Infrastructure Services Committee Agenda

10 September 2019
To All Councillors

You are hereby notified that the next meeting of the Infrastructure Services Committee will be held on 10 September 2019 in the Barry Rose Room at 12.00pm, for the purpose of transacting the undermentioned business.

This meeting will be audio recorded and those in attendance should refrain from making any defamatory statements.

There are to be no other recordings of this meeting without the prior authorisation of the committee.

The Infrastructure Services Committee consists of

Cr Lorna Driscoll, Cr Ron Campbell, Cr James Burns, Cr Maurice Collison and Cr Wayne Bedggood.

STEVE MCDONALD
GENERAL MANAGER

1. APOLOGIES
2. DISCLOSE OF INTEREST
3. PUBLIC PARTICIPATION
4. BUSINESS ITEMS
5. AGENDA ITEMS

INFRASCTURE SERVICES REPORTS

ISC.09.1 WORKS PROGRAM - INFRASTRUCTURE SERVICES - WATER AND SEWER
ISC.09.2 WORKS PROGRAM - INFRASTRUCTURE SERVICES
ISC.09.3 SPECIAL PROJECTS UPDATE
ISC.09.4 CAPITAL WORKS UPDATE
ISC.09.5 SCON TO MURRUNDI PIPELINE MONTHLY REPORT
ISC.09.6 FARM GATE ACCESS
ISC.09.7 2019/20 PROPOSED GRAVEL RESHEETING PROGRAM
ISC.09.8 GRAVEL PITS UPDATE
ISC.09.9 ALTERNATIVES TO GLYPHOSATE TRIAL
ISC.09.10 133 KELLY STREET, SCON
ISC.09.11 ANSWERS TO COUNCILLOR QUESTIONS

6. COUNCILLOR QUESTIONS
NFRASTRUCTURE SERVICES REPORTS

ISC.09.1 WORKS PROGRAM - INFRASTRUCTURE SERVICES - WATER AND SEWER

RESPONSIBLE OFFICER: Nicholas Havyatt - Director Infrastructure Services

AUTHOR: Phillip Hood - Manager Water & Sewer

PURPOSE

The purpose of the report is to provide an update on all works undertaken by the Water and Sewer teams over the previous month and those planned for the upcoming month.

RECOMMENDATION

That the Committee receive the report and note the information.

BACKGROUND

The report provides information to assist in addressing ratepayer enquiries regarding construction, maintenance and other activities in the area of Water and Sewer.

REPORT/PROPOSAL

Progress of major projects is listed in Attachment 1. All works relating to the Scone to Murrurundi Pipeline are covered in a separate report.

Project highlights from this month include (but are not limited to):

- Cassillis Sewerage Scheme
  - Council staff are working to clarify all project costs. The final Concept Design from Cardno has a revised cost estimate of $4.2M, much higher than the current $2.7M budget. However, costings received from a civil contractor (that Council have regularly used for construction works) is a more reasonable $2.3M, and within the project budget.
  - Further, Council are investigating alternative component options that may provide additional cost savings, such as package treatment units. Specifications and quotations are being sought directly from suppliers.
  - Once a firm cost estimate is known this will be presented to the Infrastructure Services Committee for approval.
  - The Flood Study and Preliminary Environmental Assessment has been received from Cardno and is currently being reviewed.

- Airport Sewer Pump Station
  - Council staff are urgently scoping out the required service replacements required for the Airport Development – the new aviation centre will be built over the existing sewage pump station (SPS).
  - Design work should be completed by the end of September, with a further two months to construct the new SPS without impacting the schedule of the rest of the project.
Infrastructure Services

- Should this timeframe not be met, temporary bypass options will be able to be implemented (similar to White Park) so that the sewer works are taken off the critical project path.
- Current cost estimate for sewer works is $250k to $300k, excluding any electrical supply costs.

- Waverly Street Sewer Refurbishment
  - Repair of partially collapsed sewer main at the back of Waverly Street properties in Scone – previously included in an unsuccessful works tender, tender price well in excess of project budget.
  - Sewer is 5 metres deep and access for replacement is difficult, intrusive and expensive.
  - Engaged Wilmot Civil to undertake an advanced fiberglass relining process to avoid the need for any excavation, however difficulties during the install meant that a small section needed to be replaced by Wilmot – luckily in a location that avoided excessive impact on property.
  - All works should be completed by the end of September, and are currently within the original project budget of $127,000.

- Upper Hunter Scoping Study
  - Final report received, discussions underway with NSW Department of Planning, Industry & Environment (DPIE) and Muswellbrook Shire Council as to the agreed path forward for future water supply infrastructure.
  - Water quality testing is underway, as per recommendations in the report.
  - Online turbidity analyser to be installed at Glenbawn Dam, this will provide much more comprehensive data in regards to turbidity changes within the dam that may be missed using grab samples.

**OPTIONS**

To note the report.

**CONSULTATION**

- Director Infrastructure Services
- Manager Water and Sewer
- Engineer Water and Sewer Distribution
- Engineer Water and Sewer Treatment

**STRATEGIC LINKS**

a. Community Strategic Plan 2027
   This report links to the Community Strategic Plan 2027 as follows:

**BUILT & NATURAL ENVIRONMENT**

Goal 3  Protect the natural Environment.
CS10  Advocate for, facilitate and support programs that protect and sustain our diverse environment for our future generations.
CS11  Encourage and support active Community participation within our Community to care for our environment and provide for a sustainable future.
Goal 4  Plan for a sustainable future.
CS15  Plan, facilitate and provide for a changing population for current and future generations.
CS16  Provide efficient and effective waste and recycling services and support improved waste minimisation and recycling practices

ECONOMY & INFRASTRUCTURE

Goal 6  Increase, enhance and maintain civil infrastructure, Community assets and open spaces to meet the needs of current and future generations.
CS24  Provide for replacement, improvement and additional Community and open space infrastructure through investment, best practice and risk management.
CS26  Provide safe and reliable water and sewerage services to meet the demands of current and future generations.

LEADERSHIP

Goal 8  Provide Community leadership.
CS30  Effectively and efficiently manage the business of Council, while encouraging an open and participatory Council with an emphasis on transparency, Community engagement, action and response.

Goal 9  Advocate for the Community.
CS41  To participate and encourage regional coordination and planning between Councils and other generations.
CS42  Provide timely and effective advocacy and leadership on key community issues and priorities.

We are working to achieve the following Community Priorities:

- Reliable and safe water supply.
- Increase focus on local business, shop occupation and revitalisation of the Town Centres.

b. Delivery Program

The report addresses the following objectives for works up to 30 June 2020 as described in the 2019/20 DPOP:

Water Services
- By providing an adequate and secure potable water supply to recognise standards in defined areas on a cost effective basis.

Sewage Services
- By maintain sewerage systems for the transportation and treatment of sewage to meet
licence requirements.
- By implementing long-term asset replacement strategy.

c. Other Plans

Various Asset Management Plans.

**IMPLICATIONS**

a. Policy and Procedural Implications

Maintenance guidelines as identified within Service Levels, Asset Management Plans and Strategic Plans.

b. Financial Implications

Identified within individual items in the 2019/20 budget.

c. Legislative Implications

- Protection of the Environment Operations Act 1997
- Water Management Act 2000
- Public Health Regulation 2012

d. Risk Implications

Maintenance and Capital activities play a vital role to mitigate and minimise Council’s risk in these areas.

e. Other Implications

Nil

**CONCLUSION**

The updated report is provided as Attachment 1 and details work undertaken over the previous month and works planned for the upcoming month.

**ATTACHMENTS**

1 Water and Sewer Capital Works Update - Attachment for ISC meeting - September 2019
<table>
<thead>
<tr>
<th>Ref</th>
<th>Budget</th>
<th>Project</th>
<th>Location</th>
<th>Summary Scope / deliverables</th>
<th>Target Completion</th>
<th>Cost to August 2019</th>
<th>Budget Status</th>
<th>General Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>$115,000</td>
<td>Reinstall Well 5 and 6</td>
<td>Scone Water</td>
<td>Reinstall disused town water wells for irrigation of recreation facilities.</td>
<td>Sep-19</td>
<td>$100,596</td>
<td>Track</td>
<td>Well 6 telemetry works are complete. Still waiting on quotation/spec for Well 5 works. Current water level in Well 5 not sufficient to supply irrigator directly.</td>
</tr>
<tr>
<td>2</td>
<td>$110,000</td>
<td>Upper Hunter Soothing Study</td>
<td>Scone Water</td>
<td>Assess options for connecting all villages in NHSC to town water, assess water quality risk profile of dam.</td>
<td>Sep-19</td>
<td>$37,520</td>
<td>Track</td>
<td>Final report received. Water quality testing is underway, waiting for results. Turbidity meter to be installed at Gledswood Dam and quotations being sought.</td>
</tr>
<tr>
<td>4</td>
<td>$600,000</td>
<td>Scone Hi-Zone Reservoir</td>
<td>Scone Water</td>
<td>Install second high zone pump and VSD.</td>
<td>Sep-19</td>
<td>$69,140</td>
<td>Track</td>
<td>Works completed except for VSD programming.</td>
</tr>
<tr>
<td>5</td>
<td>$17,160,000</td>
<td>Scone STP Augmentation Work</td>
<td>Scone Sewer</td>
<td>Upgrade of Scone STP to meet current EPA requirements and recycled water guidelines.</td>
<td>Jun-23</td>
<td>$48,146</td>
<td>Track</td>
<td>Funding application unsuccessful, need to debrief with DPE to determine a path forward for the project. In the meantime, initial screens renewed on 2 loss, and sludge panel lining works are being planned.</td>
</tr>
<tr>
<td>6</td>
<td>$270,000</td>
<td>Sareyds Sewer Extension</td>
<td>Scone Sewer</td>
<td>Connect Sareyds to Scone sewer network.</td>
<td>Aug-19</td>
<td>$277,336</td>
<td>Track</td>
<td>All sewer works completed, still awaiting some invoices.</td>
</tr>
<tr>
<td>7</td>
<td>$220,000</td>
<td>White Park Sewer</td>
<td>Scone Sewer</td>
<td>New SPS and sewer reticulation for upgraded facility.</td>
<td>Sep-19</td>
<td>$218,986</td>
<td>Track</td>
<td>Supply and installation of SPS underway by NCP, contract to SCA/Telemetry by Schneider.</td>
</tr>
<tr>
<td>8</td>
<td>$127,000</td>
<td>Waverley Street Sewer</td>
<td>Scone Sewer</td>
<td>Repair collapsed Waverley Street Sewer Main.</td>
<td>Sep-19</td>
<td>$101,368</td>
<td>Track</td>
<td>Wilymont works underway, issue with liner meant some excavation works required. Still within budget, finished by 7 Sep.</td>
</tr>
<tr>
<td>9</td>
<td>$2,690,000</td>
<td>Cassilis Sewage System</td>
<td>Cassilis</td>
<td>New sewage scheme for the village of Cassilis.</td>
<td>Feb-21</td>
<td>$324,036</td>
<td>Amber</td>
<td>Final Concept Design received, Contractor's budget estimate in excess of $4 million. Looking to get more accurate budget estimates from civil contractors before proceeding further.</td>
</tr>
<tr>
<td>10</td>
<td>$35,000</td>
<td>Merriwa STP Options Study</td>
<td>Merriwa</td>
<td>Options report for necessary treatment improvements at Merriwa STP.</td>
<td>Nov-19</td>
<td>$35,601</td>
<td>Track</td>
<td>HH20 undertaking Options Report for Merriwa STP. Draft report received, Waiting for final report.</td>
</tr>
<tr>
<td>11</td>
<td>$30,000</td>
<td>SCADA/Telemetry Upgrade</td>
<td>Merriwa</td>
<td>Upgrade of telemetry at all water and sewer sites in Merriwa and Cassilis.</td>
<td>Jun-20</td>
<td>Nil</td>
<td>Track</td>
<td>Continuing work with Schneider Electric to scope out telemetry upgrade works, starting at Merriwa WTP.</td>
</tr>
<tr>
<td>12</td>
<td>$150,000</td>
<td>Aberdeen Reservoirs</td>
<td>Aberdeen</td>
<td>Replacement of heightower reservoir</td>
<td>Jun-20</td>
<td>Nil</td>
<td>Track</td>
<td>Brooks Bros have supplied a Scope of Works that will be used to develop a tender for D&amp;C contract in 2019/20.</td>
</tr>
<tr>
<td>Ref</td>
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<td>-----------------------------------------------------------------</td>
</tr>
<tr>
<td>13</td>
<td>$120,000</td>
<td>Integrated Water Cycle Management Plan (IWCM)</td>
<td>UHSC</td>
<td>Completion of the IWCM for UHSC, as per NSW Gov Best Practice Guideline</td>
<td>Jun 20</td>
<td>$10,096</td>
<td>On track</td>
<td>Public Works to finalise Issues Paper. Works to continue throughout the year.</td>
</tr>
<tr>
<td>14</td>
<td>$792,000</td>
<td>Murrurundi Water</td>
<td>Murrurundi</td>
<td>Deliver water to Murrurundi via tanker</td>
<td>Jun 20</td>
<td>$249,021</td>
<td>On track</td>
<td>Water carting ongoing.</td>
</tr>
<tr>
<td>15</td>
<td>$960,000</td>
<td>New Murrurundi Reservoirs</td>
<td>Murrurundi</td>
<td>Design and construct an additional 1.5ML treated water storage for Murrurundi</td>
<td>Jun 20</td>
<td>$26,355</td>
<td>Amber</td>
<td>Draft Concept Design received from GHD, cost estimate of $2M. Aiming to award D&amp;C tender in December 2019.</td>
</tr>
<tr>
<td>16</td>
<td>$35,000</td>
<td>Murrurundi Bernard Street Main extension</td>
<td>Murrurundi</td>
<td>Water main construction in Murrurundi to address dead end at Caravan Park</td>
<td>Aug 20</td>
<td>$19,671</td>
<td>On track</td>
<td>Works completed.</td>
</tr>
<tr>
<td>17</td>
<td>$42,000</td>
<td>Aberdeen Centre Column Replacement</td>
<td>Aberdeen</td>
<td>Replace the centre column of Aberdeen inground reservoir 2</td>
<td>Sep 19</td>
<td>$3,000</td>
<td>On track</td>
<td>Aquafit have provided quotation, seeking pricing on local crane hire.</td>
</tr>
<tr>
<td>18</td>
<td>$50,000</td>
<td>Merriwa Tricking Filter Upgrade</td>
<td>Merriwa Sewer</td>
<td>Undertake repair works on Merriwa STP Tricking Filter</td>
<td>Sep 19</td>
<td>$16,070</td>
<td>On track</td>
<td>Works underway.</td>
</tr>
<tr>
<td>19</td>
<td>$50,000</td>
<td>Murrurundi Dam Safety Inspection</td>
<td>Murrurundi Water</td>
<td>5 year inspection to maintain Dam Safety Committee Compliance</td>
<td>Aug 19</td>
<td>$18,093</td>
<td>On track</td>
<td>Draft report received, no significant issues - one small tree needs removal.</td>
</tr>
<tr>
<td>20</td>
<td>$100,000</td>
<td>Sengenoe Street sewer main replacement</td>
<td>Aberdeen Sewer</td>
<td>Replacement of 100m of sewer main.</td>
<td>Aug 19</td>
<td>$29,885</td>
<td>On track</td>
<td>Works completed.</td>
</tr>
<tr>
<td>21</td>
<td>$10,000</td>
<td>New water restriction signage</td>
<td>UHSC</td>
<td>New water restriction signage for all serviced villages in the Shire</td>
<td>Aug 19</td>
<td>$4,202</td>
<td>On track</td>
<td>New signs in place in all centres.</td>
</tr>
</tbody>
</table>
ISC.09.2 WORKS PROGRAM - INFRASTRUCTURE SERVICES

RESPONSIBLE OFFICER: Nicholas Havyatt - Director Infrastructure Services

AUTHOR: Andrew Griffith - Manager Works Delivery

PURPOSE

The purpose of the report is to provide an update on the Works Delivery Program undertaken over the previous month and that planned for the upcoming month.

RECOMMENDATION

That the Committee receive the report and note the information.

BACKGROUND

The report includes information on Infrastructure Services work including roads, bridges, and parks. The report provides information to assist in addressing enquiries regarding construction and maintenance works.

REPORT/PROPOSAL

Some of the major projects currently under construction or planned are:

- State Highway
  - Heavy Patching and reseal preparation
- Regional Roads
  - MR358 Willow Tree Road upgrade (Stage 1 and 2)
  - MR105 Hunter Road - Kelly's Gully to Waverley Road rehabilitation (Stage 2 and 3)
- Local Roads
  - Kingdon Street, Scone stormwater upgrade
  - Nandowra and Darthbrook Road Drainage Work

Golden Highway – Heavy patching and resurfacing preparation

Council maintains approximately 86 kilometres of the Golden Highway under the Road Maintenance Council Contract (‘RMCC’) between Council and the NSW Roads and Maritime Services (RMS).

Annual scheduled maintenance includes heavy patching and resurfacing preparation to rehabilitate the pavement and adjacent formation (including table drains) to an acceptable condition prior to resurfacing.

RMS have requested Council complete resurfacing and line marking prior to the Christmas holiday period. To meet this milestone Council have scheduled heavy patching and resurfacing preparation works for September 2019.

Works are anticipated to commence early September and run a duration of approximately 4 weeks, with completion anticipated by the end of September allowing resurfacing to commence in November 2019.
The project is funded under the NSW Government RMCC Contract, with these works to be completed on a ‘cost-plus’ arrangement limiting Council's exposure to estimating accuracy and cost overruns.

Available funding is as follows:

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
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</thead>
<tbody>
<tr>
<td>RMS budget</td>
<td>$305,000</td>
</tr>
<tr>
<td>Expenditure to date</td>
<td>$0</td>
</tr>
<tr>
<td>Commitments</td>
<td>$0</td>
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<tr>
<td>Available budget</td>
<td>$305,000</td>
</tr>
</tbody>
</table>

31 August 2019

Key activities undertaken last month:
- Agreement of scope and cost estimate with RMS

Key activities in next three months:
- Commencement of works

MR358 Coulson Creek Road (Willow Tree Road) Initial Seal and Widening
This project is a joint project between Upper Hunter Shire Council (UHSC) and Liverpool Plains Shire Council (LPSC)

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Approved Grant</td>
<td>$12,161,750</td>
</tr>
<tr>
<td>UHSC budget</td>
<td>$9,607,782</td>
</tr>
<tr>
<td>Expenditure to date</td>
<td>$329,685</td>
</tr>
<tr>
<td></td>
<td>$5,350,653</td>
</tr>
<tr>
<td></td>
<td>$3,006,339</td>
</tr>
<tr>
<td></td>
<td>$201,741</td>
</tr>
<tr>
<td>Commitments</td>
<td>$277,201</td>
</tr>
<tr>
<td>Available budget</td>
<td>$442,163</td>
</tr>
</tbody>
</table>

31 August 2019

During August Council completed the majority of major remaining works including road side assets (safety barrier), scour and erosion protection (including concrete causeways) and delineation (signs, guideposts and lines).

Remaining works include some scour and erosion protection and rework of one hairpin corner where Council are not satisfied with the constructed geometric alignment. Other remaining activities to complete the project include a road safety audit that will independently assess any risks regarding the proposed b-double route (26m) and an application for heavy vehicle route gazettal with the National Heavy Vehicle Regulator (NHVR).

