



COFFS HARBOUR CITY COUNCIL
ORDINARY MEETING
(ENGINEERING COMMITTEE)
COUNCIL CHAMBERS
COUNCIL ADMINISTRATION BUILDING
COFF AND CASTLE STREETS, COFFS HARBOUR
14 MARCH, 2002
Commencing at the conclusion of the
Planning, Environment & Development Committee

Contents

ITEM	DESCRIPTION	PAGE
	ENGINEERING DEPARTMENT REPORTS	1
11	TRAFFIC COMMITTEE MEETING - 2/2002	1
12	HARBOUR WORKING GROUP	10
13	TENDERS - COMMUNITY CONSULTATION STAGE 1 SEWERAGE STRATEGY	14
14	WORKS BRANCH REPORT	19
15	RECONSTRUCTION OF LOWER BOBO ROAD RAIL BRIDGE	22
16	RAIL INFRASTRUCTURE CORPORATION - COUNCIL ISSUES	23
17	PLANT REPLACEMENT PROGRAM - TRUCK CAB/CHASSIS 15000KG GVM	25
18	PLANT REPLACEMENT PROGRAM - BITUMEN PATCHING UNIT	27

CONFIDENTIAL ITEM

The following item either in whole or in part may be considered in Closed Meeting for the reason stated:

ECONOMIC & COMMUNITY ENTERPRISES DEPARTMENT REPORT 29

E9 TENDER - PARK BEACH CARAVAN PARK 29

A portion of this report is confidential for the reason of Section 10A (2):

- (d) commercial information of a confidential nature that would, if disclosed:
- (i) prejudice the commercial position of the person who supplied it, or
 - (ii) confer a commercial advantage on a competitor of the council, or
 - (iii) reveal a trade secret.

and in accordance with Section 10A (1) the meeting may be closed to the public.



COFFS HARBOUR CITY COUNCIL

ORDINARY MEETING

(ENGINEERING COMMITTEE)

14 MARCH, 2002

Mayor and Councillors

ENGINEERING DEPARTMENT REPORTS

11 TRAFFIC COMMITTEE MEETING - 2/2002

Purpose:

To confirm minutes from the Traffic Committee Meeting held on 5 March, 2002.

Recommendation:

T.14 - Anzac March, Coffs Harbour – 25 April 2002 (1618 / 504620 [388409])

That:

1. The following temporary road closures associated with the Coffs Harbour Anzac March to be held on Thursday, 25 April 2002, from 9:30am, be advertised and providing no substantive objections are received, the following temporary closures be approved with the following conditions:-
 - Park Avenue (between Gordon and Earl Streets)
 - Gordon Street (Park Avenue to Vernon Street)
 - Vernon Street (from Pacific Highway to Gordon Street)
2. Subject to the following conditions:-
 - a. The organisers accept all responsibility for costs associated with the proposed event.
 - b. A traffic control plan be submitted for this event. This should include details of all traffic signs, barricades and traffic controllers required for this event.

cont'd

11 Traffic Committee Meeting - 2/2002 (cont'd)

T.15 – First Avenue, Sawtell – Anzac March, Sawtell – 25 April 2002 (1618 / 501520 [394993])

That:-

1. The following temporary road closures associated with the Sawtell Anzac March to be held on Thursday, 25 April 2002, between the hours of 9.00am and 11:30am be advertised and providing no substantive objections are received, the temporary closures be approved with the following conditions.
 - ♦ First Avenue, Sawtell from Second Avenue to Boronia Street.
 - ♦ Second Avenue, from First Avenue to Fourth Avenue.
 - ♦ Fourth Avenue from Second Avenue to East Street.
2. Subject to the following conditions:-
 - a. The organisers accept all responsibility for costs associated with the proposed event.
 - b. A traffic control plan be submitted for this event. This should include details of all traffic signs, barricades and traffic controllers required for this event.

T.16 – Bonville Street, Coffs Harbour – Parking Restrictions (1777 / 503950 [395711])

That 'No Parking' signs be approved near the entrance to St Augustine's Nursing Home in Bonville Street, Coffs Harbour, in accordance with Plan T.16, subject to St Augustine's Nursing Home paying for such signs.

T.17 – Korora School Road, Korora – Safety Concerns (503140 [377457])

That 'No Stopping' signs be erected on the western side of Korora School Road, Korora, in accordance with Plan T.17.

T.18 – Isles Drive, Coffs Harbour – Speed Signs (1773 / 509960 [389509])

That 'Give Way' signs be erected at the intersections of Collison Place and Elswick Street with Isles Drive, Coffs Harbour, in accordance with Plan T.18.

T.19 – Scarba Street, Coffs Harbour – Safety Concerns (505900 [396582])

That no action be taken to erect 'No Parking' signs between the entrance/exit driveways of the 3 Bears Cottage in Scarba Street, Coffs Harbour, but that the situation be monitored, and be reconsidered if traffic incidents continue to happen.

cont'd

11 Traffic Committee Meeting - 2/2002 (cont'd)

T.20 – High Street, Coffs Harbour – Safety Concerns (1777 / 504780 [387072])

That :

- (a) speed restriction signs at the intersection of Gordon & High Streets be made more visible by relocating them to the centre refuge island in High Street.
- (b) temporary barriers be installed in West High Street, Coffs Harbour, to create two lanes when entering from High Street.

Attachments:

**COFFS HARBOUR CITY COUNCIL
TRAFFIC COMMITTEE MINUTES 2/2002
5 MARCH 2002**

Present: Graham Carthew, Roads and Traffic Authority
 Sgt John Patacko, Police Traffic Branch
 Snr Constable Jason Mannall, Police Traffic Branch
 Peter West, Coffs District Taxi Network
 George Stulle, Coffs Harbour City Council
 Jodie Evans, Coffs Harbour City Council
 Ann Graham, Secretary

Apologies: Andrew Fraser, Member for Coffs Harbour
 Cr Bill Palmer, Coffs Harbour City Council
 Jenny Tooth, Bus & Coach Association

T.14 - Anzac March, Coffs Harbour – 25 April 2002 (1618 / 504620 [388409])

Consideration an application for the temporary closures of the following streets on Thursday, 25 April 2002, for the purpose of holding the Anzac Day march.

