have been delayed because of more urgent work.

WATER

5 Jones Hill Water Treatment Plant Upgrade

Bulk excavation for Chemical Building Upgrade is complete.

Raw Water Pump Station Upgrade is complete and operational. Tenders have been called for maintenance/upgrade of the filtration system.

6 Highway Diversions

Work on Stage 4 – Cross Street to Pine Street is complete.

7. Kilkivan Water Supply Upgrade

Construction of the new Treatment Plant in Kilkivan is complete and the plant is operational. Commissioning is complete. Automation of plant operation is progressing.

8. Red Hill Road Water Main

Work on replacement of a 300mm dia trunk main in Red Hill has commenced. This work is planned to be complete prior to resurfacing of the road. At this stage work has been deferred.

9. Mt Pleasant Road/Hilton Road Water Mains

Work is planned to be undertaken during February to replace water reticulation infrastructure at the intersection prior to intersection works.

10. Scouring of Water Mains

Scouring of Water Mains in Tin Can Bay, Cooloola Cove and Rainbow Beach will commence on 1 March thru to 12 March 2010 between the hours of 8.00am and 3.00pm.

W42/03/10 Moved: Cr I.T. Petersen

Seconded: Cr D.R. Neilson

Recommend that the information be received.

Carried

13/4	MCU & Reconfiguring a Lot – Subdivision to Create 204 Additional Lots – Sigma Developments Pty Ltd Sewerage Scheme Proposals
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Re: **W43/03/10** MCU & Reconfiguring a Lot – Subdivision to Create 204 Additional Lots – Sigma Developments Pty Ltd Sewerage Scheme Proposals
 From: Cooloola Civil Constructions, PO Box 1176, Gympie Qld 4570
 File: DA15769
 Date: 2 February 2010

“Reference is made to our recent discussions and Council’s Negotiated Decision Notice fro FA15769, in particular Conditions 3.7 and 2.1 (Stage 2) relating to the provision of Water and Sewerage Reticulation to the development. This submission relates specifically to the provision of a Sewerage Scheme for this development with additional capacity for potential future development both within the development site and surrounding.

Condition 3.7 and 2.1 (Stage 2) states:

Condition 3.7

The obligations of the developer as outlined in the Infrastructure Agreement required by Condition 2.1 (Stage 2) are to be fulfilled to the satisfaction of Council's Chief Executive Officer.

Condition 2.1 (Stage 2)

The developer is to enter into an infrastructure agreement with Council to connect the development to Council's sewerage and water supply systems. The agreements shall be signed by Council and the developer and clearly outline the developer's responsibilities and intended timing of the works.

Since approval of this development by Council, it is understood discussions have taken place between the developers Civil Engineers (GHD) and Council's Water Supply and Sewerage Department regarding the provision of a Sewerage Reticulation Scheme for the development. GHD issued a report to Council in October 2008 as a result of these discussions. I refer to this report in terms of the options available for provision of sewerage and have expanded on these in terms of Methodology for Deliver, Costing and Funding.

Council's response to this report dated 20 January 2009 can be summarised as follows:

- 1. The system and options provided by GHD are suitable.*
- 2. Other potential developments in the area need to be considered.*
- 3. Cost for the works would be payable by the developer.*
- 4. Council could not at that time sign off on the Sewerage Agreement conditions contained in the Reconfiguration DA.*

In response, the developers have requested that I assess the potential for a Sewerage System which would cater for not only this 204 residential lot development, but also future potential developments within the development site. The developers are aware of the proposal before Council at present for approx 200 additional residential lots on the site to the south of the Sigma site, however, from most recent discussions, it is understood there may be difficulties for this development to utilise this sewerage scheme proposal due to the protected bushland between the two sites. Sigma Developments have also recently had discussions with Council regarding further higher density development within their own development site. As a result, Sigma Developments would like the Sewerage Scheme to cater for the potential of 300 equivalent residential allotments on their site. The proposal put forward below has been prepared on this basis and also considers the potential and likely future connection of existing development in the area.

Proposed Sewerage Scheme

Attached, I have prepared a Sketch Plan of the Sewerage Catchment Area for the development site in particular for the proposed Pump Station location. As discussed at our meeting, the Pump Station would be designed to have the

potential to serve approx 375 residential allotments as detailed on the sketch made up as follows:

204 Lots	<i>Sigma Development Land (Approved Subdivision)</i>
96 Lots	<i>Sigma Development Land (Future Higher Density Development)</i>
75 Lots	<i>Existing Developed Land in Catchment with ability to Connect</i>
375 Lots	<i>Total Catchment Capacity for Sewerage Pump Station on Sigma Site</i>

It was agreed that the Cost for Gympie Regional Council to Design and Construct a Pump Station of this Capacity would be \$180,000.00.