Completion is forecast to be delivered within budget, despite significant delay and expenditure relating to a large amount of additional earthworks and encountering adverse ground conditions (hard rock and unsuitable soil).

Key activities undertaken last month:
- Stage 1:
  - Completion of concrete causeways
Stage 2 widening of Liverpool Range:
  - Sealing the remaining 2km section;
  - Commencement of safety barrier installation;
  - Drainage and erosion protection works.

Key activities in next three months:
- Practical completion.

Emerging issues:
- Continue monitoring the program and budget to ensure the project is delivered to agreed milestones, within budget and meeting quality expectations.
- Commissioning activities including a third party road safety audit could identify unexpected or costly items that need further attention.

MR105 Hunter Road - Kelly's Gully to Waverley Road Rehabilitation (Stage 2 and 3)

Council maintains a network of restricted vehicle access routes that provide a strategic connection that create links to places of significant regional and interstate importance. Much of this road network has pavement with inadequate strength to support the large volume of heavy vehicles using the network, including B-Doubles.

Council’s Strategic Assets team have developed an upgrade project for Hunter Road between Kelly’s Gully and Waverley Road (approximately 4km). The project consists of drainage culvert upgrades and minor formation earthworks, followed by a pavement overlay and seal.

Council completed construction on Stage 1 (1km) of this project in the 2018-19 financial year. Council have allocated approximately $985,000 in the 2019-20 financial year towards progressing the remaining 3km.

A detailed estimate has been prepared based on the developed design which indicates a total project cost of approximately $1,250,000 to complete the remaining 3km. This exceeds the committed funding of $985,000.

At the Infrastructure Service Committee held 13 August 2019 a number of options to progress the project within the available funding were discussed. From this meeting Council are progressing a revised scope to deliver the highest priority sections.

The planned delivery staging is to complete the initial 800m section commencing from the transition from Waverley Street to Hunter Road (north of Gundy township). The anticipated cost of this section will be $570,000, consisting of:
- $420,000 – formation earthworks, drainage and pavement overlay
- $150,000 – Bridge size culvert at chainage 40

Where possible local gravel sources will be used for general fill, and select fill. To prevent early pavement failure a higher quality material for the pavement course(s) is required. Recent testing of stockpiled material at local sources including Mitchell’s pit indicate this material is not suitable for use in these pavement. These test results are supported by recent empirical evidence of pavement failures where this material has been used in pavement courses.

Council anticipate commencement of works in September with the staged construction scheduled to reach completion prior to 15 December 2019.
Available funding is as follows:

- **UHSC budget**: $984,346
- **Expenditure to date**: $2,137
- **Commitments**: $0 (31 August 2019)
- **Available budget**: $982,209 (31 August 2019)

**Key activities undertaken last month:**
- Developed construction methodology and project staging.

**Key activities in next three months:**
- Commence construction.

**Emerging issues:**
- Anticipated construction and traffic impacts need to be communicated to impacted stakeholder. A Stakeholder Engagement Plan (SEP) is being developed in consultation with Council’s communications team.

**Kingdon Street Stormwater Upgrade (Fig Tree Gully to the Railway Line)**

As part of Council’s ongoing urban stormwater improvement program, Council are constructing approximately 200m of new reinforced concrete stormwater drainage pipes.

The new network is located along Kingdon Street between the railway line and Fig Tree Gully. The new pipe network alignment is down the middle of the road pavement which will require a road closure and associated localised pavement rehabilitation following trenching of the pipes.

The project reached practical completion in August 2019, with some minor items such as kerb returns still to be completed in September. Expenditure is forecast to be within the budget allowance as identified below:

- **UHSC budget**: $165,000
- **ATRC Contribution**: $100,000
- **Expenditure to date**: $204,377
- **Commitments**: $56,027 (31 Aug 2019)
- **Available budget**: $4,596 (31 Aug 2019)

**Key activities undertaken last month:**
- Completion of intersection upgrade

**Key activities in next three months:**
- Project completion review including assessment of performance against key performance indications of time, cost and quality.

**Emerging issues:**
- No significant issues identified to date.

**Nandowra and Darthbrook Road Drainage Works**

As part of Council’s ongoing rural roads improvement program Council are replacing and/or extending a number of drainage structures along Nandowra and Dartbrook Roads that have been identified as high risk relating to condition and/or width.
The objectives of the project are to provide vehicles with an appropriate pavement width, ensure clear flow of stormwater across the road and replace/extend required pipe and box culverts.

Construction is anticipated to commence in early October and will be delivered over a number of stages with completion scheduled for 30 June 2020.

The project is funded under the NSW Government ‘Resources for Regions’ program which aims to deliver improved local infrastructure to mining-related communities and improve economic growth and productivity in NSW.

Expenditure is forecast to be within the budget allowance as identified below:

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>UHSC budget</td>
<td>$929,593</td>
<td></td>
</tr>
<tr>
<td>Expenditure to date</td>
<td>$999</td>
<td></td>
</tr>
<tr>
<td>Commitments</td>
<td>$116,959</td>
<td>31 August 2019</td>
</tr>
<tr>
<td>Available budget</td>
<td>$811,634</td>
<td>31 August 2019</td>
</tr>
</tbody>
</table>

Key activities undertaken last month:
- Project estimate
- Commencement of preconstruction activities

Key activities in next three months:
- Commencement of works

Emerging issues:
- Anticipated construction and traffic impacts need to be communicated to impacted stakeholders including adjacent residents. A stakeholder Engagement Plan (SEP) is being developed in consultation with Council’s communications team.

OPTIONS

1. Accept the report
2. Amend the report

CONSULTATION

- General Manager
- Director Infrastructure Services
- Infrastructure Services Managers
- Supervisors and Team Leaders

STRATEGIC LINKS

a. Community Strategic Plan 2027

This report links to the Community Strategic Plan 2027 as follows:

COMMUNITY LIFE

Goal 1: A supported Community.
CS1: Advocate for, develop and implement programs, services and facilities for our ageing Community.
CS3: Advocate for, support and provide series and facilities for young people, children,
families and people with a disability.

Goal 2  Promote wellbeing and a connected, healthy and happy Community.
CS7  Provide and support a broad range of sport, recreation, health and wellness programs to target age specific needs of residents including younger children older children, adolescents, families, seniors and people with a disability.

BUILT & NATURAL ENVIRONMENT

Goal 3  Protect the natural Environment
CS10  Advocate for, facilitate and support programs that protect and sustain our diverse environment for our future generations.
CS11  Encourage and support active Community participation within our Community to care for our environment and provide for a sustainable future.

Goal 4  Plan for a sustainable future.
CS13  Implement and regularly review Strategic Land Use Plans, Environmental Planning Instruments and Development Controls, which reflect the needs and expectations of the broad Community.
CS15  Plan, facilitate and provide for a changing population for current and future generations.

ECONOMY & INFRASTRUCTURE

Goal 5  A sustainable and prosperous economy.
CS18  Encourage a diverse economy whilst promoting and preserving our agriculture and equine industries.
CS19  Encourage retail and commercial business to locate and prosper within our Shire.
CS20  Encourage and support innovative industry and a diversity of businesses that provide a range of services and employment opportunities for current and future generations.
CS22  Provide attractive and functional town centres and support revitalisation of towns and villages including investment in built heritage and improvement of existing buildings.

Goal 6  Increase, enhance and maintain civil infrastructure, Community assets and open spaces to meet the needs of current and future generations.
CS24  Provide for replacement, improvement and additional Community and open space infrastructure through investment, best practice and risk management.
CS25  Provide inviting public spaces that are clean, green, properly maintained, well designed, encourage active participation, family friendly and accessible to all.

Goal 7  Enhance and improve the road network and bridges to meet the needs of current and future generations and communicate priorities and progress to the Community.
CS10  Advocate for, facilitate and support programs that protect and sustain our diverse environment for our future generations.
CS27  Maintain and upgrade the road network and bridges.
CS28  Increased Community engagement and updates on infrastructure planning, road priorities, works and improvements.
CS29  Advocate, facilitate and/or provide traffic management and public transport facilities to meet the needs of the Community.
LEADERSHIP

Goal 8  Provide Community leadership.
CS30  Effectively and efficiently manage the business of Council, while encouraging an open and participatory Council with an emphasis on transparency, Community engagement, action and response.
CS33  Utilise emerging innovative communication technologies and techniques to increase awareness of Council’s activities and services.

Goal 9  Advocate for the Community.
CS40  Encourage and build strong partnerships between the Community, business and all levels of government support implementation of the CSP 2027 and to deliver the Community priorities.
CS41  To participate and encourage regional coordination and planning between Councils and other generations.
CS42  Provide timely and effective advocacy and leadership on key community issues and priorities.

We are working to achieve the following Community Priorities:

- Well maintained, safe, reliable and additional infrastructure, including sporting fields, parks, family and cultural facilities.
- Rural lifestyle and Country feel are valued and protected and the Upper Hunter Shire remains quiet, safe, healthy and welcoming.
- A stronger economic base to attract and retain residents, particularly our young people.
- Upper Hunter Shire Council demonstrates it is Fit for the Future and can meet all State Government indicators for financial stability.
- Upper Hunter Shire Council is an effective and efficient organisation, focusing on community engagement, action and response.
- Upper Hunter Shire has improved and well maintained roads and bridges.
b. **Delivery Program**

The report addresses the following objectives up to June 2020 as described in the 2019/20 DPOP:

**Depot Operations**
- By ensuring Council has efficient and effective facilities at each of its depots.

**Private Works**
- By providing all residents access to Council private works at commercial rates.

**Stormwater**
- Through the provision a stormwater drainage systems to manage flows.
- Through the provision of a kerb and gutter networks as an adjunct to the drainage network.
- By maintaining flow conditions in main creeks.

**Street Cleaning**
- By providing clean local roads while minimising environmental and flooding risks.

**Public Cemeteries**
- By the provision of a cost effective and sympathetic cemetery service and facility to the community.

**Public Conveniences**
- By providing and maintaining public toilets for the local community and travelling public to a satisfactory and acceptable standard.
- By improving the appearance and presentation of public toilets.

**Street Lighting**
- By promoting safe vehicular and pedestrian passage at night with adequate lighting in residential and arterial roads in accordance with Australian Standards.

** Quarry Operations**
- By effectively and responsibly managing, maintain and developing Council’s quarry operations.
- Through winning, producing and supplying quality road making materials for internal and external works at a competitive cost.
- By the safe operation of Council’s quarries to meet legislative requirements.

**Parks & Gardens**
- By providing quality open spaces, parks and reserves that are suitable and accessible for the community.
Sporting grounds & Venues
- By providing high-quality sporting grounds and venues suitable and accessible to all.

Swimming Pools
- By providing recreational facilities for the Upper Hunter community, which are operated in a safe, efficient and effective manner.

Bridges – Local
- By undertaking bridge maintenance and construction works to Council standards and specifications, so as to improve safety and minimise future expenses.

Footpaths and Cycleways
- By providing and maintaining a cycleway / footpath network that will contribute to the accessibility, safety and amenity of streets in Council’s town and villages.

RMS State Roads
- By maintaining a skilled workforce so as to remain a core service provider to the RMS.
- By demonstration that we provide a value for money service to the RMS.

Roads – Local
- By undertaking road maintenance and construction works to Council standards and specifications, so as to improve road safety and minimise future expenses.

Roads – Regional
- By undertaking road and bridge maintenance and construction works to Councils standards and specifications so as to improve road safety and minimise future expenses.

Transport Ancillaries
- By promoting traffic and pedestrian safety by the provision and maintenance of regulatory and advisory signage and pavement markings.
- By maintaining street furniture.

c. Other Plans

Asset Management Plans.

**IMPLICATIONS**

a. Policy and Procedural Implications

Parks, Sporting Fields, Footpath, Road and Bridge maintenance guidelines as identified within Asset Management Plans and Strategic Plans.

b. Financial Implications

Identified within individual items in the 2019/20 budgets.

c. Legislative Implications

Not applicable.
d. **Risk Implications**

Road and asset inspections are undertaken to mitigate and minimise Council’s risk exposure in these areas.

e. **Other Implications**

Nil

**CONCLUSION**

The updated report is provided as Attachment 1 and details work undertaken over the previous month and works planned for the upcoming month.

**ATTACHMENTS**

2. Works Delivery Grant Funded Works Update - September 2019
# Works Delivery Works in Progress for Scone, Murrurundi & Merriwa – August/September 2019

## Programmed Construction Works

<table>
<thead>
<tr>
<th>Location</th>
<th>Work</th>
<th>Area (Crew)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rouchel Road Culvert</td>
<td>Drainage Construction</td>
<td>Scone Crew</td>
</tr>
<tr>
<td>Willow Tree</td>
<td>Causeway Construction</td>
<td>Scone Crew</td>
</tr>
<tr>
<td>Timor-Crawney Rd</td>
<td>Resheet</td>
<td>Murrurundi Grader</td>
</tr>
<tr>
<td>Kelley’s Gully</td>
<td>Drainage Works</td>
<td>Scone Crew</td>
</tr>
<tr>
<td>Willow Tree Rd Stage 2</td>
<td>Ongoing works:</td>
<td>Merriwa &amp; Scone Construction</td>
</tr>
<tr>
<td></td>
<td>Guardrail installation is complete.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>The majority of work on the concrete causeways is completed.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Scour Protection at Chelsea Park is completed.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Further scour protection to occur on hill section.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>All works scheduled for completion by the end of September.</td>
<td></td>
</tr>
<tr>
<td>Golden Hwy Heavy Patching Program</td>
<td>Various segments of the Golden Hwy between Westwood Rd and Borambil.</td>
<td>Merriwa Construction</td>
</tr>
</tbody>
</table>

## Programmed Grading Works

<table>
<thead>
<tr>
<th>Location</th>
<th>Work</th>
<th>Area (Crew)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Banool Road, Mareeba Road, Smiths Road, Common Road, Turanville Road, Thompsons Creek Road, Sparkes Creek Road and Upper Darhkbrook Road</td>
<td>Maintenance Grading</td>
<td>Scone Grader</td>
</tr>
<tr>
<td>Timor-Crawney Road, Mountain View Road and Sargeants Gap Road.</td>
<td>Maintenance Grading</td>
<td>Murrurundi Grader</td>
</tr>
<tr>
<td>Neivefail Road, Kiloe Road (Black Soil), Flaggs Road and Worondi Creek Road</td>
<td>Maintenance Grading</td>
<td>Merriwa Grader</td>
</tr>
</tbody>
</table>

## Capital Works - Complete

<table>
<thead>
<tr>
<th>Location</th>
<th>Work</th>
<th>Area (Crew)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kingdom Street Kerb &amp; Gutter</td>
<td>Construction</td>
<td>Scone Crew</td>
</tr>
<tr>
<td>Saleyards</td>
<td>Light Carpark</td>
<td>Scone Crew</td>
</tr>
</tbody>
</table>
# Works Delivery Works in Progress for Scone, Murrurundi & Merriwa – August/September 2019

<table>
<thead>
<tr>
<th>Location</th>
<th>Work</th>
<th>Area (Crew)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sandy Creek Road, Cooga Road, Tinseys Road, Green Creek Road, Timor PO Road, Edmonds Road, Timor Creek Road, Rileys Road, Branch Creek Road, Mckenzie's Road.</td>
<td>Maintenance Grading</td>
<td>Murrurundi Grader</td>
</tr>
<tr>
<td>Wrights Road, Ashbrooke Road, Gateleys Road, Petwyn Vale Road, Dry Creek Road, Middlebrook Road, Middlebrook Drive and Wallington Road</td>
<td>Maintenance Grading</td>
<td>Scone Grader</td>
</tr>
<tr>
<td>Cominia Road, Krulaya Road, Cockatoo Gap Road, Lettybrook Road, Redwell Road, Binks Road, Wollar Road (to Hulks Road), Hulks Road and Webimble Road.</td>
<td>Maintenance Grading</td>
<td>Merriwa Grader</td>
</tr>
<tr>
<td>Ref</td>
<td>Funding Amount</td>
<td>Funding Source</td>
</tr>
<tr>
<td>-----</td>
<td>----------------</td>
<td>----------------</td>
</tr>
<tr>
<td>001</td>
<td>$526,000</td>
<td>SCCF 0084</td>
</tr>
<tr>
<td>002</td>
<td>$59,515</td>
<td>SCCF 0259</td>
</tr>
<tr>
<td>003</td>
<td>$154,841</td>
<td>SCCF 0597</td>
</tr>
<tr>
<td>004</td>
<td>$185,000</td>
<td>SCCF 0636</td>
</tr>
<tr>
<td>005</td>
<td>$124,229</td>
<td>SCCF 0647</td>
</tr>
</tbody>
</table>
## Works Delivery Grant Funded Works Update – 31 August 2019

<table>
<thead>
<tr>
<th>Ref</th>
<th>Funding Amount</th>
<th>Funding Source</th>
<th>Project</th>
<th>Summary Scope / deliverables</th>
<th>Progress Status</th>
<th>Budget Status</th>
<th>General Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>006</td>
<td>$291,329</td>
<td>SCCF 0945</td>
<td>Merriwa Skate Park Upgrade</td>
<td>Construct new skate bowl and new amenities block with utility connections</td>
<td>On track</td>
<td>Within budget</td>
<td>Preconstruction activities including drafting and structural design underway. Amenities anticipated to commence construction early 2020</td>
</tr>
<tr>
<td>007</td>
<td>$243,750</td>
<td>SCCF 1002</td>
<td>Scone Park Field Upgrade</td>
<td>New irrigation and pop-up sprinklers. Top dress, level and seed playing surface</td>
<td>Amber Flag</td>
<td>Within budget</td>
<td>Irrigation design complete with quotations to be issue August 2019. Construction anticipated to commence October 2019 following the football season. In discussions with funding body to extend the deadline for milestone 1 (no change to final completion date)</td>
</tr>
<tr>
<td>008</td>
<td>$261,000</td>
<td>SCCF 1051</td>
<td>Merriwa Oval Upgrade</td>
<td>Upgrade existing canteen, change rooms and amenities. Upgrade lighting lamps. Top dress, level and seed playing surface</td>
<td>Amber Flag</td>
<td>Within budget</td>
<td>Preconstruction activities including drafting and structural design underway. Construction anticipated to commence September 2019 following the football season. In discussions with funding body to extend the deadline for milestone 1 (no change to final completion date)</td>
</tr>
<tr>
<td>009</td>
<td>$137,600</td>
<td>SCCF 1067</td>
<td>Harrison Oval Upgrade</td>
<td>New irrigation and pop-up sprinklers. Top dress, level and seed playing surface</td>
<td>Amber Flag</td>
<td>Within budget</td>
<td>Draft irrigation design complete. Seeking quotation for installation. Construction anticipated to commence early 2020 (user group consultation will confirm the preferred construction window). In discussions with funding body to extend the deadline for milestone 1 (no change to final completion date)</td>
</tr>
</tbody>
</table>
## Works Delivery Grant Funded Works Update – 31 August 2019

<table>
<thead>
<tr>
<th>Ref</th>
<th>Funding Amount</th>
<th>Funding Source</th>
<th>Project Description</th>
<th>Progress Status</th>
<th>Budget Status</th>
<th>General Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>011</td>
<td>$164,370</td>
<td>SCCF 1102</td>
<td>Scone Gymnastics Centre Refurbishment</td>
<td>On track</td>
<td>Within budget</td>
<td>Consultant engaged to complete design/drafting. Construction anticipated to commence late 2019</td>
</tr>
<tr>
<td>012</td>
<td>$24,685</td>
<td>SCCF 0197</td>
<td>Upper Hunter Swimming Pool Shade Sails New shade structure over existing concrete marshalling area</td>
<td>On track</td>
<td>Within budget</td>
<td>Commenced construction. Anticipate completion early August 2019</td>
</tr>
<tr>
<td>013</td>
<td>$109,517</td>
<td>PRMFP</td>
<td>Merriwa Showground amenities block New amenities block with utility connections and LED lighting</td>
<td>On track</td>
<td>Within budget</td>
<td>Request for quotations issued, two responses so far. Commencement following Merriwa Show.</td>
</tr>
<tr>
<td>014</td>
<td>$145,000</td>
<td>L&amp;G</td>
<td>Bill rose playground upgrade Construct new playground, bike track, outdoor gym, shade sales and BBQ area</td>
<td>On track</td>
<td>Within budget</td>
<td>Delivery due by Jan 2021. SCCF and Drought projects to be prioritised</td>
</tr>
<tr>
<td>015</td>
<td>$175,000</td>
<td>L&amp;G</td>
<td>Bill Rose cricket nets Remove existing cricket nets, construct 6 new cricket nets, fully fenced and roof over all</td>
<td>On track</td>
<td>Within budget</td>
<td>Delivery due by Jan 2021. SCCF and Drought projects to be prioritised</td>
</tr>
</tbody>
</table>
ISC.09.3  SPECIAL PROJECTS UPDATE

RESPONSIBLE OFFICER: Nicholas Havyatt - Director Infrastructure Services

AUTHOR: Alan Fletcher - Special Projects Manager

PURPOSE

The purpose of this report is to provide an update on the projects being managed by the Special Projects Team.