- Eastern end of Park Avenue, proceeding to Cenotaph in Vernon Street via the three roundabouts in Gordon Street, commencing from 9.30am.

Recommended: that:

1. **The following temporary road closures associated with the Coffs Harbour Anzac March to be held on Thursday, 25 April 2002, from 9:30am, be advertised and providing no substantive objections are received, the following temporary closures be approved with the following conditions:-**
 - **Park Avenue (between Gordon and Earl Streets)**
 - **Gordon Street (Park Avenue to Vernon Street)**
 - **Vernon Street (from Pacific Highway to Gordon Street)**
2. **Subject to the following conditions:-**
 - a. **The organisers accept all responsibility for costs associated with the proposed event.**
 - b. **A traffic control plan be submitted for this event. This should include details of all traffic signs, barricades and traffic controllers required for this event.**

T.15 – First Avenue, Sawtell – Anzac March, Sawtell – 25 April 2002 (1618 / 501520 [394993])

Consideration to the temporary road closures of the following streets on Thursday, 25 April 2002, between the hours of 9.00am and 11.30am, for the purpose of holding the Sawtell RSL Sub-Branch Anzac March.

- First Avenue, Sawtell from Second Avenue to Boronia Street.
- Second Avenue, from First Avenue to Fourth Avenue.
- Fourth Avenue from Second Avenue to East Street.

Recommended: that:-

1. **The following temporary road closures associated with the Sawtell Anzac March to be held on Thursday, 25 April 2002, between the hours of 9.00am and 11:30am be advertised and providing no substantive objections are received, the temporary closures be approved with the following conditions.**
 - ◆ **First Avenue, Sawtell from Second Avenue to Boronia Street.**
 - ◆ **Second Avenue, from First Avenue to Fourth Avenue.**
 - ◆ **Fourth Avenue from Second Avenue to East Street.**
2. **Subject to the following conditions:-**
 - a. **The organisers accept all responsibility for costs associated with the proposed event.**
 - b. **A traffic control plan be submitted for this event. This should include details of all traffic signs, barricades and traffic controllers required for this event.**

T.16 – Bonville Street, Coffs Harbour – Parking Restrictions (1777 / 503950 [395711])

Consideration to a request 'No Parking' signs near the entrance to St Augustine's Nursing Home in Bonville Street, Coffs Harbour.

Recommended: that 'No Parking' signs be approved near the entrance to St Augustine's Nursing Home in Bonville Street, Coffs Harbour, in accordance with Plan T.16, subject to St Augustine's Nursing Home paying for such signs.

T.17 – Korora School Road, Korora – Safety Concerns (503140 [377457])

Consideration to a request for 'No Parking' signs in Korora School Road, Korora, between the Pacific Highway and the School for safety of passing-through traffic.

Recommended: that 'No Stopping' signs be erected on the western side of Korora School Road, Korora, in accordance with Plan T.17.

T.18 – Isles Drive, Coffs Harbour – Speed Signs (1773 / 509960 [389509])

Consideration to a request for additional 60 km/h signs to be erected at each end of Isles Drive and “Give Way” signs to be erected on Collison Place and Elswick Street.

Recommended: that ‘Give Way’ signs be erected at the intersections of Collison Place and Elswick Street with Isles Drive, Coffs Harbour, in accordance with Plan T.18.

T.19 – Scarba Street, Coffs Harbour – Safety Concerns (505900 [396582])

Consideration to a request for measures to be taken to increase safety for parents exiting from the 3 Bears Cottage in Scarba Street, Coffs Harbour.

Recommended: that no action be taken to erect ‘No Parking’ signs between the entrance/exit driveways of the 3 Bears Cottage in Scarba Street, Coffs Harbour, but that the situation be monitored, and be reconsidered if traffic incidents continue to happen.

T.20 – High Street, Coffs Harbour – Safety Concerns (1777 / 504780 [387072])