Funding Proposal for Pump Station

*Sigma Site Pump Station Contribution: $300/375 \times \$180,000 =$ **\$144,000**
(100% Developer Funded – Contribution to be paid to Gympie Regional Council prior to Sealing the Survey Plan for Stage 2)*

*Future Developer/Council Contribution: **\$ 36,000**
(Funded by Developer Headworks Contributions for Stage 2 – 25 Lots @ \$4986.80 per lot (Less than 1000m²) = \$124,670.00.*

In determining the location for discharge for the 300 potential Lots within the Sigma site, I make reference to date from the GHD Report dated 2 October 2008.

1. *Install a Rising Main from the new Sigma Site PS to the existing gravity mains which have been recently installed to service the Huba development site – 100mm dia. Pipe to ultimately carry 300 lots. Estimated Cost 600m x \$60/m = **\$36,000.00** (Installation through underdeveloped area.) **(Developer to construct as part of the Stage 2 Operational Works)***

2. *At the time of 105 Lots being connected, the flat section of 150mm Sewer Main in Harrington Avenue in the Willow Grove Estate be upgraded to 225mm increasing the capacity to cater for a total of 205 Lots from the Sigma development. Estimated Cost 320m X \$125/m = **\$40,000.00**.
This amount to be indexed in accordance with CPI to date of Payment.
(100% Developer Funded – Contribution to be paid to Council prior to Sealing of the Survey Plan for the state which contains the 105th Lot).*

3. *Construct an additional 100mm dia. rising main from the Sigma Site Pump Station to the existing rising main in Davey Road to provide for the additional 95 Lots. Estimated Cost 1200m x \$90/m = **\$108,000.00**.
This amount to be indexed in accordance with CPI to date of Payment.
(100% Developer Funded – Contribution to be paid to Council prior to Sealing the Survey Plan for the Stage which contains the 205th Lot)*

It is understood and acknowledged that the proposal above is largely dependent on not only the timing of the Sigma Development but also other developments in the surrounding area.

As such, it is proposed to offer the costs (Referred to in Items 2 and 3 above to Council as a contribution at the appropriate time of development in lieu of carrying out the works. This allows Council ultimate flexibility in terms of service provision. Council can then plan the direction ahead as development occurs in line with strategic plans already in place.

The applicants for this development, Sigma Developments Pty Ltd, request Council consider and approve of the proposal described above as satisfying the Conditions of Approval referred to above i.e. Condition 3.7 and Condition 2.1 (Stage 2).

Please do not hesitate to contact me should you require any further information or clarification regarding these issues.”

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

The proposal can be summarised as follows:

1. Developers Works External –
 - (a) The proposal is for the developer to construct works to connect the subdivision to sewerage. This work includes;
 - (b) A rising main to connect the subdivision to the Groundwater Road pump station catchment. This would enable about 105 lots from the subdivision to connect to the sewerage scheme. This work would be undertaken with the first stage of the development by the Developer.
 - (c) Upgrade parts of the sewer reticulation network to allow the system to accept a further 100 more lots. The work would be carried out by Council and funded by the developer based on the estimated current cost of the work adjusted for changes in the consumer price index.
 - (d) Provision of a new rising main to connect to the Johns Road rising main. The work would be carried out by Council and funded by the developer based on the estimated current cost of the work adjusted for changes in the consumer price index.
2. Sewerage Pump Station – The proposal is for Council to construct the Sewage pump station and for the developer to pay for 300/375 (about 81%) of the estimated cost of \$180,000 for the work. Council would be able to connect other non sewerred areas or other developments to the pump station.
3. Payment at Infrastructure Charges – Augmentation Fees would be applicable. It is considered the augmentation fees of a similar magnitude to current infrastructure charges (headworks) would be appropriate.

It is considered that the general concept at the proposal is satisfactory. It is possible that with other developments in the area some of the external works {items 1 (b) and (c)} may need to be constructed earlier or other system constructed with greater capacity installed. Should alternative works be constructed it would be expected that the developer would still contribute the funds indicated for items 1 (b) and 1 (c). These costs could be considered bringing forward out of sequence costs.

None of the work proposed is expected to form part of long term infrastructure. On this basis none of the contributions should be balanced against infrastructure charges/augmentation fees.