RECOMMENDATION

That Council receive the report and note the information.

BACKGROUND

The report provides information to assist the Committee to understand the current status of each of the projects, what work has recently been completed, and the work that is planned for the next three months.

REPORT/PROPOSAL

Scone Regional Selling Centre – Saleyards Redevelopment

<table>
<thead>
<tr>
<th>Approved total budget</th>
<th>$11,818,270</th>
</tr>
</thead>
<tbody>
<tr>
<td>Expenditure to date (2017/18)</td>
<td>$ 565,445</td>
</tr>
<tr>
<td>Expenditure to date (2018/19)</td>
<td>$ 7,241,384</td>
</tr>
<tr>
<td>Expenditure to date (2019/20)</td>
<td>$ 920,008</td>
</tr>
<tr>
<td>Commitments</td>
<td>$ 2,195,109</td>
</tr>
<tr>
<td>Available budget</td>
<td>$ 896,324</td>
</tr>
</tbody>
</table>

Excludes additional scope of work for additional roofed area over loading ramps (Stage 5A). This is estimated at an additional $200,000 as approved by Council at the meeting on the 29 July 2019.

Key activities undertaken last month:

- Construction of Stages 4, 5 and 6 (second major shed area) structural steel framework completed, roofing underway.
- Stages 4, 5 and 6 yard works commenced.
- Light vehicle carpark tree guards and soil installed ready to tree planting. After considering Councilor comments and advice from the Landcare Coordinator the tree species for carpark planting will be Kurrajongs (Brachychiton populneus). Light vehicle fencing underway.
- Fire water service, booster pipework, diesel engine and booster pump installed and commissioned.
- Manure dewatering unit installed at waste water ponds and commissioned. This is a temporary arrangement until the ponds are cleaned out.
- Electrical works underway.
Key activities in next three months:
- Light vehicle carpark line marking, fencing and signs.
- Complete heavy vehicle carpark works i.e. concrete V drain, patching and reseal works.
- Complete electrical works.
- Complete shed and yard works.
- Selling ring auctioneers box designed. Access issues have been identified. Construction being arranged.

Emerging issues:
- Nil

Old Court Theatre – Design and Consents

<p>| | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Approved total budget</td>
<td>$ 260,399</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Expenditure to date</td>
<td>$ 7,108</td>
<td>$ 21,917</td>
<td>$ 7,969</td>
</tr>
<tr>
<td>Commitments</td>
<td>$ 192,309</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Available budget</td>
<td>$ 31,096</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Key activities undertaken last month:
- Heritage advisor report received. Lodged Section 60 approval under the Heritage Act 1977 as required in DA conditions.

Key activities in next three months:
- Remove asbestos containing materials i.e. Kitchen lino and old stove seals.
- Commence building work to the limit of budget. Building contractor ready to commence work. Likely commencement date September 2019 (subject to receiving Section 60 approval).

Emerging issues:
- Nil

Scone CBD Revitalisation – Detail Design

<p>| | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Approved total budget</td>
<td>$ 981,750</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Expenditure to date</td>
<td>$ 30,207</td>
<td>$ 73,016</td>
<td>$ 1,743</td>
</tr>
<tr>
<td>Commitments</td>
<td>$ 48,536</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Available budget</td>
<td>$ 828,248</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Key activities undertaken last month:
- Council representatives met with RMS to discuss Scone CBD Revitalisation project, drainage, road classification, extent of proposed RMS funded work on 6 August, 21 August. Additional meeting planned for 10 September to discuss drainage and flooding.
The Civil Engineer designer has been involved in RMS meetings. The engineer has progressed work to the point where advice on road classification and extent of RMS works is required for the stormwater and road design is required to progress the design.

Landscape design completed to 70%. Co-ordination of the landscape design and the civil design required.

Key activities in next three months:
- Completion of detailed landscape design and associated civil design work.
- Complete additional design, studies and reports i.e. electrical design, traffic report, quantity surveyor and review of environmental effects.
- Arrange additional meetings of Scone CBD Revitalisation Committee when information on the way forward is available.
- Consultation with major stakeholders in Kelly St.
- Progress community consultation on the treatment of Liverpool & Kelly Street intersection (traffic lights or roundabout) as a priority to guide the design.

Emerging issues:
- Need to firm up road classification and extent of RMS Kelly St CBD works to allow the design to progress.
- Council seeking funding to complete the remainder of the project.

**133 Kelly Street Redevelopment**

<table>
<thead>
<tr>
<th>Approved total budget</th>
<th>$ 600,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Expenditure to date</td>
<td>$ 3,689   (2018/19)</td>
</tr>
<tr>
<td></td>
<td>$ 1,030   (2019/20)</td>
</tr>
<tr>
<td>Commitments</td>
<td>$ 1,800</td>
</tr>
<tr>
<td>Available budget</td>
<td>$ 593,481</td>
</tr>
</tbody>
</table>

See separate report on 133 Kelly St in this business paper.

**Omadale Brook Bridge Replacement**

<table>
<thead>
<tr>
<th>Approved Budget</th>
<th>$ 1,917,260</th>
</tr>
</thead>
<tbody>
<tr>
<td>Expenditure to date</td>
<td>$ 45,616    (2018/19)</td>
</tr>
<tr>
<td></td>
<td>$ 3,888     (2019/20)</td>
</tr>
<tr>
<td>Commitments</td>
<td>$ 1,701</td>
</tr>
<tr>
<td>Available budget</td>
<td>$ 1,866,055</td>
</tr>
</tbody>
</table>

Key activities since last month:
- Planning of temporary bypass and Brook crossing being arranged in preparation for construction.

Key activities in the next three months:
- Calling tenders.
- Assessing and reporting tenders to Council for acceptance.
Emerging Issues
- Nil

**OPTIONS**

1. Adopt the recommendations.
2. Amend the recommendations.

**CONSULTATION**

- Director Infrastructure Services
- Manager Special Projects
- Manager Strategic Assets
- Manager Water & Sewer
- Manager Works Delivery

**STRATEGIC LINKS**

**a. Community Strategic Plan 2027**

This report links to the Community Strategic Plan 2027 as follows:

**BUILT & NATURAL ENVIRONMENT**

Goal 3 Protect the natural Environment
- CS10 Advocate for, facilitate and support programs that protect and sustain our diverse environment for our future generations.

Goal 4 Plan for a sustainable future.
- CS15 Plan, facilitate and provide for a changing population for current and future generations.

**ECONOMY & INFRASTRUCTURE**

Goal 7 Enhance and improve the road network and bridges to meet the needs of current and future generations and communicate priorities and progress to the Community.
- CS28 Increased Community engagement and updates on infrastructure planning, road priorities, works and improvements.
- CS29 Advocate, facilitate and/or provide traffic management and public transport facilities to meet the needs of the Community.

**LEADERSHIP**

Goal 8 Provide Community leadership.
- CS30 Effectively and efficiently manage the business of Council, while encouraging an open and participatory Council with an emphasis on transparency, Community engagement, action and response.
- CS33 Utilise emerging innovative communication technologies and techniques to increase awareness of Council’s activities and services.
Goal 9  Advocate for the Community.
CS42  Provide timely and effective advocacy and leadership on key community issues and priorities.

We are working to achieve the following Community Priorities

- **A stronger economic base to attract and retain residents, particularly our young people.**
- **Increase focus on local business, shop occupation and revitalisation of the Town Centres.**
- **Protect the natural environment.**
- **Upper Hunter Shire has improved and well maintained roads and bridges.**
- **Rural lifestyle and Country feel are valued and protected and the Upper Hunter Shire remains quiet, safe, healthy and welcoming.**
- **Upper Hunter Shire Council is an effective and efficient organisation, focusing on community engagement, action and response.**

**b. Delivery Program**

The report addresses the following objectives for works to 30 June 2020 as described in the 2019/20 DPOP.

- **Bridges**
  By undertaking bridge maintenance and construction works to Council standards and specifications so as to improve safety and minimise future expenses

- **Local Roads**
  Undertake road maintenance and construction works to Council. Standards and specifications so as to improve road safety and minimise future expenses.
Infrastructure Services

Regional Roads
To undertake roads and bridge maintenance and construction works to Council’s standards and specifications so as to improve road safety and minimise future expenses.

Stormwater
To provide stormwater drainage systems to manage flows.

Water Supplies
To provide an adequate and secure potable water supply to recognised standards in defined areas on a cost effective basis.

Sewage Services
To maintain a sewage system for the transportation and treatment of sewage to licence requirements and encourage appropriate further expansion of services.

c. Other Plans

Council’s Asset Management Plan list projects for the development of the Capital Works Program.

IMPLICATIONS

a. Policy and Procedural Implications

Nil

b. Financial Implications

All works have been budgeted for in accordance with the Delivery Program and Operational Plan (DPOP) 2019/20.

c. Legislative Implications

Due to the value of the projects being over $250,000 the tendering provisions of the Local Government Act 1993 and the Local Government (General) Regulation 2005 apply.

d. Risk Implications

Implementation of a project management framework will assist with project management completion of capital projects. Completion of these capital works projects assists Council to mitigate their risk exposure.

e. Other Implications

Nil

CONCLUSION

The Special Projects update report provides Councillors with a review of progress of the projects and emerging issues.
Infrastrructure Services

ATTACHMENTS

Nil.
ISC.09.4  CAPITAL WORKS UPDATE

RESPONSIBLE OFFICER: Nicholas Havyatt - Director Infrastructure Services

AUTHOR: Nicholas Havyatt - Director Infrastructure Services

PURPOSE

The purpose of this report is to provide an update on capital works projects within the 2019/2020 budgetary period.

RECOMMENDATION

That the Committee receive the report and note the information.

BACKGROUND

In association with the 2019/20 Delivery Program and Operational Plan, a schedule of the planned capital works has been prepared. Budget holders have been asked to identify when the project is planned to be delivered.

REPORT/PROPOSAL

The spreadsheet provided under separate cover shows the expenditure up to the end of August 2019.

Key projects currently include:

- Willow Tree Road Construction
- Saleyards
- Murrurundi Water Pipeline

OPTIONS

1. By receiving and noting the capital works update, Council is advised of works progress and associated works scheduling.
2. Councillors may seek adjustments to works timing and priorities where identified.

CONSULTATION

- Director Infrastructure Services
- Manager Works Delivery
- Manager Strategic Assets
- Manager Water & Sewer
- Manager Special Projects
STRATEGIC LINKS

a. Community Strategic Plan 2027
This report links to the Community Strategic Plan 2027 as follows:

COMMUNITY LIFE

Goal 1 A supported Community.
   CS1 Advocate for, develop and implement programs, services and facilities for our ageing Community.
   CS3 Advocate for, support and provide series and facilities for young people, children, families and people with a disability.

Goal 2 Promote wellbeing and a connected, healthy and happy Community.
   CS7 Provide and support a broad range of sport, recreation, health and wellness programs to target age specific needs of residents including younger children, older children, adolescents, families, seniors and people with a disability.

BUILT & NATURAL ENVIRONMENT

Goal 3 Protect the natural Environment
   CS10 Advocate for, facilitate and support programs that protect and sustain our diverse environment for our future generations.

Goal 4 Plan for a sustainable future.
   CS15 Plan, facilitate and provide for a changing population for current and future generations.

ECONOMY & INFRASTRUCTURE

Goal 6 Increase, enhance and maintain civil infrastructure, Community assets and open spaces to meet the needs of current and future generations.
   CS24 Provide for replacement, improvement and additional Community and open space infrastructure through investment, best practice and risk management.
   CS25 Provide inviting public spaces that are clean, green, properly maintained, well designed, encourage active participation, family friendly and accessible to all.
   CS26 Provide safe and reliable water and sewerage services to meet the demands of current and future generations.

Goal 7 Enhance and improve the road network and bridges to meet the needs of current and future generations and communicate priorities and progress to the Community.
   CS10 Advocate for, facilitate and support programs that protect and sustain our diverse environment for our future generations.
   CS27 Maintain and upgrade the road network and bridges.
   CS28 Increased Community engagement and updates on infrastructure planning, road priorities, works and improvements.
   CS29 Advocate, facilitate and/or provide traffic management and public transport facilities to meet the needs of the Community.
LEADERSHIP

Goal 8  Provide Community leadership.
CS30  Effectively and efficiently manage the business of Council, while encouraging an open and participatory Council with an emphasis on transparency, Community engagement, action and response.
CS33  Utilise emerging innovative communication technologies and techniques to increase awareness of Council’s activities and services.

Goal 9  Advocate for the Community.
CS40  Encourage and build strong partnerships between the Community, business and all levels of government support implementation of the CSP 2027 and to deliver the Community priorities.
CS41  To participate and encourage regional coordination and planning between Councils and other generations.
CS42  Provide timely and effective advocacy and leadership on key community issues and priorities.

We are working to achieve the following Community Priorities:

- Well maintained, safe, reliable and additional infrastructure, including sporting fields, parks, family and cultural facilities.
- Upper Hunter Shire Council is an effective and efficient organisation, focusing on community engagement, action and response.
- Rural lifestyle and Country feel are valued and protected and the Upper Hunter Shire remains quiet, safe, healthy and welcoming.
- Upper Hunter Shire has improved and well maintained roads and bridges.
- Increase focus on local business, shop occupation and revitalisation of the Town Centres.
- A stronger economic base to attract and retain residents, particularly our young people.
b. Delivery Program
The report addresses the following objectives for works up to 30 June 2020 as described in the 2019/20 DPOP.

Stormwater
- Through the provision a stormwater drainage systems to manage flows.
- Through the provision of a kerb and gutter networks as an adjunct to the drainage network.
- By maintaining flow conditions in main creeks.

Parks & Gardens
- By providing quality open spaces, parks and reserves that are suitable and accessible for the community.

Sporting grounds & Venues
- By providing high-quality sporting grounds and venues suitable and accessible to all.

Swimming Pools
- By providing recreational facilities for the Upper Hunter community, which are operated in a safe, efficient and effective manner.

Bridges – Local
- By undertaking bridge maintenance and construction works to Council standards and specifications, so as to improve safety and minimise future expenses.

Footpaths and Cycleways
- By providing and maintaining a cycleway / footpath network that will contribute to the accessibility, safety and amenity of streets in Council’s town and villages.

Roads – Local
- By undertaking road maintenance and construction works to Council standards and specifications, so as to improve road safety and minimise future expenses.

Roads – Regional
- By undertaking road and bridge maintenance and construction works to Councils standards and specifications so as to improve road safety and minimise future expenses.

Transport Ancillaries
- By promoting traffic and pedestrian safety by the provision and maintenance of
regulatory and advisory signage and pavement markings.

- By maintaining street furniture.

**Water Services**

- By providing an adequate and secure potable water supply to recognise standards in defined areas on a cost effective basis.

**Sewage Services**

- By maintain sewerage systems for the transportation and treatment of sewage to meet licence requirements.
- By implementing long-term asset replacement strategy.

c. **Other Plans**

Many projects are identified within Community Plans, Emergency Plans or Specific Operational Plans.

Council’s Asset Management Plans are also reference documents for the development of the capital works program.

**IMPLICATIONS**

a. **Policy and Procedural Implications**

Some projects involve grant funds, community donations or use other funding sources such as R2R funds and section 94 contributions.

Expenditure of these funds is in accordance with relevant policies and legislative requirements.

b. **Financial Implications**

All works have been budgeted for in accordance with the Delivery Program and Operational Plan (DPOP) 2019/20.

c. **Legislative Implications**

Not applicable.

d. **Risk Implications**

The correct planning and completion of capital projects assists Council to mitigate their risk exposure.

e. **Other Implications**

Not applicable.

**CONCLUSION**

The capital works update report provides Councillors with a review of the progress of capital works for the 2019/20 financial year.
ATTACHMENTS

Nil.
ISC.09.5  SCONE TO MURRURUNDI PIPELINE MONTHLY REPORT

RESPONSIBLE OFFICER: Nicholas Havyatt - Director Infrastructure Services

AUTHOR: Phillip Hood - Manager Water & Sewer

PURPOSE

The purpose of this report is to provide an update on the Scone to Murrurundi Pipeline project.

RECOMMENDATION

That the Committee receive the report and note the information.

BACKGROUND

This report provides information to assist the Committee to understand the current status of the project, what work has recently been completed, and the work that is forecast for the next three months, plus the revised forecast for the end of the project.

REPORT/PROPOSAL

1  Project Overview

1.1 Project Description (from Funding Agreement with Restart NSW)

Water pipeline, pump stations, balance tanks, controls and telemetry to supply Glenbawn Dam water from the existing pipeline at Scone to Murrurundi (MDI). The pipeline will also deliver drinking water to the villages of Parkville, Wingen and Blandford for future reticulation.

1.2 Project Funding

<table>
<thead>
<tr>
<th>Description</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Restart NSW – Water Security for Regions – Water Backlog</td>
<td>$ 1,500,000</td>
</tr>
<tr>
<td>Upper Hunter Shire Council (UHSC) - Loans</td>
<td>$ 2,486,000</td>
</tr>
<tr>
<td><strong>Total Funding</strong></td>
<td><strong>$15,529,000</strong></td>
</tr>
</tbody>
</table>

1.3 Project Timetable

<table>
<thead>
<tr>
<th>Description</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Start Date</td>
<td>May 2015</td>
</tr>
<tr>
<td>Proposed Completion</td>
<td>Mid 2020</td>
</tr>
</tbody>
</table>

1.4 Award of Contract

Council accepted the tender of Leed Engineering and Construction Pty Ltd (Leed) on 14 March 2019 for the detailed design and construction of the pipeline.
2 Project Status

2.1 Key Activities Completed in the Last Month
- Commencement of construction.
- Finalisation of some Deeds of Agreement for Easements and Access Agreements.
- Introductory meetings between Leed’s Project Management team, affected land owners and Council’s Project Management team.
- Leed has constructed approximately 4.2km of pipeline from Murrurundi towards Blandford.
- Field inspections with Leed.
- Development of scope of work and supporting documents to tender the concept design and costing for the three village’s water reticulation.
- Received draft review of options assessment for Murrurundi reservoir site and size from GHD.
- Gazettal of Acquisition Notices for compulsory acquisition of easements on crown land.