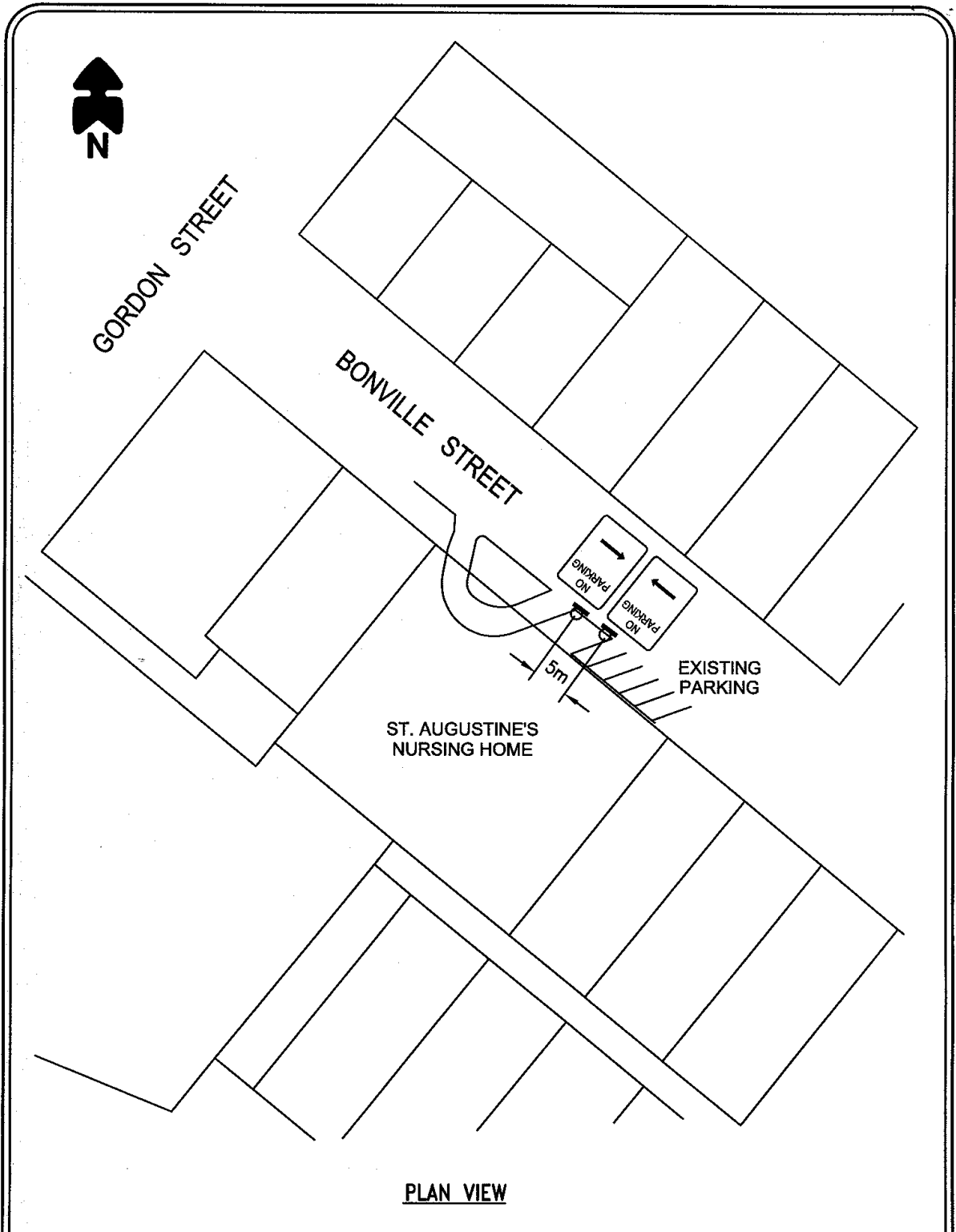
Consideration to a various requests for :

- More prominent speed signs to be erected.
- Clearer arrow lanes at traffic lights at the intersection of High Street and Pacific Highway, Coffs Harbour.

Recommended: that :

- (a) speed restriction signs at the intersection of Gordon & High Streets be made more visible by relocating them to the centre refuge island in High Street.**
- (b) temporary barriers be installed in West High Street, Coffs Harbour, to create two lanes when entering from High Street.**

The next Traffic Committee meeting will be held on Tuesday, 2nd April 2002, commencing at 11.00am.