W43/03/10 Moved: Cr I.T. Petersen

Seconded: Cr R.A. Gâté

Recommend that Council approve the Sewerage Scheme Proposal as detailed and advise the developer and Cooloola Civil Constructions accordingly.

Carried

13/5

Water Restrictions – Goomeri and Kilkivan

Re: **W44/03/10** Water Restrictions – Goomeri and Kilkivan
 From: General Manager – Water & Sewerage Division – I Schiefelbein
 File:
 Date: 24 February 2010

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

The recent rainfall has improved the situation with respect to security of water sources for Kilkivan and to a lesser extent at Goomeri. There is currently approximately 300 days supply in the Kilkivan off stream storage and approximately 250 days supply in the Goomeri storages. These storages are backed up by bores. On this basis it is considered that water restrictions could be lifted to the permanent low level restrictions.

W44/03/10 Moved: Cr A.J. Perrett

Seconded: Cr G.L. Engeman

Recommend that water restrictions in Kilkivan be lifted to the permanent level and review for Goomeri be considered in April.

Carried

13/6

Southside Sewerage

Re: **W45/03/10** Southside Sewerage
From: Leonie Watts, 12 Timothy Court, Jones Hill Qld 4570
File: 4/9/6/1
Date 22 January 2010 – emailed to Council

"This is a request for sewage service to be provided.

I am the carer for my aged frail mother whose various health issues make it very difficult to manage with only one bathroom. I have considered the possibility of putting an extra toilet in the laundry, but as this property is not seweraged, it may be required that a treatment plant be installed to replace the existing septic system.

When the Echelon Estate was developed, I hoped some nearby properties might be offered the opportunity of changing from septic system to sewerage as the service to Echelon was via Heilbronn Street. The Jones Hill School has been able to avail itself of this opportunity and it might be anticipated that some property owners in the block between Heilbronn Street and Timothy Court be very keen to do likewise.

I appreciate your giving consideration to this request and hope very much that you may be able to help in this matter.

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

Funds have been budgeted in the 2009/2010 financial year for Southside Sewerage. These funds have been partially used for extension of sewers adjacent new subdivisions and connection of these properties. A review of remaining funding indicated that some funds would be available this financial year to provide sewerage to some unsewered areas. A review of potential schemes has been carried out based upon:

- (a) Age of Systems
- (b) Known problem areas
- (c) Proximity to existing sewer systems
- (d) Able to be serviced effectively
- (e) Proximity to existing serviced areas
- (f) Ratepayer complaints

The review prioritised areas to be seweraged. From this review it is suggested that two (2) areas be considered for provision of sewerage:

- Area 1 – Heather Street/Johnstone Road area
- Area 2 – Timothy Court/Heilbronn Road area

In the first instance it will be necessary to complete a survey of the area and develop a design for the work.

W45/03/10 Moved: Cr I.T. Petersen

Seconded: Cr A.J. Perrett

Recommend that

- 1. surveys and designs for sewers be prepared for the Heather Street/Johnstone Road area and the Timothy Court area.**
- 2. the writer be advised that Council will investigate the provision of sewerage to the Timothy Court area in the near future.**

Carried

13/7	Cooloola Coast Sewage Switchboards and Electrical – Effluent Pump Stations
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Re: **W46/03/10** Cooloola Coast Sewage Switchboards and Electrical – Effluent Pump Stations
 From: General Manager Water & Sewerage Division – Mr Ian Schiefelbein
 File:
 Date 24 February 2010

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

Quotations have been called for switchboards for the effluent irrigation scheme for the Cooloola Coast.

Three quotations have been received as follows:

Industrial Control Australia	\$62,024.60
Brisbane Electrical Contractors	\$53,700.00
Whelan Electrical Services	\$64,020.00

All Contractors are considered capable of carrying out the work.

Corporate Plan	Water and Sewage Services
Operation Plan	6.1 (v11), 6.4(ii)
Budget	Included in Budget for effluent Irrigation for Tin Can Bay, Cooloola Cove and Rainbow Beach
Consultation	Director of Engineering, Water and Sewerage Operations Manager
Risk Analysis	Normal Construction Risks Construction Program Delays Risks mitigated by use of purchasing policy

Contract inspections and Council systems

W46/03/10 Moved: Cr R.A. Gâté

Seconded: Cr G.L. Engeman

Recommend that Council accept the quotation from Brisbane Electrical Contractors.

Carried

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

SECTION 15: ATTACHMENTS

Attachment 1: Works Cost Statement

There being no further business the meeting closed at 12.03pm.

CONFIRMED THIS TENTH DAY OF MARCH 2010

Cr L.J. Friske
Chairman