2.2 Significant Achievements in the Next 3 Months
- CHAIR 2&3 workshop will be held on the detailed design which will include a safety-in-design review as well as a HAZOP (Hazard and Operability) assessment.
- Finalisation of Deeds of Agreement for Easements and Access Agreements.
- Development of Water Service Agreements for rural connection customers.
- Completion of negotiations with Native Title claimants on compensation for crown land easements.
- Tendering of the concept design and costings for the three villages water reticulation.
- Tendering of the design and construction for the Murrurundi reservoir.

2.3 Stakeholder Engagement
- Media release on an update of the project.
- Letter-box drop to Parkville was completed August.

3 Project Spend

3.1 Spend to Date

<table>
<thead>
<tr>
<th></th>
<th>Approved Budget</th>
<th>Expenditure to date</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$15,529,000</td>
<td>$2,079,850</td>
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</tbody>
</table>

Amount spent each year

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$40,401</td>
<td>$169,467</td>
<td>$241,591</td>
<td>$312,965</td>
<td>$714,187</td>
<td>$601,239</td>
</tr>
</tbody>
</table>

Remaining Project Budget

<table>
<thead>
<tr>
<th></th>
<th>Remaining Project Budget</th>
<th>30 August 2019</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$13,449,150</td>
<td></td>
</tr>
</tbody>
</table>

Committed Funds

<table>
<thead>
<tr>
<th></th>
<th>Committed Funds</th>
<th>30 August 2019</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$7,537,454</td>
<td></td>
</tr>
</tbody>
</table>

Uncommitted Funds to Date

<table>
<thead>
<tr>
<th></th>
<th>Uncommitted Funds to Date</th>
<th>30 August 2019</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$5,911,696</td>
<td></td>
</tr>
</tbody>
</table>
3.2 Major Expenditure in Previous Month

- Leed Engineering & Construction – August progress payment

4 Risk Register

4.1 Risk Assessment Review

- Further review will be undertaken when the contractor finalises their SMWS for this project.

4.2 Current High Risks

The following are the top three high risks for the project:

- Negotiation of easements with another seven land owners to the north of Common Road as a result of the RMS direction to Leed on the placement of the pipeline, resulting in it being located further to the west than planned.
- Village connection and pricing policies yet to be determined.

5 Decisions and Approvals

5.1 Variations to Pipeline Scope

Requests for variation have been approved for the following items:

- Nil.

5.2 Village Reticulation

A report was submitted to the Infrastructure Services Committee with the proposed methodology to determine the limits of the reticulation zones for the villages. The scope of work is being prepared to go to tender for the design and costing.

OPTIONS

1. Note the report.

CONSULTATION

- Director Infrastructure Services
- Manager Special Projects
- Manager Water & Sewer
- Finance Manager

STRATEGIC LINKS

a. Community Strategic Plan 2027

This report links to the Community Strategic Plan 2027 as follows:

BUILT & NATURAL ENVIRONMENT

Goal 4 Plan for a sustainable future.
CS15 Plan, facilitate and provide for a changing population for current and future generations.
ECONOMY & INFRASTRUCTURE

Goal 6  Increase, enhance and maintain civil infrastructure, Community assets and open spaces to meet the needs of current and future generations.
CS24  Provide for replacement, improvement and additional Community and open space infrastructure through investment, best practice and risk management.
CS26  Provide safe and reliable water and sewerage services to meet the demands of current and future generations.

LEADERSHIP

Goal 9  Advocate for the Community.
CS41  To participate and encourage regional coordination and planning between Councils and other generations.
CS42  Provide timely and effective advocacy and leadership on key community issues and priorities.

We are working to achieve the following Community Priorities:

b.  Delivery Program

The report addresses the following objectives for works up to 30 June 2020 as described in the 2019/20 DPOP.

Water Services
• By providing an adequate and secure potable water supply to recognise standards in defined areas on a cost effective basis.

c.  Other Plans
Drought Management Plan.

IMPLICATIONS

a.  Policy and Procedural Implications

Upper Hunter Shire Council Rural Water Supply Policy.

b.  Financial Implications

All works have been budgeted for in accordance with the Delivery Program and Operational Plan (DPOP) 2019/20.

c.  Legislative Implications

Nil.
d. Risk Implications

Refer to section 5 of the report above.

e. Other Implications

Nil.

CONCLUSION

This report provides an update to Councilors with a review of progress of the project and emerging issues.

ATTACHMENTS

Nil.
ISC.09.6  

FARM GATE ACCESS

RESPONSIBLE OFFICER: Nicholas Havyatt - Director Infrastructure Services

AUTHOR: Jeff Bush - Manager Strategic Assets

PURPOSE

The purpose of this report is to provide the Committee with an update regarding the Terms of Reference setting out the scope, membership, objectives and review of the Farm Gate Access Project Pilot.

RECOMMENDATION

That the Committee note the information provided in the report.

BACKGROUND

Roads and Maritime Services (RMS) invited a group of Councils from across NSW to participate in a 12 month Farm Gate Access Project Pilot commencing in June 2019. Refer attached map indicating Council membership (Attachment 1). To test the model, eighteen Councils with diverse access requirements, geography, topography and population were selected to participate in the pilot. The member Councils form an alliance with the working group and provide feedback on the framework prior it being considered for rollout across NSW.

The pilot involves trialing an access assessment framework, including a third party risk assessment tool, for low volume and lower risk roads. The framework has been designed to support councils in their role as road manager under the Heavy Vehicle National Law.

The objective of the project is to make it easier and quicker to approve safe access for heavy vehicles travelling on low volume and lower risk roads. This means less administration and greater support for councils carrying out route assessments while enabling safe and legal access for local farmers, businesses and the community more broadly.

REPORT/PROPOSAL

The concept for the Farm Gate Access Project was recommended by the NSW Road Freight Industry Council’s Network Connectivity Sub-Committee. The project is led by Roads and Maritime in partnership with representatives from Local Government NSW, the Institute of Public Works Engineering Australasia (IPWEA), the Livestock, Bulk and Rural Carriers Association (LBRCA), NSW Farmers Association, Transport for NSW and the National Heavy Vehicle Regulator (NHVR).

The pilot is critical to testing the use, acceptance and benefits of the decision-making framework and refining the risk assessment tool and business processes before consideration for full implementation. The pilot will run for 12 months and the outcomes evaluated to determine the effectiveness of the framework from the perspective of the agriculture and transport industries, Councils and the NHVR.
The project is aimed at facilitating greater access approvals for heavy vehicles travelling on low volume roads, for occasional tasks, specifically accessing the farm gate. The aim is to develop an approach that road managers can implement to enable assessment of routes to be undertaken by third parties in order to approve freight movements on roads carrying low traffic volumes (refer attachment 2). Through this project a model will be developed that can be utilised by local councils to enable self-assessment of roads to be undertaken by landowners (farmers), third parties or transport operators which will then inform the access consent request decision by local council as road manager.

The self-assessment model contains a series of questions designed to assess the magnitude of risk on a low volume road being considered for occasional access of certain combinations under this project. The assessment will be used to justify to the road manager why access should be granted. The approved checklist and procedure offer targeted guidance to the proponent seeking access, the assessor and local council road managers. The purpose of this procedure is to define what type of road, traffic volume and frequency can be considered under this procedure and provide a clear and consistent process of reviewing and assessing particular types of access.

Farm Gate Access - is focused on local access roads under the care and control of Councils. The major function for this type of road is to provide access to farms or properties and has limited connectivity to the broader road network.

Low volume road – the model of self-assessment has been developed based on low volume road access only. In this project low volume will be defined as roads that are not thoroughfares and do not offer a connection to other key roads.

Occasional task - this project does not seek to address access to facilities which have high volumes of movements relating to operations such as grain terminals or feedlots. This project considers an occasional task to be up to 26 return trips per annum per property. This means that access to and from the property by one vehicle equates to one trip.

Vehicle types considered under this framework include restricted access vehicles up to and including 26m B-doubles, vehicle combinations that are up to 4.6 metres in height, vehicle or vehicle combinations that are operated at Higher Mass Limits (HML), or being used under Productivity Schemes such as the Grain Harvest Management Scheme (GHMS) or the Livestock Loading Scheme (LLS) in accordance with the definitions outlined in the HVNL.

This process does not remove the responsibilities of approval by the Road Manager (Council) which are prescribed under Heavy Vehicle National Law (HVNL). The Road Manager will still need to approve an application to grant access and, as such, must be comfortable with the integrity of the process behind the route assessment. It is expected that the road can be used safely given the proposed dimension and/or mass of the vehicle and factors such as the nature of the terrain or road surface; the nature of the road and likely traffic or hazards; and obstacles such as overhead bridges, wires, or poles are considered.
Generally route assessments are carried out by technical officers who complete formal or on-the-job training and bring with them a technical skill set or background. The Practitioners Guide has been developed to demonstrate accepted methods for collecting technical data that can be used to support access on the roads for vehicle types and activities described in this procedure. This includes best ‘accepted’ practice while collecting and recording accurate information on:

- Roadside development
- Clear zone requirements
- Road and traffic characteristics related to the road cross section
- Truck sight distance
- Horizontal and vertical alignment (curves or bends and crests or dips)
- Swept Path analysis
- Short Stacking
- Responsibilities under Work Health and Safety (WHS)

If a road is approved for under this process the cost to carry out remedial work as a result of this access will need to be negotiated and agreed on with the Council at the time access is approved. The Proponent may be required to cover the cost of repair work either in part or in full.

**OPTIONS**

1. Note the report

**CONSULTATION**

Nil.

**STRATEGIC LINKS**

a. Community Strategic Plan 2027

This report links to the Community Strategic Plan 2027 as follows:

**ECONOMY & INFRASTRUCTURE**

Goal 6 - Increase, enhance and maintain civil infrastructure, Community assets and open spaces to meet the needs of current and future generations.

CS27 Maintain and upgrade the road network and bridges.

Goal 7 – Enhance and improve the road network and bridges to meet the needs of current and future generations and communicate priorities and progress to the Community.

CS28 Increased Community engagement and updates on infrastructure planning, road priorities, works and improvements.
We are working to achieve the following Community Priorities:

- Rural lifestyle and Country feel are valued and protected and the Upper Hunter Shire remains quiet, safe, healthy and welcoming.
- Upper Hunter Shire Council is an effective and efficient organisation, focusing on community engagement, action and response.
- Upper Hunter Shire has improved and well maintained roads and bridges.

b. Delivery Program

The report addresses the following objectives for works up to 30 June 2020 as described in the 2019/20 DPOP.

**Asset Management**
- Establish and maintain public assets and improve the amenity of the Shire.

**Roads – Local**
- By undertaking road maintenance and construction works to Council standards and specifications, so as to improve road safety and minimise future expenses.

c. Other Plans

Nil.

**IMPLICATIONS**

a. Policy and Procedural Implications

Nil.

b. Financial Implications

If a road is approved for heavy vehicle use under this process the cost to carry out remedial work as a result of this access will need to be negotiated and agreed on with the Council at the time access is approved. The Proponent may be required to cover the cost of repair work either in part or in full.
c. Legislative Implications

- Heavy vehicle National Law - HVNL
- NSW Route Assessment Guide for Restricted Access Vehicles (30 October 2012)
- NSW Route Assessment Guide – 4.6 metre High Vehicles
- NSW Route Assessment Guide – Freight
- Route Investigation Levels for B-Double and HML route assessments
- Restricted Access Vehicle (RAV) maps and lists
- Austroads

d. Risk Implications

Risks to be managed by this procedure include:

Inconsistent and unclear information or direction provided to the assessor, resulting in poor quality or incorrect assessments

Ensuring a reasonable and accepted practice is followed by the assessor, for example how sight distance is measured and recorded or explanations on what short stacking means

Carrying out an assessment for a road, activity or frequency that does not meet the definitions prescribed in this procedure

Completing regular reviews of access approved using this procedure to ensure currency of data and that it continues to meet the definitions outlined in this document

e. Other Implications

Nil.

CONCLUSION

Through this project a model will be developed that can be utilised by local councils to enable self-assessment of roads to be undertaken by landowners (farmers), third parties or transport operators which will then inform the access consent request decision by local council as road manager. It is noted that local councils have a responsibility under the Heavy Vehicle National Law (HVNL) to approve or decline access requests as road manager. This project does not seek to alter this responsibility; but aims to provide a mechanism to support councils identify, assess and manage transport risk when making decisions as a road manager.

Councils that chose to participate in the pilot have the opportunity to lead the refinement of the risk assessment framework, including the tools and guidelines, to ensure they are fit for purpose, before a broader rollout of the framework across NSW.

ATTACHMENTS

1. Roads and Maritime Services - Procedure - Farm Gate Access ISC Report attachment - September 2019

2. Farm Gate Access Map - Farm Gate Access ISC Report attachment - September 2019
Proponent requires HPV access to a property for primary production purposes.

Has the Local Council given Area Approval for the vehicle type being requested?

Yes, Farm Gate Access Request not required.

Has a previous access request been granted along this road under the Farm Gate Project?

Yes, access has been granted before

No, this is a new request

Perform suitability assessment against criteria

If there are no changes to the route since the previous assessment was complete then contact Road Manager to discuss. Otherwise, carry out new request.

Is this a local road consisting of limited access points?

Option to renew request or adopt previous conditions of access

Does the road carry less than 200vpd, with 25 of these being heavy vehicles?

Is the vehicle a restricted access vehicle up to and including a 26m B-double, up to 4.6m in height, operating under HML or being used under LLS or GHMS?

Does not meet this criteria

Are there less than 26 HPV return trips per annum per property requiring access?

Complete a standard access request form <link>

Is the vehicle a restricted access vehicle up to and including a 26m B-double, up to 4.6m in height, operating under HML or being used under LLS or GHMS?

Rejected

Consult with the Road Manager and perform necessary corrective actions

Does meet this criteria

Complete self-assessment checklist with reference to the Practitioners Guide <link>

Submit completed assessment to Road Manager (Local Council) or NHVR.

Approved

NHVR Permit to be issued for access over a set period and with necessary access conditions.

Review and audit of permit and conditions agreed on by proponent and Road Manager.
# Farm Gate Access: Self-Assessment Checklist

<table>
<thead>
<tr>
<th>Road name(s)</th>
<th>Council</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total length (km)</td>
<td>Date last assessed</td>
</tr>
<tr>
<td>Assessor</td>
<td>Contact details</td>
</tr>
<tr>
<td>Notes</td>
<td></td>
</tr>
</tbody>
</table>

## 1.0 Suitability

**1.1 What type of access is required?**
- Selection: 4.6m, B-Double, HLS, GHMS
- Risk: Low, Mod, Mod, Low

**1.2 Does the route meet the criteria outlined in the Farm Gate Access Procedure?**
- Yes: Low
- No: High, High, Low

**1.3 Are you aware of similar vehicles already travelling along the route?**
- Yes: Advise
- No: N/A

## 2.0 Road environment

**2.1 What is the posted speed limit?**
- <= 60km/h: Low
- 60-80km/h: Mod
- >= 80km/h: High

**2.2 Describe the land use along the route**
- Rural: Low
- Residential, Commercial, Industrial, Mixed: High

**2.3 Are there any objects that can be damaged or cause damage in accordance with “clear zone” requirements?**
- Yes: High

**2.4 Could the vehicle hit any nearby objects while travelling along the route?**
- Yes: High

## 3.0 Road and traffic characteristics

**3.1 Describe the road surface**
- Sealed: Low
- Unsealed: Mod

<table>
<thead>
<tr>
<th>Item No: ISC.09.6</th>
</tr>
</thead>
<tbody>
<tr>
<td>Upper Hunter Shire Council – Infrastructure Services Committee Agenda – 10 September 2019 Page 46</td>
</tr>
</tbody>
</table>
### 3.2 Select a part of the road and divide the width by two. What is the width of the road? Consider a width that broadly represents the narrowest part of the route. See attached table (Refer 3 below) to identify minimum requirements.

<table>
<thead>
<tr>
<th>Selection</th>
<th>Risk</th>
<th>Action to reduce the risk severity for moderate and high risk items</th>
</tr>
</thead>
<tbody>
<tr>
<td>Greater than or equal to min width</td>
<td>Low</td>
<td>Limit operation to dry conditions</td>
</tr>
<tr>
<td>Less than 0.5m from minimum width</td>
<td>Mod</td>
<td>Temporary reduction of speed 60km/h or less</td>
</tr>
<tr>
<td>Greater than 0.5m from minimum width</td>
<td>High</td>
<td>No travel at school bus times, peak periods, inclement weather, low visibility, etc.</td>
</tr>
</tbody>
</table>

### 3.3 Are there any steep hills on this road? (Refer 4 below)

<table>
<thead>
<tr>
<th>Response</th>
<th>Risk</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>No</td>
<td>Low</td>
<td>Pilot Vehicle to be used</td>
</tr>
<tr>
<td>Yes</td>
<td>High</td>
<td>Rotating Beacons required and headlights on</td>
</tr>
</tbody>
</table>

### 3.4 Does the road contain any tight intersections or narrow bends that aren't wide enough to fit the vehicle? (Refer 5 below)

<table>
<thead>
<tr>
<th>Response</th>
<th>Risk</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>No</td>
<td>Low</td>
<td>Pilot Vehicle will be used</td>
</tr>
<tr>
<td>Yes</td>
<td>High</td>
<td>Roadside clearing or relocate roadside furniture</td>
</tr>
</tbody>
</table>

### 3.5 Do cyclists or pedestrians use the route?

<table>
<thead>
<tr>
<th>Response</th>
<th>Risk</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>No</td>
<td>Low</td>
<td>No travel at school bus times, peak periods, inclement weather, low visibility, etc. (Mandatory condition)</td>
</tr>
<tr>
<td>Yes</td>
<td>High</td>
<td>No travel at school bus times, peak periods, inclement weather, low visibility, etc. (Mandatory condition)</td>
</tr>
</tbody>
</table>

### 4.0 Intersections or railway level crossings

#### 4.1 Does the route connect to a main road administered by Roads and Maritime Services?

<table>
<thead>
<tr>
<th>Response</th>
<th>Risk</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>High</td>
<td>Install warning devices, such as signposting, on the connecting road</td>
</tr>
</tbody>
</table>

#### 4.2 Circle the sign posted speed limit:

<table>
<thead>
<tr>
<th>Speed Limit</th>
<th>60 km/h</th>
<th>80 km/h</th>
<th>100 km/h</th>
</tr>
</thead>
<tbody>
<tr>
<td>&gt;110 m</td>
<td>Low</td>
<td>Install warning devices, such as signposting, on the connecting road</td>
<td></td>
</tr>
<tr>
<td>&lt;110 m</td>
<td>High</td>
<td>Roadside clearing or relocate roadside furniture</td>
<td></td>
</tr>
</tbody>
</table>

#### 4.2.1 If you were driving at this speed, and there was a hazard on the road, how far down the road can you see? What distance would allow you to come to a complete stop before striking the hazard? (Stopping Sight Distance or SSD) (Refer 6 below)

<table>
<thead>
<tr>
<th>Distance</th>
<th>Low</th>
<th>High</th>
</tr>
</thead>
<tbody>
<tr>
<td>&gt;240 m</td>
<td>Install warning devices, such as signposting, on the connecting road</td>
<td></td>
</tr>
<tr>
<td>&lt;240 m</td>
<td>Reduce the vehicle combinations speed limit to meet the sight distance requirements</td>
<td></td>
</tr>
</tbody>
</table>