PLAN VIEW

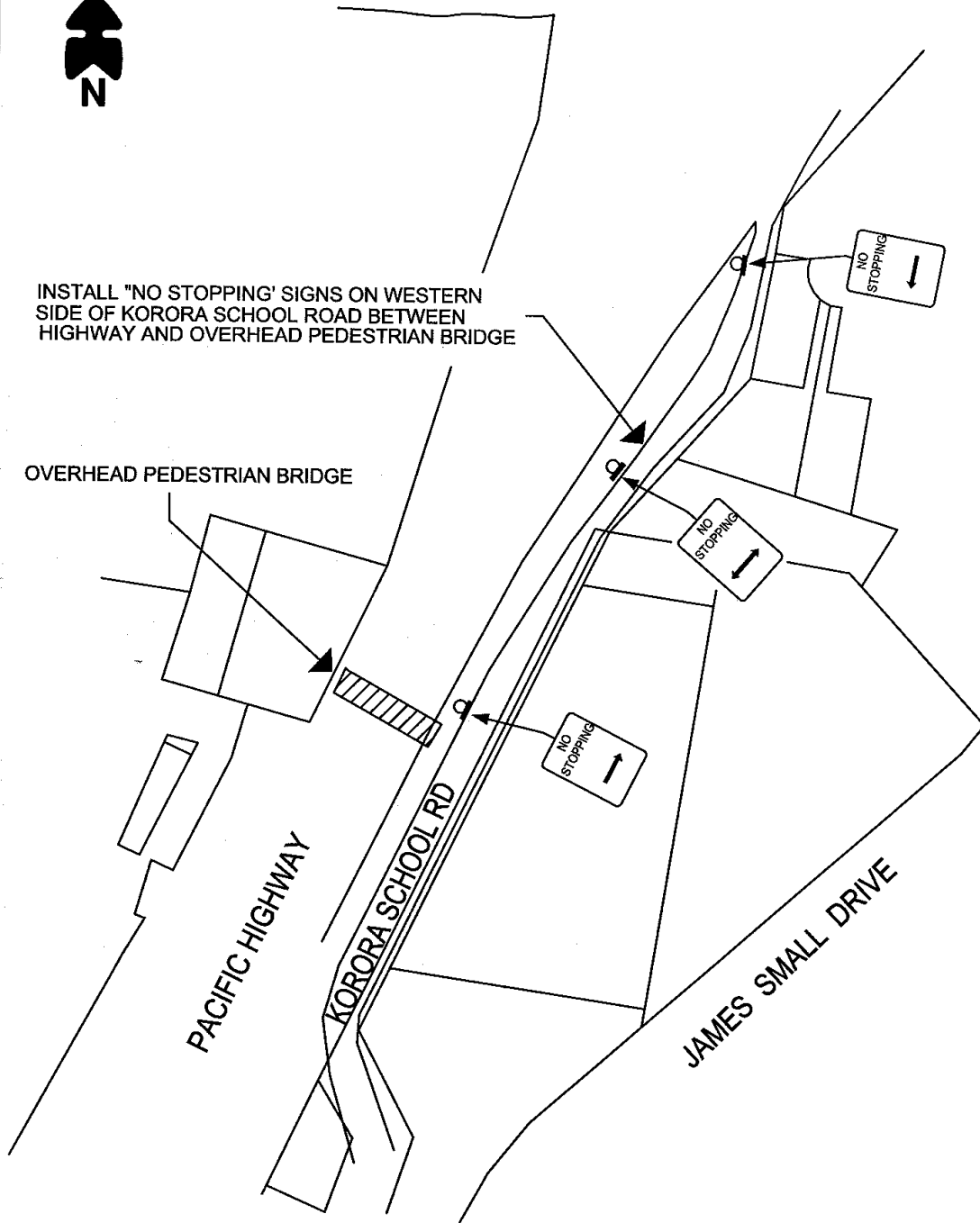
INSTALL 'NO PARKING' SIGNS AT THE
ENTRANCE TO ST. AUGUSTINE'S NURSING
HOME

TRAFFIC INSTRUMENT
T-16 2002
NEW 'NO PARKING' SIGNS
BONVILLE STREET. COFFS HARBOUR



INSTALL "NO STOPPING" SIGNS ON WESTERN
SIDE OF KORORA SCHOOL ROAD BETWEEN
HIGHWAY AND OVERHEAD PEDESTRIAN BRIDGE

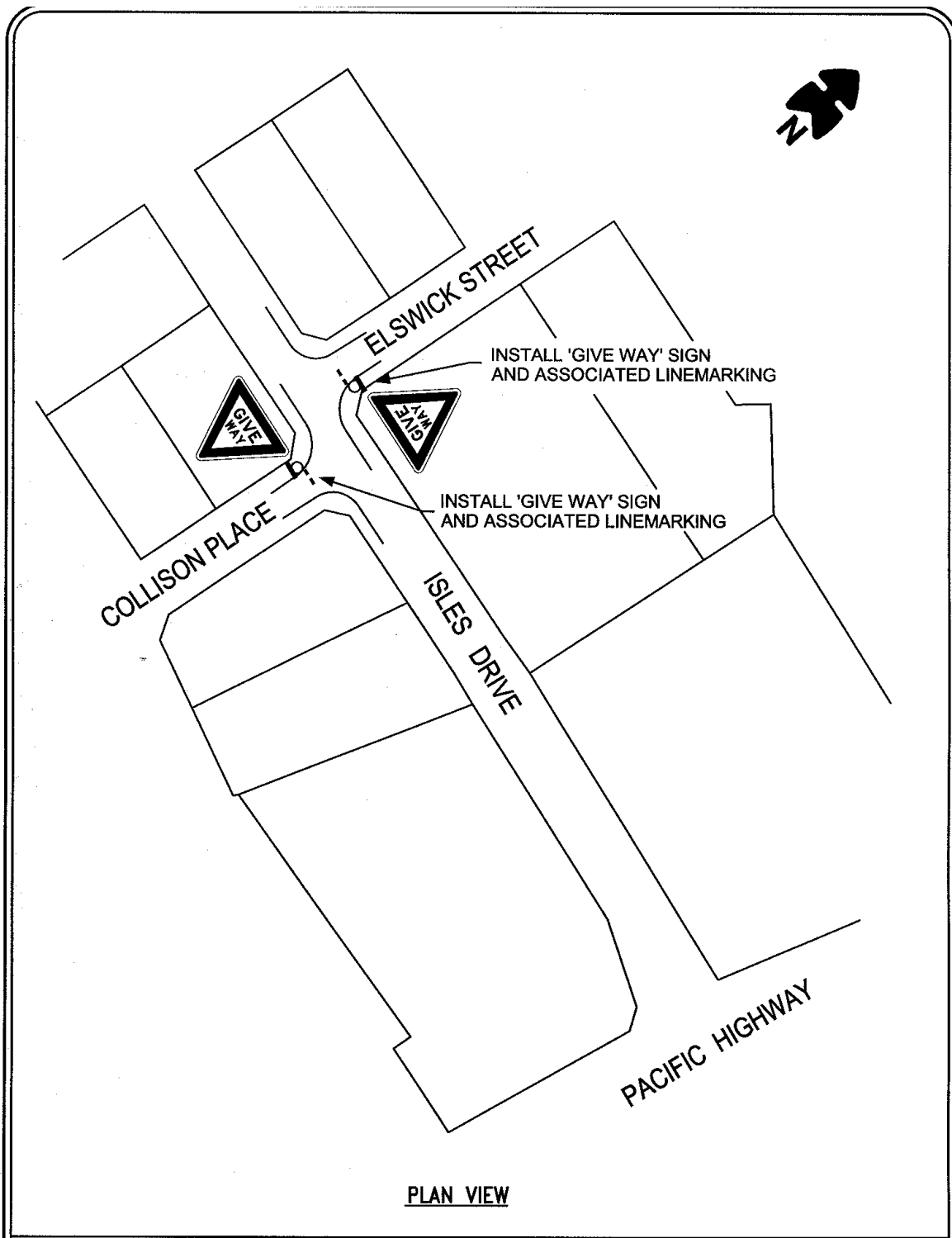
OVERHEAD PEDESTRIAN BRIDGE



PLAN VIEW

INSTALL 'NO STOPPING' SIGNS ON WEST
SIDE OF IN KORORA SCHOOL ROAD

TRAFFIC INSTRUMENT
T-17 2002
NEW 'NO STOPPING' SIGNS
KORORA SCHOOL RD. KORORA



INSTALL 'GIVE WAY' SIGN IN COLLISON PLACE AND ELSWICK STREET AT THEIR INTERSECTION WITH ISLES DRIVE

TRAFFIC INSTRUMENT
 T-18 2002
 NEW 'GIVE WAY' SIGNS
 ISLES DRIVE. COFFS HARBOUR

12 HARBOUR WORKING GROUP

Purpose:

To report minutes of the meeting of the Harbour Working Group held on 22 February, 2002.

Description of Item:

The minutes of the meeting held on 22 February, 2002 are attached. The meeting passed one resolutions as follows:

HWG2 That :

- (a) the Harbour Working Group continue to meet on a quarterly basis with the next meeting to be held on 17 May 2002.*
- (b) that Council request the Department of Land and Water Conservation to survey water depths in the harbour every six months to monitor the rate of sand infill.*

Recommendation:

- 1. That the minutes of the 22 February, 2002 meeting of the Harbour Working Group be noted.**
- 2. That Council request the Department of Land and Water Conservation to survey water depths in the harbour every six months to monitor the rate of sand infill.**

Attachments:

File: 2948(393154)

**COFFS HARBOUR CITY COUNCIL
HARBOUR WORKING GROUP
MINUTES - FRIDAY 22 FEBRUARY 2002**

Attendees:

Cr Bill Wood	Chairperson
Helmut Rangger	DLaWC
Mohammed Hanif	DLaWC
Dr Charles Phipps	
Val Crawley	Marina Operator
Ian Finn	Coffs Harbour Deep Sea Fishing Club
Graeme Ryder	Waterways Authority
Phillip Neuss	Coffs Harbour Fishermens Co-op
Hamish Malcolm	Marine Parks Authority
Mark Ferguson	CHCC
John Rowe	CHCC
Clyde Treadwell	CHCC
Ann Graham	CHCC

Apologies:

Cr Jenny Bonfield	CHCC
Marcus Riches	NSW Fisheries
Stephen Sawtell	CHCC
Geoff Firkin	CHCC

The meeting commenced at 11:00am.

1. CONFIRMATION OF MINUTES

HWG 1 **RECOMMENDED** (Finn/Rowe) that the minutes from the Harbour Working Group Meeting of 30 November 2001 be confirmed as a true and correct record of that meeting.

2. MATTERS ARISING

Councillor Wood gave an overview of a letter he had written to the Mayor regarding information sharing with various groups in the area relative to the Harbour and foreshore area.

It was suggested that Geoff Firkin and Stephen Sawtell of Coffs Harbour City Council be invited to join the Harbour Working Group.

Councillor Wood recommended that the HWG endorse the establishment of a Jetty Area Masterplan Working Group as recommended by Council on 14 February 2002, with nominations for membership to the Group consisting of the following:

- (a) Mayor,
- (b) Two representatives from the Coffs Harbour and District Local Aboriginal Land Council,
- (c) Two representatives from the Coffs Harbour Chamber of Commerce,
- (d) Two representatives from the community (Streets Ahead),
- (e) Three Councillors.
- (f) A representative from Regional Landcare.

Council recommended that the Group be established for nine months and that the Councillor representatives be Crs Howe, Rhoades and Williams.

Councillor Wood suggested that the Harbour Working Group go into recess and be recalled on an as-needs basis, as decisions of the Jetty Area Masterplan Working Group are known, to be able to give technical advice on the feasibility of some of the issues to determine which way to proceed.

Councillor Wood advised that Stephen Sawtell would develop a consultation plan with various Groups in the area who had an interest in the harbour and foreshore area.

Phillip Neuss pointed out that the Fishermans Co-op's main interest was to maintain unrestricted access to the inner harbour.

Helmut Rangger stressed that the interim role of the Harbour Working Group was to maintain navigability to the inner harbour and the boat ramp. He also added that revenue streams to dredge sand will still be there and that the issues of developing a sand trap or groyne will still be considered by DLaWC.

Councillor Wood confirmed that the Group was not abandoning the works planned for the boat ramp and maintaining access to the inner harbour as they were basic and essential processes that will continue.

It was agreed that Clyde Treadwell or Graham Fry be invited to give a brief on the Jetty Area Masterplan at the next Coastal Committee.

HWG2 **RECOMMENDED** (Neuss/Ryder) that :

- (a) the Harbour Working Group continue to meet on a quarterly basis with the next meeting to be held on 17 May 2002.
- (b) that Council request the Department of Land and Water Conservation to survey water depths in the harbour every six months to monitor the rate of sand infill.

Mark Ferguson and Clyde Treadwell left the meeting at 11.50am.

It was decided that the HWG wait for the outcome of the Jetty Area Masterplan before investigating further the installation of geotubes for the entrance to the boat ramp.

Mohammed Hanif advised that sand extraction from Boambee Beach would be increased by the Company who has been operating for the last 10-15 years. There had been little impact on the foreshore line looking at aerial reconnaissance back to 1986. Discussion ensued on the level of royalties for sand extraction.

Helmut Rangger advised that work on the eastern breakwall would begin by the end of March.

Councillor Wood thanked the Group for its input over the last three years, adding that it was moving in the right direction and hoped that the Jetty Area Masterplan will also have a good impact and continue to look at navigability and safety of the Harbour.

Phillip Neuss advised that special recognition should be given to Helmut Rangger for his input to the Harbour Working Group as it would not have achieved everything without his technical support.

3. NEXT MEETING

The next meeting of the Harbour Working Group will be held on Friday, 17 May 2002 at 11.00am.

13 TENDERS - COMMUNITY CONSULTATION STAGE 1 SEWERAGE STRATEGY

Purpose:

To report on tenders received for the Community Consultation – Stage 1 of the Sewerage Strategy and recommend that Council not accept any tender for the work.

Description of Item:

The need for ongoing community consultation was recognised by Council as far back as the Look At Me Now project. The community has been involved in the development of the Strategy and have a high level of interest in the construction of the infrastructure associated with the Strategy. DLWC have recognised the need for ongoing community consultation and now make consultation mandatory of any offer of subsidy from government. The ongoing community consultation commitments required under the adopted Sewerage Strategy are shown in the attachment.