#### 4.2.2 If you, as a driver, were waiting to turn onto the road from an intersection, how far down the road can you see a car approaching so you can proceed safely and without forcing the approaching vehicle to stop? Assume the vehicle is travelling at the posted speed limit. (Safe Intersection Sight Distance or SISD) (Refer 6 below)

<table>
<thead>
<tr>
<th>Distance</th>
<th>Low</th>
<th>High</th>
</tr>
</thead>
<tbody>
<tr>
<td>&gt;300 m</td>
<td>Install warning devices, such as signposting, on the connecting road</td>
<td></td>
</tr>
<tr>
<td>&lt;300 m</td>
<td>Conduct roadside clearing or relocate roadside objects</td>
<td></td>
</tr>
</tbody>
</table>

#### 4.3 Is there a railway level crossing on the route? (Refer 7 below)

<table>
<thead>
<tr>
<th>Response</th>
<th>Risk</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>No</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>Yes-lights</td>
<td>Low</td>
<td></td>
</tr>
<tr>
<td>Yes-signs</td>
<td>Low</td>
<td></td>
</tr>
<tr>
<td>Yes-concern</td>
<td>High</td>
<td>Contact council before proceeding</td>
</tr>
</tbody>
</table>

#### 4.4 Is there a minimum length of 29.5m?

<table>
<thead>
<tr>
<th>Response</th>
<th>Risk</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>Low</td>
<td></td>
</tr>
</tbody>
</table>
# 5.0 Structures

<table>
<thead>
<tr>
<th>Selection</th>
<th>Risk</th>
<th>Action to reduce the risk severity for moderate and high risk items</th>
</tr>
</thead>
<tbody>
<tr>
<td>to prevent the blocking of an adjacent intersection or railway level crossing? (Refer 8 below)</td>
<td>No</td>
<td>High</td>
</tr>
<tr>
<td>5.1 Are there any culverts or causeways on the route?</td>
<td>No</td>
<td>Low</td>
</tr>
<tr>
<td>Yes</td>
<td>Mod</td>
<td>Contact local Council before proceeding</td>
</tr>
<tr>
<td>5.2 Are there any bridges on the route?</td>
<td>No</td>
<td>Low</td>
</tr>
<tr>
<td>Yes</td>
<td>Mod</td>
<td>Contact local Council before proceeding</td>
</tr>
<tr>
<td>5.3 If yes, are any of these timber structures?</td>
<td>No</td>
<td>Mod</td>
</tr>
<tr>
<td>Yes</td>
<td>High</td>
<td>Contact local Council before proceeding</td>
</tr>
</tbody>
</table>

# 6.0 Height

<table>
<thead>
<tr>
<th>Selection</th>
<th>Risk</th>
<th>Action to reduce the risk severity for moderate and high risk items</th>
</tr>
</thead>
<tbody>
<tr>
<td>6.1 Are there any overhanging objects, less than 4.6m high, that could be struck by a passing vehicle? (e.g. vegetation, signage, power lines)</td>
<td>No</td>
<td>Low</td>
</tr>
<tr>
<td>Yes</td>
<td>High</td>
<td>Contact local Council before proceeding – Vegetation, Structure, Lighting</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Contact relevant utility provider regarding overhead wiring</td>
</tr>
</tbody>
</table>

# 7.0 Adjacent communities and amenity.

<table>
<thead>
<tr>
<th>Selection</th>
<th>Risk</th>
<th>Action to reduce the risk severity for moderate and high risk items</th>
</tr>
</thead>
<tbody>
<tr>
<td>7.1 Are there any schools, churches or hospitals on the route?</td>
<td>No</td>
<td>Low</td>
</tr>
<tr>
<td>Yes</td>
<td>Mod</td>
<td>No travel in peak periods, school bus times, inclement weather, low visibility, etc.</td>
</tr>
</tbody>
</table>

**Other Applicable Measures (Optional)**

Insert supplementary information related to the route such as safety suggestions, details on vehicle or equipment use. Farm Gate to be open for Entry/Exit. Radio or phone communication with driver, contact made with surrounding neighbours or vehicles movements.

**Summary of access conditions**

- List e.g., vehicles must travel at 'x' km/h, report required for travel, farm gate must be open for vehicles arrival. Driver waving, headlights on.

**Legend**

- **No risk or NA**
- **Low risk**
- **Moderate risk**
- **High risk**
- >Greater than
- <Less than

> All information contained in this checklist are a true and accurate recording of the route conditions on the date this assessment was carried out.

> The data collection methods described in the Practitioners Guide have been followed.

<table>
<thead>
<tr>
<th>Assessor</th>
<th>Road Manager</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name:</td>
<td>Council:</td>
</tr>
<tr>
<td>Accreditation (not mandatory)</td>
<td>Delegation:</td>
</tr>
<tr>
<td>Signature:</td>
<td>Signature:</td>
</tr>
<tr>
<td>Date:</td>
<td>Date:</td>
</tr>
</tbody>
</table>

rms.nsw.gov.au
ISC.09.7 2019/20 PROPOSED GRAVEL RESHEETING PROGRAM

RESPONSIBLE OFFICER: Nicholas Havyatt - Director Infrastructure Services

AUTHOR: Andrew Griffith - Manager Works Delivery

PURPOSE

The purpose of this report is to provide the Committee with information outlining the proposed planned gravel re-sheeting program to be applied to the road network for the 2019/2020 financial year.

RECOMMENDATION

That Council endorse the proposed planned resheeting program to be applied to the unsealed road network for the 2019/2020 financial year.

BACKGROUND

Council maintains an extensive network of low traffic unsealed roads which serves to provide access to residential properties and create links to arterial roads. As a critical piece of community infrastructure, Council strives to maintain this network to the expectations of the community whilst balancing the financial and other resources that are reasonably available for the purpose of road maintenance.

At the ordinary meeting of Council held 24 June 2019, Council endorsed the plan to focus on a more proactive maintenance grading program based on adopted levels of service across Council’s unsealed road network.

The efficiency and effectiveness of this routine grading is dependent on a workable thickness of gravel pavement being available to reshape the road surfaces. The program presented below will assist in reinstating gravel pavement thickness in poor condition sections of Council’s network.

REPORT/PROPOSAL

Essentially all unsealed road pavements consist of a permanent base gravel layer which is overlaid by another layer of gravel which is sacrificed over time through the actions of traffic and weather.

Because of the proneness of unsealed roads to loss of material, there is a continuing need to replenish any quality natural materials in the pavement and unsealed wearing surface through a regular maintenance cycle.

Council have allocated $510,000 within the 2019-20 budget for re-sheeting. Benchmarking against previous re-sheeting costs it is anticipated this work will be completed for between $25,000 and $35,000 a kilometre. Consequently, it is anticipated Council will complete approximately 15 kilometres of re-sheeting in 2019-20 financial year. This represents approximately 2% of Council’s unsealed road network.
Council are also awaiting feedback on an application lodged under the NSW Government Drought relief heavy vehicle access program that may add an additional $300,000 to this program with the additional funding to be allocated to Flaggs and Wollar Roads that would add approximately 10 kilometres to the proposed program.

### Allocated Funds

Council allocated a total of $200,000 to specific roads within the 2019-20 budget, specifically:

- $100,000 – Middle Creek Road (Western area)
- $100,000 – Timor Crawney Road (Eastern area)

**Proposed Program:**

<table>
<thead>
<tr>
<th>Road Name</th>
<th>Hierarchy</th>
<th>Nominal allocation</th>
<th>Target accomplishment (Km)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Middle Creek Road</td>
<td>Rural 1</td>
<td>$100,000</td>
<td>3-4</td>
</tr>
<tr>
<td>Timor Crawney Road</td>
<td>Rural 3</td>
<td>$100,000</td>
<td>3-4</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>$200,000</strong></td>
<td><strong>6-8</strong></td>
</tr>
</tbody>
</table>

### Unallocated Funds

Council allocated a total of $310,000 to general re-sheeting within the 2019-20 budget, it is proposed to distribute this between the eastern and western council areas equitably based on their percentage of unsealed roads:

- $100,000 – Western area (Merriwa, Cassillis)
- $100,000 – Eastern Area (Scone, Aberdeen, Murrurundi)

The allocations below are based on the percentage of Council's total gravel network within the delivery areas.

**Proposed Program:**

<table>
<thead>
<tr>
<th>Road Name</th>
<th>Hierarchy</th>
<th>Nominal allocation</th>
<th>Target accomplishment (Km)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Eastern area</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Timor Creek Road</td>
<td>Rural 3</td>
<td>$210,000</td>
<td>7-8</td>
</tr>
<tr>
<td>- Timor Gundy-Road</td>
<td>Rural 1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Upper Dartbrook Road</td>
<td>Rural 1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Western area</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Cooba Bulga Road</td>
<td>Rural 3</td>
<td>$100,000</td>
<td>3-4</td>
</tr>
<tr>
<td>- Yarrawonga Road</td>
<td>Rural 3</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Hampshire Road</td>
<td>Rural 3</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>$310,000</strong></td>
<td><strong>10-12</strong></td>
</tr>
</tbody>
</table>
Supplementary funds

Subject to confirmation of funding under the NSW Government Drought relief heavy vehicle access program the additional re-sheeting is proposed to be completed:

Proposed Program:

<table>
<thead>
<tr>
<th>Road Name</th>
<th>Hierarchy</th>
<th>Nominal allocation</th>
<th>Target accomplishment (Km)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flags Road</td>
<td>Rural 2</td>
<td>$150,000</td>
<td>5-6</td>
</tr>
<tr>
<td>Wallar Road</td>
<td>Rural 2</td>
<td>$150,000</td>
<td>5-6</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>$300,000</strong></td>
<td><strong>10-12</strong></td>
</tr>
</tbody>
</table>

**OPTIONS**

1. Reallocate funding to alternate roads
2. Implement the program outlined in this report

**CONSULTATION**

- Director Infrastructure Services
- Works Engineers

**STRATEGIC LINKS**

a. Community Strategic Plan 2027

This report links to the Community Strategic Plan 2027 as follows:

Goal 7  Enhance and improve the road network and bridges to meet the needs of current and future generations and communicate priorities and progress to the Community.
CS27  Maintain and upgrade the road network and bridges.

We are working to achieve the following Community Priorities:
b. Delivery Program

ROADS - LOCAL
- Increase effectiveness of preventative maintenance work as part of maintenance management works practices by undertaking road maintenance and construction works to Council standards and specifications, so as to improve safety and minimise future expenses.

c. Other Plans

Nil

IMPLICATIONS

a. Policy and Procedural Implications

Nil

b. Financial Implications

Within allocations Rural Roads and Capital votes for new work.

c. Legislative Implications

Nil

d. Risk Implications

Nil

e. Other Implications

Nil

CONCLUSION

Gravel re-sheeting is an important component in Council's overall management strategy for achieving Council’s community expectation of improved and well maintained roads and bridges.

ATTACHMENTS

There are no enclosures for this report
GRAVEL PITS UPDATE

RESPONSIBLE OFFICER: Nicholas Havyatt - Director Infrastructure Services
AUTHOR: Andrew Griffith - Manager Works Delivery

PURPOSE

Provide Council an update on the status of Council’s gravel pits and proposed future direction with regard to these assets.

RECOMMENDATION

That Council:

1. complete a detailed review into Council’s existing internal gravel pits to verify extractive activities continue to meet the requirements of current operational, safety and environmental legislation;
2. complete a detailed review into Council’s existing internal gravel pits to update pit management plans and confirm rehabilitation staging and liabilities;
3. continue to explore viable sources of acceptable gravel;
4. identify a trial project location to assess the localised effectiveness of soil stabilisers with regard to extending maintenance life; and
5. provide a progress update on the above actions to the February 2020 Infrastructure Services Committee meeting.

BACKGROUND

Unsealed roads are the largest single component of the Upper Hunter Council road network, in terms of last kilometres. Council requires a reliable source of gravel known to be of acceptable quality to complete its routine road maintenance, construction, and emergency maintenance works.

In particular because of the proneness of unsealed roads to erosion, there is a continuing need to replenish any quality natural materials in the pavement and unsealed wearing surface.

REPORT/PROPOSAL

External sources

Council has established a panel of suppliers for the supply and delivery of road base material and general construction aggregates. This panel was established following public requests for tender issued by either Council or our regional procurement partners.

The following is a list of approved commercial quarries:

Regional Procurement
T371718HUN - Supply and Delivery of Road Base Materials
- Boral Resources Pty Ltd
- Buttai Gravel Pty Ltd t/as Daracon Quarries
- Hebden Quarries Pty Ltd
- Quarry Products Pty Ltd
Infrastructure Services

T051819NAMOI - Supply and Delivery of Aggregates
- BMR Quarries Pty Ltd
- Boral Resources (country) Pty Ltd
- Willow Tree Gravels Pty Ltd
- Sibelco Australia Limited
- Castle Mountain Zeolites

Tender 01/2018 – UHSC Supply and Delivery of Road Base Materials
- Willow Tree Gravels Pty Ltd
- StoneCo Pty Ltd
- RKN Quarries Pty Ltd

Council will continue to review our coordinated procurement arrangements to ensure value for money and relevant local providers opportunities.

Internal sources

Council records indicate a historical practice of investigations into suitability of various gravel pits. There are approximately 90 locations across the shire area that have either been used for gravel winning or had test pits excavated.

Currently the usage of pits across the Shire has consolidated into approximately 20 location shire wide. The Work Health and Safety (Mines and Petroleum Sites) Regulation 2014 requires mine/survey plans of each pit operation. Council are systematically reviewing our records to ensure existing operations continue to meet the requirements of legislation changes.

Ideally, each gravel pit will have sufficient floor area to enable at least a 10,000m3 stockpile to ensure economies of scale in the production operations.

Process for developing new gravel pits

Development of a new gravel pit generally follows the following stages

1. Strategic identification of need:
   a. Demonstrated need for gravel in the short and medium term; and
   b. Lack of other existing sources of suitable material in the proximity of the need

2. Planning approvals and economic viability assessment
   a. Conformation of acceptable quality and quantity of gravel at the proposed location;
   b. Consideration of rehabilitation and production costs;
   c. Preparation of proposed pit plan (showing life, staging and extraction methodology); and
   d. Planning approvals

3. Operation
   a. Preparation of management plans;
   b. Removal of overburden;
   c. Production
Statutory position

The provisions of the State Environmental Planning Policy: Infrastructure provide that subject to certain exemptions, development for the purpose of a road or road infrastructure facilities on behalf of a public authority is permitted without consent. However, Council’s most recent planning advice indicates that Development Consent is required for the operation of Council gravel pits.

Council’s primary gravel pits already have Development Approval. Council are systematically reviewing broader gravel pit network to ensure existing operations continue to meet the requirements of legislation changes.

The excavation of natural gravel is defined as an extractive industry under Part IV of the Environmental Planning and Assessment Act 1979 (EP&A Act). Schedule 3 Paragraph 19 of the Environmental Planning and Assessment Regulation 2000 outlines the criteria by which an extractive industry is determined to be ‘designated development’ and therefore requires the preparation of an environmental impact statement under Part IV of the EP&A Act for its development and operation.

Ordinarily proposed gravel pits would not be considered to be ‘designated development’ for the reasons given in Table 1 below.

Table 1: Criteria for a Designated Development.

<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>(1[a])</td>
<td>The annual extraction of gravel will be less than 30,000m³</td>
</tr>
<tr>
<td>(1[b])</td>
<td>The proposal will disturb a total surface area of less than 2 hectares of land.</td>
</tr>
</tbody>
</table>
| (1[c])          | Gravel Pit is not located:  
  i. Within 40 metres of a natural water body, wetland or other environmentally sensitive area.  
  ii. Within 200 metres of a coastline.  
  iii. In an area of contaminated soil or acid sulphate soil.  
  iv. In an area where the ground slopes on the site (apart from the walls of the existing pit from previous use) exceed 18 degrees to the horizontal.  
  v. If involving blasting, within 1,000 metres of a residential zone, or within 500 metres of a dwelling not associated with the development.  
  vi. Within 500 metres of the site of another extractive industry that has operated during the last 5 years. |

Where a gravel pit does not exceed the above thresholds the environmental assessment is generally limited to a Statement of Environment Effects (SEE). Refer to Council’s pro forma gravel pit Statement of Environmental effects.

Rehabilitation

Council has a reserve for the funding of rehabilitation of gravel pits. This restricted reserve currently holds a balance of $581,654. Council are systematically reviewing our records to ensure existing operations continue to meet the requirements of legislation requirements including verifying our overall rehabilitation liability.
Ideally, each pit’s rehabilitation costs should be factored into the production costs of the gravel to be extracted on the basis that each pit should fund the full costs required to rehabilitate the pit extraction operations.

Alternates to gravel pits

Whilst there is an increasing amount of products on the market designed to extend the life of and/or improve the quality of insitu material, importing gravel remains a critical in maintaining Council’s unsealed road network to the adopted levels of service and community expectations.

Should internal gravel pits not be an option, gravel quarry products will need to be transported over longer distances, resulting in escalating costs for road construction and maintenance. This will require Council to either:

- Reduce our levels of service to the community;
- Increase the available funding, without an associated increase in services

Council continue to explore options to supplement the finite supply of acceptable quality gravel including:

- Investigating use of marginal and non-standard materials
- Investigating polymer/soil stabilisers that may be effective with the various gravels available in the shire

In addition Council monitor relevant research projects by peak organisations in the road transport and traffic sectors (principally Austroads) with the objective of continuing to adjust our maintenance practices to meet best practice

**OPTIONS**

1. Accept the report
2. Amend the report

**CONSULTATION**

- Director Infrastructure Services
- Environmental Planning Officer

**STRATEGIC LINKS**

a. **Community Strategic Plan 2027**
   This report links to the Community Strategic Plan 2027 as follows:

   **ECONOMY & INFRASTRUCTURE**

   Goal 7   Enhance and improve the road network and bridges to meet the needs of current and future generations and communicate priorities and progress to the Community.
   CS27   Maintain and upgrade the road network and bridges.
Infrastructure Services

We are working to achieve the following Community Priorities:

**Upper Hunter Shire Council demonstrates it is Fit for the Future and can meet all State Government indicators for financial stability.**

**Upper Hunter Shire has improved and well maintained roads and bridges.**

**Protect the natural environment.**

b. **Delivery Program**

**ASSET MANAGEMENT**
- A comprehensive maintenance and renewal strategy for all Council assets.
- Long term asset renewal and enhancement programs.

**QUARRY OPERATIONS**
- Operation of quarries in accordance with relevant regulations and license agreements.
- Ongoing review of Council’s gravel production to improve final product.
- Continued review of mine safety management plan.

**ROADS - LOCAL**
- Increase effectiveness of preventative maintenance work as part of maintenance management works practices by undertaking road maintenance and construction works to Council standards and specifications, so as to improve safety and minimise future expenses.

c. **Other Plans**

Nil.

**IMPLICATIONS**

a. **Policy and Procedural Implications**

Nil.

b. **Financial Implications**

Within allocations for Quarries, Rural and Regional Roads, Developer funding in subdivisions, Capital votes for new work, and RMS Ordered Work for Golden Highway.
Infrastructure Services

c. Legislative Implications

Work Health and Safety (Mines and Petroleum Sites) Regulation 2014

d. Risk Implications

As discussed in the report body.

e. Other Implications

As discussed in the report body.