The Steering Committee and Council in August, 2001 adopted the Project Development Plan for the implementation of the Strategy which includes a comprehensive section about the proposed community consultation to be undertaken. The PDP proposes that the community consultation is carried out by a consultant or by Council staff. The Project Team agreed in October, 2001 to call tenders from community consultants to carry out a strategic review of the consultation process before major works commence and to offer their services for ongoing consultation for Stage 1 works as requested by Council.

On this basis public tenders were called in local and national newspapers and the AWA weekly tenders newsletter closing at 3.30pm on 14 November, 2001, and five tenders were received, ranging in price from \$109,301 to \$665,100.

Following receipt of the tenders the consultation strategy has been reviewed and it has been decided to form a public relations group within Council utilising existing staff and one new staff member to handle the community consultation needs of Council. This group would be available to carry out consultation needs of the Sewerage Strategy as called for in this tender and the Project Development Plan.

It was found during the EIS that we tend to reach stalemate in the consultation process. To overcome this and complacency creeping into the process it is suggested a peer review should be periodically undertaken by external parties.

Council may wish to consider utilising the highest scoring consultant Pramax at a latter stage to carry out strategic reviews etc.

Related Policy and / or Precedents:

Tendering procedures were carried out in accordance with the Local Government tendering regulations.

Statutory Requirements:

The calling, receiving and reviewing of tenders was carried out in accordance with local government tendering regulations.

cont'd

13 Tenders - Community Consultation Stage 1 Sewerage Strategy (cont'd)

DLWC Concurrence

DLWC were represented on the selection panel by Mr G Marshall.

DLWC have concurred with Council's internal public relations section carrying out the community consultation.

Recommendation:

That:

- 1. Council not accept any of the tenders for community consultation in Stage 1 of the Sewerage Strategy as Council now intends to conduct the community consultation using internal staff and resources.**
- 2. Council's internal public relations and consultation resources be reviewed and augmented as required to undertake the community consultation for Stage 1 of the Sewerage Strategy.**
- 3. Tenderers be advised of Council's decision.**

Attachment:

Consultation Commitments in the EIS

No	Location in EIS	Commitment Description	Cross Reference
1	1.6.2.9 p1-18	Ongoing public reporting will be made during implementation	Repeat at 4 and 21.
2	1.6.2.10 p1-19	Council will design and implement the Marine EMP in consultation with the community including reporting structure to ensure community awareness.	Repeat at 19 and 20.
3	Table 3-6 p3-29	Effective community consultation is required during project implementation.	Repeat at 21.
4	3.6 p3-30	Reporting is required to <ul style="list-style-type: none"> • provide feedback to the community on progress with reclaimed water usage; • include regular updates for the community on project performance; and • include an annual progress report. 	Repeat at 21.
5	5.2.4.13 p5-16	The local community will be given the opportunity to review and comment on the detailed sewerage construction plans to facilitate minimising impact on trees, gardens and sheds in residential areas	Repeat at 15 and 22.
6	5.2.4.14 p5-16	Environmental Management Plan for Construction will be available for community review and inspection, as will audits undertaken during construction.	Repeat at 17.
7	Table 5-5 p5-46	A biosolids strategy will be presented to the community when it is prepared.	Repeat at 9.
8	Table 5-7 p5-52	Community acceptance level of reuse in the medium term will be surveyed.	12 Repeat at 13.
9	5.12.3 p5-68	The biosolids strategy, meeting NSW EPA guidelines, will be established with community input.	
10	6.5.13 p6-30	A great deal more community support than presently exists would need to be demonstrated for consideration of the river reuse option, including acceptance of paying the additional capital and annual costs.	12
11	7.2 p7-8	The established Community Advisory Group has a continuing role to meet regularly and monitor progress with the adopted Reclaimed Water Strategy.	12
12	7.5 p7-17	Developing community confidence in reuse will involve community input to the regular review and revision of the reuse goals set out in the Reclaimed Water Strategy.	
13	7.5.5 p7-21	By 2004 and based on data gathered, medium term performance targets and direction for reuse will be refined in consultation with the community.	
14	7.8 p7-35	A community consultation program will proceed to establish the preferred reuse projects on Morgans Road Farm.	
15	8.3.8.1 p8-4	There will be further consultation with the local community during detailed design of sewers in Mullaway, Arrawarra Headland and Arrawarra to minimise adverse impacts.	

Consultation Commitments in the EIS (continued)

No	Location in EIS	Commitment Description	Cross Reference
16	8.6.3.1 p 8-58	If aboriginal relics are encountered during construction of sewerage reticulation, then local Aboriginal groups will be consulted.	
17	11.3.4 p11-6	The EMP-Construction will include community consultation and reporting.	21
18	11.4.4 p11-8	The EMP-Operations will include community consultation and reporting.	21
19	11.5.4 p11-9	The Technical Advisory Committee (TAC) proposed by NSW Fisheries has been agreed to by the CAG and CAG has nominated two members. TAC will oversee experimental design and implementation of the Marine EMP, review progress and make recommendations to Council on the future management of the Marine EMP.	20
20	Table 11-4 p11-10 and 11-11	Monitoring information on the parameters in the Marine EMP will be provided to community, CHCC, NSW EPA, NSW Fisheries and MPA.	
21	11.7 p11-19	Reporting to CHCC, community and regulatory authorities on the implementation and performance of the project will cover: <ul style="list-style-type: none"> • reuse projects – annual, quarterly and event reports • treatment standards – annual and event reports • implementation – annual reporting of milestones achieved • Marine EMP – annual and event reporting of monitoring program consisting of detailed technical report and a non technical information paper. 	
22	12.7 p12-11	Community consultation will be undertaken in local areas to establish sewer routes which minimise impacts on local properties.	Repeat at 5 and 15.