CONCLUSION

Gravel pits remain a cost effective source of Councils required maintenance and construction materials. It is proposed to complete a detailed review into Council’s management of this asset in conjunction with a review of our broader long term asset management plans for roads.

ATTACHMENTS

1. Gravel Pits Update - Attachment 1 Gravel Pit Register for September ISC Meeting - 03/09/19
2. Gravel Pits Update - Attachment 2 Gravel Pit Map for September ISC Meeting - 03/09/19
<table>
<thead>
<tr>
<th>Pit No.</th>
<th>Pit Name</th>
<th>Locality</th>
<th>Lot</th>
<th>DP</th>
<th>Directions</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Aberdeen</td>
<td>Graeme Street, Aberdeen.</td>
<td>125</td>
<td>126</td>
<td>1.97km along Graeme Street to turnoff, then 300m down track, turn left before tip entrance.</td>
<td>Active, estimated remaining life greater than 3 years</td>
</tr>
<tr>
<td>2</td>
<td>Ashbrooke</td>
<td>Ashbrooke Road, Murulla.</td>
<td>2</td>
<td>2</td>
<td>2.7km along Ashbrooke Road to Gate. Need to consult with property owner.</td>
<td>Inactive, estimated remaining life greater than 3 years</td>
</tr>
<tr>
<td>3</td>
<td>Belltrees</td>
<td>Bridges Road, Belltrees.</td>
<td>222</td>
<td>222</td>
<td>1.3km along Bridges Road.</td>
<td>Active, estimated remaining life greater than 3 years</td>
</tr>
<tr>
<td>4</td>
<td>Blackrock</td>
<td>Mt Erin Road, Merriwa.</td>
<td>11</td>
<td>11</td>
<td>3.9km along Mount Erin Road. Inaccessible - fence across paddock with no gate.</td>
<td>Inactive, access issues.</td>
</tr>
<tr>
<td>5</td>
<td>Blacks</td>
<td>Dunblane Road, Merriwa.</td>
<td>84</td>
<td>84</td>
<td>650m along Dunblane Road, then right along track for 700m, the take left hand track for 100m.</td>
<td>Active, estimated remaining life greater than 3 years</td>
</tr>
<tr>
<td>6</td>
<td>Bob Holland</td>
<td>Timor Creek Road, Timor.</td>
<td>112</td>
<td>112</td>
<td>10km along Timor Creek Road.</td>
<td>Active, estimated remaining life greater than 3 years</td>
</tr>
<tr>
<td>7</td>
<td>Branch Creek Road</td>
<td>Branch Creek Road, Ellerston.</td>
<td>12</td>
<td>12</td>
<td>2.8km along Branch Creek Road.</td>
<td>Active, estimated remaining life greater than 3 years</td>
</tr>
<tr>
<td>8</td>
<td>Branch Creek Road</td>
<td>Branch Creek Road, Ellerston.</td>
<td>5</td>
<td>5</td>
<td>5km along Branch Creek Road.</td>
<td>Active, estimated remaining life greater than 3 years</td>
</tr>
<tr>
<td>9</td>
<td>Branch Creek Road</td>
<td>Branch Creek Road, Ellerston.</td>
<td>6.4</td>
<td>6.4</td>
<td>4.6km along Branch Creek Road.</td>
<td>Active, estimated remaining life greater than 3 years</td>
</tr>
<tr>
<td>10</td>
<td>Brookeres</td>
<td>Upper Rouchel Road, Upper Rouchel.</td>
<td>99</td>
<td>99</td>
<td>10km along Upper Rouchel Road.</td>
<td>Active, estimated remaining life greater than 3 years</td>
</tr>
<tr>
<td>11</td>
<td>Campbells</td>
<td>Flight Springs Road, Merriwa.</td>
<td>209</td>
<td>209</td>
<td>Located at intersection of Possum Springs Road and Flight Springs Road.</td>
<td>Active, estimated remaining life greater than 3 years</td>
</tr>
<tr>
<td>12</td>
<td>Caroona</td>
<td>Stewarts Brook Road, Stewarts Brook.</td>
<td>101</td>
<td>101</td>
<td>23.4km along Stewarts Brook Road.</td>
<td>Active, estimated remaining life greater than 3 years</td>
</tr>
<tr>
<td>13</td>
<td>Carters</td>
<td>Carters Road, Stewarts Brook.</td>
<td>2.5</td>
<td>2.5</td>
<td>5km along Carters Road.</td>
<td>No longer in use.</td>
</tr>
</tbody>
</table>
Gravel Pits Update – August 2019

<table>
<thead>
<tr>
<th>Pit No.</th>
<th>Pit Name</th>
<th>Locality</th>
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<th>DP</th>
<th>Directions</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>14</td>
<td>Central Vale</td>
<td>Tomalla Road, Tomalla.</td>
<td>10</td>
<td>10</td>
<td>9.6km along Tomalla Road.</td>
<td>Active</td>
</tr>
<tr>
<td>15</td>
<td>Chinamans</td>
<td>Barrington Tops Forest Road,</td>
<td>1</td>
<td>1</td>
<td>3km along Barrington Tops Forest Road.</td>
<td>Active, estimated remaining life greater than 3 years</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Mooran Brook.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>Davis creek</td>
<td>Davis Creek Road, Upper Roachel.</td>
<td>181</td>
<td>181</td>
<td>2.6km along Davis Creek Road.</td>
<td>Active, estimated remaining life greater than 3 years</td>
</tr>
<tr>
<td>17</td>
<td>Comialla</td>
<td>Comialla Road, Cassilis.</td>
<td></td>
<td></td>
<td>10.3km along Comialla Road, then 2km along driveway / track.</td>
<td>Active, estimated remaining life greater than 3 years</td>
</tr>
<tr>
<td>18</td>
<td>Cowans</td>
<td>Worondi Road, Gungal.</td>
<td>7307</td>
<td>7307</td>
<td>650m along Worondi Creek Road.</td>
<td>Active, estimated remaining life greater than 3 years</td>
</tr>
<tr>
<td>19</td>
<td>Cressfield</td>
<td>Cressfield Road, Middlebrook.</td>
<td>561</td>
<td>561</td>
<td>700m along Cressfield Road from Middlebrook Road, or 6.5km along Cressfield Road from the New England Highway.</td>
<td>Inactive, estimated remaining life greater than 3 years</td>
</tr>
<tr>
<td>20</td>
<td>Cuan</td>
<td>Bunnan Road, Owens Gap.</td>
<td>6</td>
<td>6</td>
<td>Along MR62.</td>
<td>Active, estimated remaining life greater than 3 years</td>
</tr>
<tr>
<td>21</td>
<td>Dales Creek</td>
<td>Dales Creek Road, Merriwa</td>
<td>121</td>
<td>121</td>
<td>2.1km along Dales Creek Road.</td>
<td>Active, estimated remaining life greater than 3 years</td>
</tr>
<tr>
<td>22</td>
<td>Dancing Dicks</td>
<td>Timor Creek Road, Timor.</td>
<td>221</td>
<td>221</td>
<td>5.6km along Timor Creek Road.</td>
<td>Active, estimated remaining life greater than 3 years</td>
</tr>
<tr>
<td>23</td>
<td>Orhams</td>
<td>Hunter Road, Glenrock.</td>
<td>57</td>
<td>57</td>
<td>92km along Hunter Road (from New England Highway).</td>
<td>Limited information on pit</td>
</tr>
<tr>
<td>24</td>
<td>Doyles</td>
<td>Rouchel Road, Rouchel.</td>
<td>38</td>
<td>38</td>
<td>15.4km along Rouchel Road.</td>
<td>Limited information on pit</td>
</tr>
<tr>
<td>25</td>
<td>Ellerston</td>
<td>Hunter Road, Ellerston.</td>
<td>54</td>
<td>54</td>
<td>71km along Hunter Road.</td>
<td>Active, estimated remaining life greater than 3 years</td>
</tr>
<tr>
<td>26</td>
<td>Eulalia</td>
<td>Waverely Road, Waverley</td>
<td>2</td>
<td>2</td>
<td>11.5km along Waverley Road.</td>
<td>Active, estimated remaining life greater than 3 years</td>
</tr>
<tr>
<td>27</td>
<td>Everleigh</td>
<td>Waverely Road, Waverley</td>
<td>38</td>
<td>38</td>
<td>22.4km along Waverley Road.</td>
<td>Inactive, estimated remaining life greater than 3 years</td>
</tr>
<tr>
<td>28</td>
<td>Warlands Creek Road</td>
<td>Warlands Creek Road, Blandford.</td>
<td>196</td>
<td>196</td>
<td>4.4km along Warlands Creek Road.</td>
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</tr>
<tr>
<td>29</td>
<td>Fernleigh</td>
<td>Pages Creek Road, Pages Creek.</td>
<td>25</td>
<td>25</td>
<td>16km along Pages Creek Road.</td>
<td>Active, estimated remaining life greater than 3 years</td>
</tr>
</tbody>
</table>
## Gravel Pits Update – August 2019

<table>
<thead>
<tr>
<th>Pit No.</th>
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<tbody>
<tr>
<td>30</td>
<td>Garlands</td>
<td>Tunbridge Road, Merriwa.</td>
<td>23</td>
<td>23</td>
<td>3.8km along Tunbridge Road.</td>
<td>Active, estimated remaining life greater than 3 years</td>
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<tr>
<td>31</td>
<td>Glen Dhu</td>
<td>Timor Crawney Road, Crawney.</td>
<td>2</td>
<td>2</td>
<td>15.3km along Timor Crawney Road.</td>
<td>Active, estimated remaining life greater than 3 years</td>
</tr>
<tr>
<td>32</td>
<td>Glenrock Roadside</td>
<td>Hunter Road, Glenrock.</td>
<td>8</td>
<td>8</td>
<td>82.6km along Hunter Road.</td>
<td>Active, estimated remaining life greater than 3 years</td>
</tr>
<tr>
<td>33</td>
<td>Half Moon (Merriwa)</td>
<td>Hampshire Road, Merriwa.</td>
<td>37</td>
<td>37</td>
<td>3.7km along Hampshire Road.</td>
<td>Active, estimated remaining life greater than 3 years</td>
</tr>
<tr>
<td>34</td>
<td>Hunter Road Roadside Pit 1</td>
<td>Hunter Road, Glenrock.</td>
<td></td>
<td></td>
<td>97.2km Along Hunter Road.</td>
<td>Inactive, estimated remaining life less than 3 years</td>
</tr>
<tr>
<td>35</td>
<td>Hunter Road Roadside Pit 2</td>
<td>Hunter Road, Glenrock.</td>
<td></td>
<td></td>
<td>100km along Hunter Road.</td>
<td>Inactive, estimated remaining life less than 3 years</td>
</tr>
<tr>
<td>36</td>
<td>Hunter Road Roadside Pit 3</td>
<td>Hunter Road, Glenrock.</td>
<td></td>
<td></td>
<td>103km along Hunter Road.</td>
<td>Inactive, estimated remaining life less than 3 years</td>
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<tr>
<td>37</td>
<td>Hunter Road Roadside Pit 4</td>
<td>Hunter Road, Glenrock.</td>
<td></td>
<td></td>
<td>104km along Hunter Road.</td>
<td>Active, estimated remaining life less than 3 years</td>
</tr>
<tr>
<td>38</td>
<td>Hunter Road Roadside Pit 5</td>
<td>Hunter Road, Barry.</td>
<td></td>
<td></td>
<td>105km along Hunter Road.</td>
<td>Inactive, estimated remaining life greater than 3 years</td>
</tr>
<tr>
<td>39</td>
<td>Hunter Road Roadside Pit 6</td>
<td>Hunter Road, Barry.</td>
<td>3</td>
<td>3</td>
<td>105km along Hunter Road.</td>
<td>Inactive, estimated remaining life greater than 3 years</td>
</tr>
<tr>
<td>40</td>
<td>Huntersvale</td>
<td>Hunter Road, Ellerston.</td>
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<td></td>
<td>78.7km along Hunter Road.</td>
<td>Active, estimated remaining life greater than 3 years</td>
</tr>
<tr>
<td>41</td>
<td>Kruivale</td>
<td>Mt Erin Road, Merriwa.</td>
<td>50</td>
<td>50</td>
<td>11.7km along Hampshire Road.</td>
<td>Inactive, estimated remaining life greater than 3 years</td>
</tr>
<tr>
<td>42</td>
<td>Little Gap</td>
<td>Bunnan Road, Upper Dartbrook.</td>
<td>1</td>
<td>1</td>
<td>12.2km along MR62.</td>
<td>No longer in use.</td>
</tr>
<tr>
<td>43</td>
<td>Malumla</td>
<td>Malumla Road, Upper Rouchel</td>
<td>247</td>
<td>247</td>
<td>15.1km along Upper Rouchel Road, then 2.2km along Malumla Road.</td>
<td>Active, estimated remaining life greater than 3 years</td>
</tr>
<tr>
<td>44</td>
<td>Martins Reserve</td>
<td>MR358, Merriwa.</td>
<td>7005</td>
<td>7005</td>
<td>34.9km along MR358.</td>
<td>Active, estimated remaining life greater than 3 years</td>
</tr>
<tr>
<td>45</td>
<td>McMasters</td>
<td>Yarrawonga Road, Cassilis.</td>
<td>75</td>
<td>75</td>
<td>12.2km along Yarrawonga Road.</td>
<td>Inactive, estimated remaining life greater than 3 years</td>
</tr>
</tbody>
</table>
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<table>
<thead>
<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>46</td>
<td>Middle Creek, aka Favishams/Edwards</td>
<td>Middle Creek Road, Merriwa.</td>
<td>158</td>
<td>158</td>
<td>13.2km along Middle Creek Road.</td>
<td>Inactive, estimated remaining life greater than 3 years</td>
</tr>
<tr>
<td>47</td>
<td>Mitchells</td>
<td>Hunter Road, Moonan Flat.</td>
<td>212</td>
<td>212</td>
<td>50.4km along Hunter Road.</td>
<td>Active, estimated remaining life greater than 3 years</td>
</tr>
<tr>
<td>48</td>
<td>Moonan Brook</td>
<td>Moonan Brook Road, Moonan Brook.</td>
<td>1</td>
<td>1</td>
<td>8.7km along Moonan Brook Road.</td>
<td>Active, estimated remaining life greater than 3 years</td>
</tr>
<tr>
<td>49</td>
<td>Mossvale</td>
<td>Mossvale Road, Moonan Flat.</td>
<td>1</td>
<td>1</td>
<td>3.7km along Mossvale Road.</td>
<td>Active, estimated remaining life greater than 3 years</td>
</tr>
<tr>
<td>50</td>
<td>Pages Creek Roadside Pit 2</td>
<td>Pages Creek Road, Pages Creek.</td>
<td></td>
<td></td>
<td>23.2km along Pages Creek Road.</td>
<td>Active, estimated remaining life greater than 3 years</td>
</tr>
<tr>
<td>51</td>
<td>Paddy Taylors</td>
<td>Tomalla Road, Tomalla.</td>
<td>1</td>
<td>1</td>
<td>31.7km along Tomalla Road.</td>
<td>Active, estimated remaining life greater than 3 years</td>
</tr>
<tr>
<td>52</td>
<td>Poitrel</td>
<td>Pages Creek Road, Pages Creek.</td>
<td>77</td>
<td>77</td>
<td>18.3km along Pages Creek Road.</td>
<td>Active, estimated remaining life greater than 3 years</td>
</tr>
<tr>
<td>53</td>
<td>Purple</td>
<td>Timor Crawney Road, Crawney.</td>
<td></td>
<td></td>
<td>23km along Timor Crawney Road.</td>
<td>Active, estimated remaining life greater than 3 years</td>
</tr>
<tr>
<td>54</td>
<td>Rock Dhu</td>
<td>Scotts Creek Road, Scotts Creek.</td>
<td>5</td>
<td>5</td>
<td>12.4km along Scotts Creek Road</td>
<td>Inactive, access issues</td>
</tr>
<tr>
<td>55</td>
<td>Rossgole</td>
<td>Rossgole Road, Rossgole.</td>
<td>1</td>
<td>1</td>
<td>6.6km along Rossgole Road.</td>
<td>Active, estimated remaining life greater than 3 years</td>
</tr>
<tr>
<td>56</td>
<td>Sandy Creek</td>
<td>Sandy Creek Road, Sandy Creek.</td>
<td>71</td>
<td>71</td>
<td>Entrance is 4.2km along Sandy Creek Road</td>
<td>Active, estimated remaining life greater than 3 years</td>
</tr>
<tr>
<td>57</td>
<td>Scrumlo</td>
<td>Davis Creek Road, Davis Creek.</td>
<td></td>
<td></td>
<td>13.8km along Davis Creek Road.</td>
<td>Inactive, estimated remaining life greater than 3 years</td>
</tr>
<tr>
<td>58</td>
<td>Spring Hills</td>
<td>Hampshire Road, Merriwa.</td>
<td>16</td>
<td>16</td>
<td>13.4km along Hampshire Road.</td>
<td>No longer in use</td>
</tr>
<tr>
<td>59</td>
<td>St Antone</td>
<td>Cooba Bulga Road, Merriwa.</td>
<td>3</td>
<td>3</td>
<td>4km along Cooba Bulga Road.</td>
<td>Active</td>
</tr>
<tr>
<td>60</td>
<td>Stewarts Brook Roadside Pit</td>
<td>Stewarts Brook Road, Stewarts Brook.</td>
<td></td>
<td></td>
<td>19.7km along Stewarts Brook Road</td>
<td>Active, estimated remaining life greater than 3 years</td>
</tr>
<tr>
<td>61</td>
<td>Stewarts</td>
<td>Wollair Road, Merriwa.</td>
<td></td>
<td></td>
<td>6.1km along Wollair Road.</td>
<td>Active, estimated remaining life greater than 3 years</td>
</tr>
<tr>
<td>62</td>
<td>Studleigh</td>
<td>Studleigh Road, Davis Creek.</td>
<td>3</td>
<td>3</td>
<td>500m along Studleigh Road.</td>
<td>Inactive, estimated remaining life greater than 3 years</td>
</tr>
<tr>
<td>63</td>
<td>Sunnybrae Road Roadside</td>
<td>Sunny Brae Road, Ellerston.</td>
<td></td>
<td></td>
<td>5.5km along Sunny Brae Road.</td>
<td>Inactive</td>
</tr>
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<tbody>
<tr>
<td>64</td>
<td>Teys</td>
<td>Pages River Road, Murrurundi.</td>
<td>14</td>
<td>14</td>
<td>1.2km along Pages River Road from Boyd St Intersection</td>
<td>Active, estimated remaining life greater than 3 years</td>
</tr>
<tr>
<td>65</td>
<td>Thompsons</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Active, estimated remaining life greater than 3 years</td>
</tr>
<tr>
<td>66</td>
<td>Thornwaite Pit</td>
<td>Upper Dartbrook Road, Upper Dartbrook.</td>
<td>100</td>
<td>100</td>
<td>6.8km along Upper Dartbrook Road.</td>
<td>Active, estimated remaining life greater than 3 years</td>
</tr>
<tr>
<td>67</td>
<td>Timor Caves</td>
<td>Sargeants Gap Road, Timor.</td>
<td>161</td>
<td>161</td>
<td>2.8km along Sargeants Gap Road.</td>
<td>Active, estimated remaining life greater than 3 years</td>
</tr>
<tr>
<td>68</td>
<td>Timor Crawney Roadside</td>
<td>Timor Crawney Road, Crawney.</td>
<td></td>
<td></td>
<td>20km along Timor Crawney Road.</td>
<td>Active, estimated remaining life greater than 3 years</td>
</tr>
<tr>
<td>69</td>
<td>Timor Creek No. 2</td>
<td>Timor Creek Road, Timor.</td>
<td>32</td>
<td>32</td>
<td>8.72km along Timor Creek Road.</td>
<td>Active, estimated remaining life greater than 3 years</td>
</tr>
<tr>
<td>70</td>
<td>Timor Creek No. 4</td>
<td>Timor Creek Road, Timor.</td>
<td>122</td>
<td>122</td>
<td>15km along Timor Creek Road.</td>
<td>Active, estimated remaining life greater than 3 years</td>
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<tr>
<td>71</td>
<td>Timor Gap</td>
<td>Timor Crawney Road, Timor.</td>
<td></td>
<td></td>
<td>3.5km along Timor Crawney Road.</td>
<td>Active, estimated remaining life greater than 3 years</td>
</tr>
<tr>
<td>72</td>
<td>Tomalla</td>
<td>Tomalla Road, Tomalla.</td>
<td>59</td>
<td>59</td>
<td>25.1km along Tomalla Road.</td>
<td>Inactive, access issues</td>
</tr>
<tr>
<td>73</td>
<td>Tomalla Road Pit 1</td>
<td>Tomalla Road, Tomalla.</td>
<td></td>
<td></td>
<td>4.6km along Tomalla Road.</td>
<td>Active, estimated remaining life greater than 3 years</td>
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<tr>
<td>74</td>
<td>Tomalla Road Pit 2</td>
<td>Tomalla Road, Tomalla.</td>
<td></td>
<td></td>
<td>34.1km along Tomalla Road.</td>
<td>Active, estimated remaining life greater than 3 years</td>
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<tr>
<td>75</td>
<td>Tomalla Road Pit 3</td>
<td>Tomalla Road, Tomalla.</td>
<td></td>
<td></td>
<td>35.5km along Tomalla Road.</td>
<td>Active, estimated remaining life greater than 3 years</td>
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<tr>
<td>76</td>
<td>Tomalla Road Pit 4</td>
<td>Tomalla Road, Tomalla.</td>
<td></td>
<td></td>
<td>39.7km along Tomalla Road.</td>
<td>Active, estimated remaining life greater than 3 years</td>
</tr>
<tr>
<td>77</td>
<td>Tomalla Road Pit 5</td>
<td>Tomalla Road, Tomalla.</td>
<td></td>
<td></td>
<td>41.6km along Tomalla Road.</td>
<td>Active, estimated remaining life greater than 3 years</td>
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<tr>
<td>78</td>
<td>Tomalla Road Pit 6</td>
<td>Tomalla Road, Tomalla.</td>
<td></td>
<td></td>
<td>42.5km along Tomalla Road.</td>
<td>Active, estimated remaining life greater than 3 years (MidCoast Local Government Area)</td>
</tr>
<tr>
<td>79</td>
<td>Tullys</td>
<td>Hunter Road, Barry.</td>
<td>42</td>
<td>42</td>
<td>107km along Hunter Road.</td>
<td>Inactive, estimated remaining life greater than 3 years</td>
</tr>
<tr>
<td>80</td>
<td>Turnbulls</td>
<td>Scotts Creek Road, Scotts Creek.</td>
<td>5</td>
<td>5</td>
<td>5.4km Along Scotts Creek Road</td>
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<tr>
<td>81</td>
<td>Waverly</td>
<td>Waverley Road, Waverly.</td>
<td>4</td>
<td>4</td>
<td>14.7km along Waverley Road.</td>
<td>Active, estimated remaining life greater than 3 years</td>
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<tbody>
<tr>
<td>82</td>
<td>Donalds Creek</td>
<td>Donalds Creek Road, Belltrees</td>
<td>2</td>
<td>2</td>
<td>3.2km along Donalds Creek Road</td>
<td>Active, estimated remaining life greater than 3 years</td>
</tr>
<tr>
<td>83</td>
<td>Main Camp</td>
<td>Back Creek Road, Upper Rouchet</td>
<td>336</td>
<td>336</td>
<td>1.7km along Back Creek Road</td>
<td>Active, estimated remaining life greater than 3 years</td>
</tr>
<tr>
<td>84</td>
<td>Stephen’s</td>
<td>Millers Creek Road</td>
<td>139</td>
<td>139</td>
<td>2.1km along Millers Creek Road</td>
<td>Active, estimated remaining life greater than 3 years</td>
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<tr>
<td>85</td>
<td>Valima</td>
<td>Rossgole Road, Rossgole.</td>
<td>112</td>
<td>112</td>
<td>13.6km along Rossgole Road</td>
<td>Limited information on pit</td>
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<tr>
<td>86</td>
<td>Half Moon (Tomalla)</td>
<td>Tomalla Road, Tomalla.</td>
<td>33 &amp; 57</td>
<td>33 &amp; 57</td>
<td>2.3km along Tomalla Road</td>
<td>Limited information on pit</td>
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<tr>
<td>87</td>
<td>Haynes</td>
<td>Moonan Brook Road, Moonan Brook.</td>
<td>30</td>
<td>30</td>
<td>7km along Moonan Brook Road</td>
<td>Limited information on pit</td>
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<tr>
<td>88</td>
<td>Penfolds</td>
<td>Carters Road, Stewarts Brook.</td>
<td></td>
<td></td>
<td></td>
<td>Limited information on pit</td>
</tr>
<tr>
<td>89</td>
<td>Ridgeland's</td>
<td>Ridgeland's Road</td>
<td></td>
<td></td>
<td></td>
<td>Limited information on pit</td>
</tr>
<tr>
<td>90</td>
<td>Ringwood</td>
<td>Tomaila Road</td>
<td></td>
<td></td>
<td></td>
<td>Limited information on pit</td>
</tr>
<tr>
<td>91</td>
<td>Whaylons Gap</td>
<td>Timor Road, Murrurundi/Timor</td>
<td></td>
<td></td>
<td></td>
<td>Limited information on pit</td>
</tr>
</tbody>
</table>
ISC.09.9  ALTERNATIVES TO GLYPHOSATE TRIAL

RESPONSIBLE OFFICER: Nicholas Havyatt - Director Infrastructure Services

AUTHOR: Andrew Griffith - Manager Works Delivery

PURPOSE

To advise Council of a planned trial to investigate alternative to products containing glyphosate for the control of weeds within the Local Government Area.

RECOMMENDATION

That Council:
1. note the report; and
2. received a further report summarising the progress and findings of the trial(s) be considered at the February 2020 Infrastructure Services Committee.

BACKGROUND

Glyphosate, which is the active ingredient in the popular Roundup herbicide, has been widely used in Australia and many other countries to control weeds, having been registered for use in Australia for over 40 years. This broad-spectrum herbicide works by inhibiting an enzyme found in plants.

Recent international decisions concerning glyphosate have raised concerns over a potential link to cancer which has resulted in a push from Workers Unions for Council’s to consider alternatives.

Whilst the Australian regulator, the Australian Pesticide and Veterinary Medicines Authority (APVMA) has publically reiterated APVMA approved products containing glyphosate can continue to be used safely according to label directions, it is important Council take a risk based approach to the potential hazard.

REPORT/PROPOSAL

Glyphosate is an effective and low cost product used by Council to control a broad range of weeds in an equally broad range of land management contexts. There appears to be limited options available to Council that would be as broadly effective, however a number of alternatives for targeted situations are available.

Alternatives have their own associated advantages and disadvantages. It is proposed to undertake a localised trial of a number of options available to Council across the various land management contexts and consider the metrics of value for money, effectiveness, environmental harm, and safety considerations (particularly storage and handling).
OPTIONS

Glyphosate Free Non-selective Chemical
These chemicals are generally produced from ‘organic’ substances and function by degrading the plant’s protective outer film and seed material (to allow moisture to escape), dehydrating the plant resulting in death.

Several trials of glyphosate free chemical occurring recently in the Central West and Hunter regions of NSW.

Council arranged to meet the proprietors of ‘Local Safe Weed Terminator’ during May 2019 to learn more about the product. A further review of the products Safety Data Sheet (SDS) highlighted some concern relating to storage and handling.

It is also proposed that meetings with representatives of other brands with comparable products will be held to discuss applicability to Council’s context be undertaken in the near future.

Non-chemical options

Initial investigations by Dubbo Regional Council identified these treatments tend to be applicable only for small scale application and are labour intensive.

These include application of steam, flame welding, whipper snipping, brush cutting, edging and manual weed removal from gardens such as hand pulling, chipping etc.

The most notable of these is the application of steam and mechanical removal/disruption. Following a trial approximately 3 years ago, Dubbo Regional Council concluded it was not a viable option and is best suited to a support or follow up treatment rather than the primary control option. The trial noted non-chemical treatments tend to remove the weed from sight, but tend to not kill the weed at the root source.

Council is in discussions with the Upper Hunter Weeds Authority (UHWA) to undertake a trial(s) using their steaming equipment.

Flame weeding is an additional non-chemical option. However it is not proposed to be included in trials due to permit requirements and safety concerns.

Alternative Non-selective Herbicides

These are chemicals used principally in circumstances where weeds have developed resistance to glyphosate application. The most well-known is ‘Sprayseed’. Whilst extremely effective, these herbicides are very toxic to humans (including a number of fatalities in Australia as a result of contact).

These chemicals are only available to appropriately experienced and qualified operators for highly restricted and controlled operations. As such these are not a viable option for widespread glyphosate replacement.
Council will look to leverage information available from trials being conducted by other Council’s within the region including City of Newcastle and Dubbo Regional Council’s. It is proposed to compare findings, recommendations and outcomes of the various trials.

**STRATEGIC LINKS**

a. **Community Strategic Plan 2027**

This report links to the Community Strategic Plan 2027 as follows:

Goal 2  
Promote wellbeing and a connected, healthy and happy Community.

- **CS7** Provide and support a broad range of sport, recreation, health and wellness programs to target age specific needs of residents including younger children, older children, adolescents, families, seniors and people with a disability.

Goal 3  
Protect to natural environment

- **CS10** Advocate for, facilitate and support programs that protect and sustain our diverse environment for our future generations.
- **CS11** Ensure that all actions, decisions and policy response to natural hazards and climate change remain current and reflect capacity, Community expectations and changes in environmental and climate change information.

We are working to achieve the following Community Priorities:

- **Well maintained, safe, reliable and additional infrastructure, including sporting fields, parks, family and cultural facilities.**

- **Upper Hunter Shire Council is an effective and efficient organisation, focusing on community engagement, action and response.**

- **Upper Hunter Shire Council demonstrates it is Fit for the Future and can meet all State Government indicators for financial stability.**
b. Delivery Program

SUSTAINABILITY
- To participate and encourage regional coordination and planning between Councils and other organisations.

PARKS & GARDENS
- A parks and open space maintenance program across Council.

SPORTING GROUNDS & VENUES
- Maintained Sporting grounds and venues

c. Other Plans
Nil.

IMPLICATIONS

a. Policy and Procedural Implications
To be reviewed following the outcome of trials.

b. Financial Implications
To be reviewed following the outcome of trials

c. Legislative Implications
Nil.

d. Risk Implications
As discussed in the report.
Infrastructure Services

e. Other Implications

Nil.

CONCLUSION

Council is open to the use of alternatives to glyphosate where appropriate based on evidence and in consideration of holistic operations. Council is assessing options under localised trials with the view to report the findings and outcomes to Council in the near future.

ATTACHMENTS

1 Alternatives to Glyphosate - Attachment for Alternate to Glyphosate ISC Report - 03 09 19
<table>
<thead>
<tr>
<th>Active Ingredient</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Glyphosate</td>
<td></td>
</tr>
<tr>
<td>2,4-D</td>
<td></td>
</tr>
<tr>
<td>Atrazine</td>
<td></td>
</tr>
<tr>
<td>Atrazine + 2,4-D</td>
<td></td>
</tr>
</tbody>
</table>

**Handling and Storage Requirements**

- **Chemical Compatibility:**
  - Some pesticides are incompatible with Glyphosate.
  - Compatibility tests should be conducted before mixing.

- **Handling Precautions:**
  - Wear protective clothing, including gloves, goggles, and respirators.
  - Avoid inhaling vapors or dust.

- **Storage Requirements:**
  - Store in a cool, dry place, away from food and water.
  - Label appropriately and keep out of reach of children.

**Environmental Impact**

- **Effects on Plants:**
  - Can affect non-target plants and wildlife.

- **Effects on Water Bodies:**
  - Can contaminate water bodies if improperly disposed of.

- **Effects on Other Species:**
  - Can affect non-target species such as birds and mammals.

**Health and Safety Considerations**

- **Personal Protective Equipment:**
  - Use appropriate PPE based on the specific activities.

- **First Aid and Emergency Response:**
  - Consult the Material Safety Data Sheet (MSDS) for specific first aid and emergency response procedures.

**Documentation**

- **Record Keeping:**
  - Keep records of all use, including dates, locations, and quantities.

- **Disposal:**
  - Follow local and state disposal regulations.

**Regulatory Compliance**

- **Regulatory Requirements:**
  - Comply with all federal, state, and local regulations.

- **Certification:**
  - Obtain and maintain certification as required by law.

**Contact Information**

- **For Questions:**
  - Contact the local pesticide supplier or manufacturer for further information.
The purpose of this report is to provide an update on the proposed building work at 133 Kelly St, Scone.

**RECOMMENDATION**

That Council:

1. carry out roof structure termite damage investigation works recommended by the heritage architect;
2. revise the floor plan to increase the shop front floor area to improve the sustainability of the proposed shop;
3. prepare a quantity surveyor’s report to provide an accurate estimate of costs;
4. consider the mural conservation work to be carried out after the building work, if and when funds are available; and
5. provide a further report to the Committee on the investigations, estimate of costs and budget.

**BACKGROUND**

Council resolved to purchase 133 Kelly St, Scone in August 2016. The Scone CBD Town Revitalisation Masterplan had recently been completed. The land purchase was considered to have strategic value, however it was understood the building itself required significant work in order for it to be inhabitable in future.

One of the masterplan options for the Scone township was to create a public space in town by closing off a part of St Aubins Street. As an alternative Council also considered purchasing 133 Kelly St, demolishing the building and creating an open space through to Farrams Lane and a parking precinct. The open space could then be utilised as an in town ‘open space’ and include public amenities. The demolition idea was discounted and plans were drawn up for pedestrian walk way linking Kelly St and Farrams Lane, public toilets, small shop fronting Kelly St and landscaping.

A development application was lodged. Due to the site being in the Scone heritage precinct a Statement of Heritage Impact from a heritage architect was required. The SoHI report was completed late August 2019. The report makes a number of recommendations, the major one being that the Wunderlich pressed metal ceiling be conserved. This is problematic as the timber roof frame structure and beams supporting the pressed metal ceiling and the custom orb metal roof has severe termite damage. A structural engineer and builders have looked at the roof structure. Council staff with the structural engineer have investigated the extent of termite damage. The damage is wide spread and intermittent. Termite damage exists in the cellar, floor and roof/ceiling structure. The roof/ceiling structure has the major termite damage. Walls are brick and therefore not affected by termites.
REPORT/PROPOSAL

Building Structure
The heritage architect has recommended in the SoHI that:

- Undertake a test area of ceiling removal on both sides of a beam, recording the panels on a plan and numbering them on the underside of the panel in permanent marker. It would be a good idea to undertake more investigation to ascertain what timber needs to be removed to replace damaged structural timber beams.
- Review extent of roof structure to be replaced noting if steel is used, it will require boxing out for the panels to be reinstated.
- Provision of self-supporting off new partition walls of a false lower ceiling in order to preserve the large decorative metal ceiling and beams to the building.
- A sympathetic colour scheme to visually tie the fourth shop to the original three shops in the row.

Arrangements are being made with a local builder to undertake this building investigation work. Once this work is completed and a method of work and scope of work for the whole project can be quantified a quantity surveyor will be engaged to determine a full cost of construction. When the cost and funding is confirmed tenders for construction will be called.

Proposed Shop Front
The proposed shop fronting Kelly St as shown on the current design plans is 34.5m2. The Manager Business Services advises that the small floor area will limit the likely tenants and viability of the proposed shop.

The Manager Business Services advised:

- Current shop footprint is restrictive
- Increasing floor space will broaden tenant market
- Main entrance should be moved to street frontage
- Lighting/security in breezeway is critical
- Accessible toilets/parents room and carpark access is a selling point (foot traffic)
- Likely businesses are a boutique, lolly shop or gift shop etc.

The layout of the proposed building work can be altered. The size of the public toilets can be reduced and still provide a quality set of public toilets. This would approximately double the space available for the shop front.

Mural on southern internal wall
One of the previous uses of 133 Kelly St was the Niagara Café. The proprietors of the café had a mural painted on the southern wall of the café. The Mural was believed to be painted in the late 1950’s and appears to be a scene depicting horses, carriages, possibly a country and western themed scene. The mural runs the length of the building 17m and extends down from the ceiling 1.8m and totals approx. 31 square metres in total. The mural has been rediscovered during recent building investigation works.

With the assistance of Arts Upper Hunter, Council engaged an art conservator, International Conservation Services (ICS) in October 2018, to inspect and test overpaint removal at the Old Niagara Café. The inspection of the Mural was undertaken on 23 Nov 2018. A major part of the mural has been painted over with white paint. ICS advise it will be possible to uncover the mural and have a final good overall appearance.
ICS advise there are many ways in which to tackle this project which impact the overall cost. The complete removal and conservation treatment is likely to take approximately 1200 hours.

**Complete Cleaning:**

If removal of overpaint is considered ICS suggest that this project be turned into a learning experience for conservation students. The nature of the treatment is not a high level of difficulty, however, requires a careful hand, an expert to lead the project and approximately 1000 hours of labour. Council would need to work with an appropriate university to provide experience for new students, and a cheaper conservation outcome.

ICS advise the cost is dependent on number of students involved, however it is expected that the project could be completed with an $60 000 to $80 000 + GST budget utilising a team of 6 students and 2 conservators.

**Partial Cleaning:**

This option is to uncover a portion or do an annual project. The mural cleaning can be broken up into smaller sections and carried out on an annual basis until complete. Estimated cost $15,000 + GST per session.

The mural conservation work can be done after the building work, if and when funds are available.

Photo of part of mural, 133 Kelly St – Part above timber was uncovered by art conservator.
Development Application
A development application was lodged some time ago. The planning consultant requested additional information i.e. Statement of Heritage Impact, Safer by Design Report (Safety Risk Assessment) and statement of environmental effects. These items are completed. However advice from the planners is that it is necessary to amend the DA to reflect the new shop size and toilet layout will change and resolve the outcome of the termite structural timber and beams damage/pressed metal ceiling conservation prior to finalising the information for the planning consultant.

OPTIONS
1. Accept the resolution
2. Decline to accept the resolution

CONSULTATION
- Manager Business Services
- Senior Environmental Planner
- Director Infrastructure Services
- General Manager
- Adjoining landholder

STRATEGIC LINKS
a. Community Strategic Plan 2027
This report links to the Community Strategic Plan 2027 as follows:

BUILT & NATURAL ENVIRONMENT

Goal 3  Protect the natural Environment
CS10  Advocate for, facilitate and support programs that protect and sustain our diverse environment for our future generations.

Goal 4  Plan for a sustainable future.
CS15  Plan, facilitate and provide for a changing population for current and future generations.