Consultation Requirements for Project Delivery Phase of the Project

No	Issue	Consultation Requirement	Cross Reference
1	Overflow Management	Overflow management is to be reported to the community.	
2	Marine EMP	Marine EMP recognition of main climate influences of El nino, La nina and normal is to be referred to TAC.	
3	Deep Sea Release Easement	Advice to the public and extractive industry on Boambee Beach on access restrictions for DSR construction will be provided.	10
4	Developer Contributions	CHCC decision on developer contributions will be in accordance with IPART recommendations which require transparency of the calculation of developer charges and if developer charges are set lower than the calculated value then this cross subsidy is to be disclosed in the CHCC annual report.	
5	Reuse Communications Strategy	The consultation strategy covering reuse will recognise: <ul style="list-style-type: none"> the short term performance indicators of the Reclaimed Water Strategy; the communication strategy in the Reuse PDP; and consultation processes in the <i>CHCC Reuse Workshop Report</i>. 	
6	Demand Management Review	The processes in the <i>Regional Water Efficiency Strategic Plan</i> be implemented and reviewed to achieve the stated aim of wastewater reduction.	
7	Mullaway, Arrawarra Headland, Arrawarra Sewerage	Consultation strategy to communicate with affected landholders and the Yarrawarra Aboriginal Corporation during detailed design be identified and implemented. Strategy to also cover consultation with affected landholders during construction.	
8	Reclaimed Water Transfer Pipeline	Consultation strategy to communicate with affected landholders and the broader community during detailed design be identified and implemented, with links to consultation on the cycleway.	
9	Deep Sea Release fishing closure	Consultation with recreational and commercial fishers concerning fishing closure be implemented after determination of the location of the DSR diffuser.	
10	Deep Sea Release construction	Consultation with the broader community before, during and after construction of the Deep Sea Release be implemented.	3
11	Reuse Projects Decision Making Process	DLAWC recommends that CHCC further develop the reuse projects decision making process to demonstrate commitment to a level of reuse which meets its community's expectations.	
12	Reuse Projects Decision Making Process	CHCC will develop a program for decision making and planning on medium and long term future reuse projects as described for stage 2 in the Reuse PDP.	
13		The developed program will describe how the community, industries and regulatory authorities will be involved and how the reporting process to the community and regulatory authorities on the performance of reuse initiatives is incorporated into the overall process.	
14		The developed program will indicate how it meshes with Council's consultation process in the Project Delivery Phase.	

14 WORKS BRANCH REPORT

Purpose:

To advise Council of the progress of construction and maintenance programs undertaken by Works Branch up to 4 March, 2002.

Description of Item:

1. Completed Works

- Water main extension, Wonga Close to 25th Avenue, Sawtell.
- High Street adjacent to hospital, bank stabilisation and kerb and guttering.
- Woolgoolga Sports Ground, Cycleway
- Footpaths - West High Street footpath, Robin Street to Catholic Club
 - Toormina Rd (east) Hulberts Rd to Minorie Dr
 - Toormina Rd (east) Hulberts Rd to Dews Av
- Englands Rd, kerb and gutter construction
- Pavement rehabilitation - Gaudrons Road, Sapphire.

2. Works in Progress

- Landslip repair Main Road 120. – Top Wall and Rock Face sites in progress
- Dust Seal, Unwins Rd Woolgoolga
- Camperdown St, water main replacement
- Park Beach Caravan Park, realignment of Ocean Parade
- Carralls Creek, Gross Pollutant Traps
- Argyle St, drainage

A report showing budget versus expenditure for the 2001/2002 Capital Works Program is attached for Council's information.

Upcoming pavement works include rehabilitation in Earl St, Azalea St, High St Coffs Harbour, and Ocean St Woolgoolga.

3. Operations and Maintenance

Heavy rain in early February 2002 has affected maintenance expenditure by additional works involving incident response and clearing and clean up of debris. Additional costs to road and drainage programs were \$21,700 with the major cost incurred on Urban Stormwater Drainage of \$11,000.

cont'd

14 Works Branch Report (cont'd)

Whilst some allowance is made in maintenance budgets for the traditional wet months in the first half of the calendar year and the associated maintenance issues that arise, events of this nature are difficult to predict and therefore budget. Hence in order to maintain expenditure within budget limits specific maintenance issues of a non urgent nature may need to be deferred.

Some of the more significant problem/damage arising during the event that will need additional work or rectification include:

- Detention Basin in Toormina Place Coffs Harbour - The earth wall of Basin No 1 has cracked causing uncontrolled leakage through the wall. Initially the wall has been artificially breached to reduce the risk of total failure of the wall.
- Little Street/Dalley street, Coffs Harbour – Flooding of shops and properties. Temporary measures implemented to improve stormwater system performance while investigation of the system is completed.
- High St Jetty Strip - Shops at the lower end of the strip flooded. Temporary measures are required to provide some additional flood security and will be installed in March, while additional drainage capacity is investigated.
- Serene Court, Sapphire - Drainage easement at the rear of properties. Severe blockage of drainage system by branches and tree detritus caused damage to fencing.
- Bruxner Park Rd - Landslip onto roadway.
- Safety Beach Drive – Stormwater surcharge into properties requiring temporary diversion works.
- Parks Drive, Korora – Subsidence around stormwater pipe in easement through property.

As yet the extent or cost of rectification works have not been identified.