ECONOMY & INFRASTRUCTURE

Goal 7  Enhance and improve the road network and bridges to meet the needs of current and future generations and communicate priorities and progress to the Community.
CS28  Increased Community engagement and updates on infrastructure planning, road priorities, works and improvements.
CS29  Advocate, facilitate and/or provide traffic management and public transport facilities to meet the needs of the Community.
We are working to achieve the following Community Priorities:

b. Delivery Program
   
   - G7 CS28 Increased Community engagement and updates on infrastructure planning, road priorities, works and improvements.
   - G8 CS33 Utilise emerging innovative communication technologies and techniques to increase awareness of Council’s activities and services.
   - G9 CS42 Provide timely and effective advocacy and leadership on key community issues and priorities.

c. Other Plans
   
   - Scone CBD Revitalisation Masterplan 2016

**IMPLICATIONS**

a. Policy and Procedural Implications

Procurement policy and tendering provisions of the Local Government Act 1993 and Regulation.

b. Financial Implications

The current budget for the works at 133 Kelly St is $600,000.

c. Legislative Implications

The work needs to address the tendering provisions of the Local Government Act 1993 and Regulation.

d. Risk Implications

The termite damage makes it difficult for builders to accurately quote the work which creates a risk for the pricing tenders. This creates a risk to the budget. The way forward is to provide the builders with as much information as possible to reduce the risk. The additional investigation proposed by the heritage architect will help address this issue.
e. **Other Implications**

Nil.

**CONCLUSION**

The completed work at 133 Kelly St will provide an important community facility for Scone CBD.

**ATTACHMENTS**

1. UHSC 133 Kelly Street Plan Sheet 1 of 3 - CBD Redevelopments
2. UHSC 133 Kelly Street Plan Sheet 2 of 3 - CBD Redevelopments
3. UHSC 133 Kelly Street Plan Sheet 3 of 3 - CBD Redevelopments
Note: Refer to "Heritage Design" report (dated 26th July, 2017) for more detailed requirements for casing & beams.
Purpose

The purpose of the report is to provide an update to Councillors on questions asked at the previous Infrastructure Services Committee meeting.

Recommendation

That the Committee receive and note the report.

Background

At each Infrastructure Services Committee meeting the Councillor’s ask questions to the Infrastructure Services Director and Managers. Some questions require further investigation and actions to be made.

This report is to provide the questions being asked by the Councillor’s and to ensure we have provided answers and relevant information regarding it.

This report will show the questions raised from the last meeting and any outstanding questions. Please note that if the question is a service request the question will be moved in to the CRM system and not be shown in this report.

Report/Proposal

February 2019

Cr Collison

1. Asked: Has the community consultation been scheduled for Mossvale Footbridge

   Response: Director Infrastructure Services has advised that the community consultation has been completed. Council staff have met on site with interested community residents and a report has been prepared for consideration at Infrastructure Services Committee meeting in September.

March 2019

Mayor Wayne Bedggood

1. Asked: What is the follow up on the turning lane and Street light on the corner of Mareeba Road and New England Highway?

   Response: Director Infrastructure Services has consulted with RMS who have advised Roads and Maritime have reviewed the crash data for this intersection and there have been no crashes
recorded within the last five years. An upgrade of the intersection to provide a right turn bay is not a priority relative to other road safety issues on the road network. The intersection is within the village area of Parkville and new lighting would normally be provided by Council. Council are now working with Ausgrid to erect a streetlight on Mareeba Road to light up the intersection to increase the visibility of the intersection. A CRM reference 854/2019 has been logged for the work.

**Update:** Council are still liaising with Ausgrid.

**Update:** Application form for Public Lighting has been logged with Ausgrid in July 2019. Staff are continuing to liaise with Ausgrid, noting Ausgrid’s ability to undertake illumination design services is based on availability of resources in each of the regions. We anticipate the works to be completed within the next 3 months, however an update will be given if there are delays. A Memo has been sent to the Councillors.

**Update:** Staff have received feedback from Ausgrid about the voltage of the lines at the intersection. Ausgrid advised that it is only high voltage and lights cannot be attached. Staff are now investigating cost of a transformer and if solar is an option.

**May 2019**

**Cr Campbell**

1. Asked: There are still some of the ‘Alcohol Free Zone’ signs in Bettington Street, Merriwa that are out of date, can the signs be updated?

   Response: Director Infrastructure Services has advised staff have inspected the signage and will update any signage that are out of date.

   **Update:** The signs are currently out of stock but they have been ordered.

**Cr Collison**

1. Asked: Following a recent storm Barrington Road pipes are all blocked. Can this be programmed for them to be cleaned out?

   Response: Director Infrastructure Services has advised that staff have logged this request as a CRM ref: 1586/2019. Staff have inspected the pipe systems and are currently developing a priority list for drainage maintenance within the maintenance budget.

   **Update:** Works are currently programmed to be completed by August 2019. A memo has been sent to Councillors.

   **Update:** Works have been delayed due to conflicting priorities. The works are now scheduled due to be complete by the end of November. A Memo has been sent to the Councillors.
July 2019

Cr Campbell

1. Asked: I have been notified by a resident who uses Apex Park in Merriwa that the park is not suitable for younger kids as there is no low level area to play on. What age level was this park constructed for?

   Response: Director Infrastructure Services has advised staff are in the process of what the age group the playground was installed for and will provide a response at the September 2019 Infrastructure Services Meeting

   Response: Director Infrastructure Services has advised the new playground has 2 sections that target different age groups; 2 to 5 years and 5 to 12 years. Council conducted a community consultation for the design requirements of the playground. A CRM was also logged, ref: 1851/2019 and a Memo has been sent to the Councillors.

August 2019

Cr Bedggood

1. Asked: Can a further report of the outcome from the discussions held with the Police, RFS, SES, VRA and Council in regards to the closing of Merriwa SES be provided?

   Response: Director Infrastructure Services has advised that the following meetings were held to discuss arrangements following the Merriwa SES closure:-
   - 11 July 2019 - The General Manager and Manager Special Projects (Local Emergency Management Officer (LEMO)) met with SES management to discuss the closure of Merriwa SES
   - 19 July 2019 – Manager Special Projects met with Merriwa SES / VRA members including Merriwa VRA President to discuss the SES closure. Given that the SES has state government funding and VRA has limited funding the members were asked would they like to go with SES or VRA. The members advised they preferred the VRA.
   - 7 August 2019 - The General Manager, Manager Special Projects (Local Emergency Management Officer (LEMO)) and Police (Local Emergency Operations Controller (LEOCON)) met with SES management and discussed a way forward and support for Merriwa. 21 August 2019 – The Upper Hunter Local Emergency Management Committee met. Merriwa SES /VRA was a major item on the agenda. Members of Merriwa VRA and SES were present. The outcome was that the support for functions of the SES were covered adequately by VRA. The LEOCON is to have further discussions about communications and building funding in the future.
2. Asked: Why has the Cassilis sewer budget changed from 2.6M to 4.2M? Can more information be provided?

Response: Director Infrastructure Services has advised that additional information will be provided in the Water & Sewer Works update report.

3. Asked: Is RMS being cooperative and helpful from the meeting held for the post-bypass Kelly Street works?

Response: Director Infrastructure Services has advised that RMS and Council are continuing to have meetings about the post bypass Kelly Street pavement. A further report will be provided to this committee at a future meeting.

4. Asked: Did Council undertake a termite inspection prior to the purchasing of 133 Kelly Street Scone?

Response: Director Infrastructure Services has advised that a termite inspection prior to the purchasing of 133 Kelly Street, Scone was not obtained as the presence of termites was already known. The purchase price reflected this and Council resolved to purchase the land in August 2016. A report was submitted to the Land Committee in August 2016 that identified 133 Kelly Street required significant work in order to be inhabitable in the future. An additional report will be provided in the September Infrastructure Services Committee meeting.

5. Asked: Can a meeting be organised with the General Manager, Managers, Councillors and Communications Team in regards to how Council’s media releases go out?

Response: Director Infrastructure Services has advised that members from the Communications team have briefed Councillors at last briefing session and a plan for improving the way media releases go out will be provided back to the General Manager, Councillors and staff.

Cr Collison

1. Asked: The Mayor and Councillors conducted a walk around the Airport. There were issues raised about the location of the aviation centre and the sewer pump station. What is the outcome for the issues raised?

Response: Director Infrastructure Services has advised that investigations were carried out to see if the location of the Aviation Centre be moved to clear the Sewer Pump Station. On investigation of setbacks and clearance to boundaries for fire management, unfortunately it is not possible to move the buildings.

The General Manager met with the Manager Water and Sewer and the Airport Manager the following day to discuss the issues raised at the airport site inspection in August.

2. Asked: Can an inspection of the projects over the last few years on Gundy Road and Hunter Road be arranged?

Response: Director Infrastructure Services will arrange an inspection with Councillors in September to look at previous projects.
3. Asked: What species of trees at the Scone Saleyards carpark are being planted? Who decided on the species? What proposed expert advice did Council seek? Can we not plant any trees until further consultation with the Saleyards Committee?

Response: Director Infrastructure Services has advised that it was proposed to plant Claret Ash however, after concerns were raised at the August Infrastructure Services meeting, advice was sought from the Landcare Coordinator. On the Landcare Coordinator’s recommendation, it is now proposed to plant Kurrajong trees and planting of trees will be done in accordance with Council’s new policy. Discussions will be held with the Saleyards Committee prior to ordering and planting of trees.

4. Asked: When are the trees that have been requested for St Andrews Reserve being purchased and planted?

Response: Director Infrastructure Services has advised planting has been scheduled for October.

5. Asked: Can we have more information about the maintenance grading program on a weekly basis?

Response: Director Infrastructure Services has advised a weekly program has been updated to include more information on maintenance programs.

6. Asked: Can Glenrock Road and Hunter Road be inspected for maintenance grading and how long since it last had a maintenance grade?

Response: Director Infrastructure Services advised that staff have inspected Glenrock and Hunter Roads. Hunter Road is due for maintenance grade in October 2019 and again in April 2020. Glenrock Road is scheduled for maintenance in February 2020. A Memo has been sent to the Councillors.

7. Asked: Can Council investigate appropriate sites for RV parking across the Shire.

Response: Director Infrastructure Services advised that Manager for Business Services is commencing investigation to find suitable locations across the shire for RV parking.

Cr Campbell

1. Asked: Can the expenditure report sheet for the capital works report be printed in larger font?

Response: Director Infrastructure Services advised that the font has been adjusted to make it more readable.

2. Asked: Can Council investigate RV parking at the old entrance to the wheat silos in Merriwa?

Response: Director Infrastructure Services advised that Manager for Business Services is commencing investigation to find suitable locations across the shire for RV parking including the old entrance to the wheat silos in Merriwa.
Cr Abbott

1. Asked: How many people are included on a family pass to use the Upper Hunter Shire pools?

   Response: Director Infrastructure Services advised that the family pass is based on the number of people listed on the family medicare card.

2. Asked: Why were the three trees in front of the Scone administration building cut down without any notification to the Councillors or the community?

   Response: Director Infrastructure Services advised that community consultation was not undertaken before works, however improved systems and processes have been put in place to ensure community consultation is undertaken prior to any other tree works.

3. Asked: Why did they remove the vegetation on Moobi Road with the last maintenance grade?

   Response: Director Infrastructure Services advises that the vegetation was removed according to standard maintenance grade procedure. Staff will monitor revegetation in this area as regrowth is slow due to current climate.

4. Asked: Can more information be provide in regards to the farm gate access pamphlet that is currently out?

   Response: Director Infrastructure Services has advised that an additional report will be provided in the September Infrastructure Services Committee meeting.

OPTIONS

1. Note the report.

CONSULTATION

- Director Infrastructure Services
- Manager Works Delivery
- Manager Strategic Assets
- Manager Water & Sewer
- Manager Special Projects

STRATEGIC LINKS

a. Community Strategic Plan 2027

This report links to the Community Strategic Plan 2027 as follows:

COMMUNITY LIFE

Goal 1 A supported Community.

CS1 Advocate for, develop and implement programs, services and facilities for our ageing Community.

CS3 Advocate for, support and provide series and facilities for young people, children, families and people with a disability.

CS4 Facilitate partnerships which create and support a safe, inclusive and caring Community.
Goal 2  Promote wellbeing and a connected, healthy and happy Community.
   CS7  Provide and support a broad range of sport, recreation, health and wellness
        programs to target age specific needs of residents including younger children,
        older children, adolescents, families, seniors and people with a disability.

BUILT & NATURAL ENVIRONMENT

Goal 3  Protect the natural Environment
   CS10  Advocate for, facilitate and support programs that protect and sustain our diverse
          environment for our future generations.
   CS12  Ensure that all actions, decisions and policy response to natural hazards and
          climate change remain current and reflect capacity Community expectation and
          changes in environmental and climate change information.

Goal 4  Plan for a sustainable future.
   CS13  Implement and regularly review Strategic Land Use Plans, Environmental Planning
          Instruments and Development Controls, which reflect the needs and expectations
          of the broad Community.
   CS15  Plan, facilitate and provide for a changing population for current and future
          generations.

ECONOMY & INFRASTRUCTURE

Goal 5  A sustainable and prosperous economy.
   CS18  Encourage a diverse economy whilst promoting and preserving our agriculture and
          equine industries.
   CS19  Encourage retail and commercial business to locate and prosper within our Shire.
   CS20  Encourage and support innovative industry and a diversity of businesses that
          provide a range of services and employment opportunities for current and future
          generations.
   CS22  Provide attractive and functional town centres and support revitalisation of towns
          and villages including investment in built heritage and improvement of existing
          buildings.

Goal 6  Increase, enhance and maintain civil infrastructure, Community assets and open
        spaces to meet the needs of current and future generations.
   CS24  Provide for replacement, improvement and additional Community and open space
          infrastructure through investment, best practice and risk management.
   CS25  Provide inviting public spaces that are clean, green, properly maintained, well
          designed, encourage active participation, family friendly and accessible to all.
   CS26  Provide safe and reliable water and sewerage services to meet the demands of
          current and future generations.

Goal 7  Enhance and improve the road network and bridges to meet the needs of current
        and future generations and communicate priorities and progress to the
        Community.
   CS10  Advocate for, facilitate and support programs that protect and sustain our diverse
          environment for our future generations.
   CS27  Maintain and upgrade the road network and bridges.
   CS28  Increased Community engagement and updates on infrastructure planning, road
          priorities, works and improvements.
Infrastructure Services

CS29 Advocate, facilitate and/or provide traffic management and public transport facilities to meet the needs of the Community.

LEADERSHIP

Goal 8 Provide Community leadership.
CS30 Effectively and efficiently manage the business of Council, while encouraging an open and participatory Council with an emphasis on transparency, Community engagement, action and response.
CS33 Utilise emerging innovative communication technologies and techniques to increase awareness of Council’s activities and services.

Goal 9 Advocate for the Community.
CS40 Encourage and build strong partnerships between the Community, business and all levels of government support implementation of the CSP 2027 and to deliver the Community priorities.
CS41 To participate and encourage regional coordination and planning between Councils and other generations.
CS42 Provide timely and effective advocacy and leadership on key community issues and priorities.

We are working to achieve the following Community Priorities:

- Well maintained, safe, reliable and additional infrastructure, including sporting fields, parks, family and cultural facilities.
- Rural lifestyle and Country feel are valued and protected and the Upper Hunter Shire remains quiet, safe, healthy and welcoming.
- A stronger economic base to attract and retain residents, particularly our young people.
- Increase focus on local business, shop occupation and revitalisation of the Town Centres.
- Upper Hunter Shire Council demonstrates it is Fit for the Future and can meet all State Government indicators for financial stability.
b. Delivery Program
The report addresses the following objectives for works up to 30 June 2020 as described in the 2019/20 DPOP.

Asset Management
- Establish and maintain public assets and improve the amenity of the Shire

Depot Operations
- By ensuring Council has efficient and effective facilities at each of its depots.

Infrastructure Projects Support
- By efficiently managing the capital, plant and resources made available

Private Works
- By providing all residents access to Council private works at commercial rates

Stormwater
- Through the provision of a stormwater drainage systems to manage flows.
- Through the provision of a kerb and gutter networks as an adjunct to the drainage network.
- By maintaining flow conditions in main creeks.

Street Cleaning
- By providing clean local roads while minimising environmental and flooding risks.

Public Cemeteries
- By the provision of a cost effective and sympathetic cemetery service and facility to the community.
Public Conveniences
- By providing and maintaining public toilets for the local community and travelling public to a satisfactory and acceptable standard.
- By improving the appearance and presentation of public toilets.

Street Lighting
- By promoting safe vehicular and pedestrian passage at night with adequate lighting in residential and arterial roads in accordance with Australian Standards.

Quarry Operations
- By effectively and responsibly managing, maintain and developing Council’s quarry operations.
- Through winning, producing and supplying quality road making materials for internal and external works at a competitive cost.
- By the safe operation of Council’s quarries to meet legislative requirements.

Emergency Services
- By maintaining an efficient and effective local emergency system for the protection of life and property.
- Ensuring appropriate integration of emergency services activities in accordance with the State Emergency Management and Rescue Act.
- By providing adequate assistance to SES and VRA.
- By providing appropriate emergency management facilities.

Fire Service Levy & Fire Protection
- By encouraging local representation and autonomy of volunteer brigades
- By providing council resources in event of emergencies.
- By providing support to the Liverpool Range zone in regard to the upkeep of bushfire equipment.

Parks & Gardens
- By providing quality open spaces, parks and reserves that are suitable and accessible for the community.

Sporting grounds & Venues
- By providing high-quality sporting grounds and venues suitable and accessible to all.

Swimming Pools
- By providing recreational facilities for the Upper Hunter community, which are operated in a safe, efficient and effective manner.

Bridges – Local
- By undertaking bridge maintenance and construction works to Council standards and specifications, so as to improve safety and minimise future expenses.

Footpaths and Cycleways
- By providing and maintaining a cycleway / footpath network that will contribute to the accessibility, safety and amenity of streets in Council’s town and villages.
Infrastructure Services

RMS State Roads
- By maintaining a skilled workforce so as to remain a core service provider to the RMS.
- By demonstration that we provide a value for money service to the RMS.

Roads – Local
- By undertaking road maintenance and construction works to Council standards and specifications, so as to improve road safety and minimise future expenses.

Roads – Regional
- By undertaking road and bridge maintenance and construction works to Councils standards and specifications so as to improve road safety and minimise future expenses.

Transport Ancillaries
- By promoting traffic and pedestrian safety by the provision and maintenance of regulatory and advisory signage and pavement markings.
- By maintaining street furniture.

Water Services
- By providing an adequate and secure potable water supply to recognise standards in defined areas on a cost effective basis.

Sewage Services
- By maintain sewerage systems for the transportation and treatment of sewage to meet licence requirements.
- By implementing long-term asset replacement strategy.

c. Other Plans

Asset Management Plans.

IMPLICATIONS

a. Policy and Procedural Implications

Parks, Sporting Fields, Footpath, Road and Bridge maintenance guidelines as identified within Asset Management Plans and Strategic Plans.

b. Financial Implications

Identified within individual items in the 2018/19 and 2019/20 budgets.

c. Legislative Implications

Not applicable.

d. Risk Implications

Nil.
Infrastructure Services

e. Other Implications

Nil.

CONCLUSION

The updated report is provided to answer previous questions addressed by Councillor’s in the previous Infrastructure committee meetings.

ATTACHMENTS

Nil.