Recommendation:

- 1. That Council note the progress report on construction and maintenance works undertaken by Works Branch up to 4 March, 2002.**
- 2. That Council note that individual program expenditures are being monitored to ensure that the total program costs for 2001/2002 are contained within the approved budget.**

Attachments:

**Works Branch-Construction Projects Budget/Expenditure
01/2002 Program**

AS AT DATE: 4th March, 2002

Description	Budget	Actual Expenditure	% Project Complete	% Costs Expended
Local Roads				
Stadium Drive Construction - Stage 2	\$261,845	\$259,061	100%	99%
Sealed Roads Reseals	\$506,000	\$333,729	68%	66%
Sealed Roads Reseals - Asphalt	\$14,572	\$5,669	40%	39%
Sealed Roads Rehabilitation	\$785,862	\$121,798	14%	15%
Gravel Resheets	\$103,000	\$95,402	94%	93%
Federal Roads to Recovery	\$460,538	\$294,830	67%	64%
Dust Sealing	\$200,000	\$145,613	74%	73%
Total:	\$2,331,817	\$1,256,102		
Regional Roads				
Coramba Rd Realignment, Redhill	\$32,525	\$39,255	100%	121%
Hogbin Drive Extension - Stage 1	\$1,244,947	\$1,377,296	98%	111%
Hogbin Dr Widening Albany St to Airport Dr	\$593,984	\$590,511	100%	99%
Hogbin Dr Upgrade, Stadium Dr to Bombee Ck	\$400,000	\$3,365	1%	1%
Total:	\$2,271,456	\$2,010,427		
Drainage				
Drainage Impts / Nuisance Flooding	\$315,500	\$20,857	7%	7%
Stormwater Management Plan Works	\$347,257	\$143,098	45%	41%
Total:	\$662,757	\$163,955		
Bridges				
Major Repairs / Reconstructions	\$197,473	\$39,583	20%	20%
Sawtell Rd Bridge, Boambee Ck	\$95,901	\$97,593	100%	102%
Total:	\$293,374	\$137,176		
Footpaths / Cycleways / Tourist Information Centre				
Footpath Construction	\$359,879	\$145,183	41%	40%
Cycleway Projects	\$134,392	\$102,498	78%	76%
Total:	\$494,271	\$247,681		
Water Mains				
Mains Renewals	\$325,000	\$57,332	17%	18%
Mains Extensions	\$50,000	\$26,051	50%	52%
Total:	\$375,000	\$83,383		

15 RECONSTRUCTION OF LOWER BOBO ROAD RAIL BRIDGE

Purpose:

To report on negotiations with State Rail and provide a status report.

Description of Item:

Previously tenders were called for reconstruction of a rail crossing on Lower Bobo Road on behalf of State Rail and these were reported to Council at its meeting on 14 June, 2001. At that meeting it was resolved that:

- 1. That Council not accept a tender for the reconstruction of the Rail Bridge on Lower Bobo Road, Ulong*
- 2. That Council negotiate further with the SRA to determine a satisfactory outcome.*
- 3. That a report be brought back to Council following negotiations with the State Rail Authority.*

Issues:

On 22 February, 2001 Council entered into a Deed of Agreement with the State Rail Authority (SRA) to construct a new bridge over the Dorrigo-Glenreagh railway line on the Lower Bobo Road. Under the terms of the agreement, the SRA was to provide \$200,000 for the replacement of the bridge.

Following receipt of tenders a revised estimate for the project was prepared for alternative bridge structures and these estimates were relayed back to SRA on the basis that additional funding needed to be provided to construct an alternative rail crossing.

Following negotiations prior to December, 2001, SRA have now written to Council requesting confirmation that Council would be willing to construct a new rail crossing at a total cost of \$450,000, funded \$390,000 by SRA and \$60,000 by Council. SRA have stipulated that this offer is conditional on the rail crossing being completed by 31 December, 2002, no additional funding to be provided by SRA and responsibility for the existing structure being assumed by Council if the new crossing is not completed by 31 December, 2002.

It is considered that the construction of the new bridge and approach roadworks can be readily accomplished by 31 December, 2002 and that the new budget for the project is sufficient to cover the costs. On this basis SRA have been advised that this new offer would be acceptable to Council and they are now preparing a formal Deed of Agreement on this basis.

Economic Implications:

Council has budgeted \$60,000 in the 2001/02 Management Plan for this bridge. There should be no other financial implication for Council in this arrangement provided the bridge is completed prior to 31 December, 2002 and project costs are contained within the new budget. The agreement with SRA has always been that Council will take over future maintenance of the new structure when it is completed and this will have some impact on future maintenance budgets, although minimal.

Recommendation:

That Council note the report on replacement of the Lower Bobo Road rail crossing over the Glenreagh/Dorrigo rail line.

16 RAIL INFRASTRUCTURE CORPORATION - COUNCIL ISSUES

Purpose:

Advising Council on current issues associated with Rail Infrastructure Corporation and Council projects.

Description of Item:

At Council's Engineering Committee Meeting held on 14 February, 2002 Council resolved:-

That a report be brought back to Council on issues which Council is negotiating with the Rail Infrastructure Corporation.

Issues:

1. Rail Bridge Load Limits

The RIC has several timber bridges within the Coffs Harbour local government area, many of which have load limits applied to them. These bridges are on Upper Orara Road, Mt Browne Road, Eastbank Road, East Bonville Road, Hartleys Road and Camperdown Street. Whilst the load limits on these bridges cause problems with deliveries by heavy vehicles, the two most pressing problems are with Upper Orara Road and Mt Browne Road. These two bridges are the only access points for the Orara Valley area and load limits on these bridges have recently been revised to a level that severely restricts the operation of commercial vehicles along those roads.

A letter was sent to the Minister for Transport in January this year after meetings with RIC regional personnel in an attempt to obtain some action. The hold up in terms of repairing or replacing these bridges to accept normal vehicle loads arises from consideration of priorities throughout the State for such replacements and from a RIC policy that only requires replacement of the old timber structure to take vehicle loads that were applicable at the time the bridge was originally built. Council's letter to the Minister pointed out the faults in this archaic policy and presented a pressing case to have the priorities of these two bridges lifted.

Whilst acknowledgment of Council's letter has been received, there has been no substantive reply at this stage. In the meantime Council has received letters of support from Department of Land and Water Conservation and Trans Grid in the effort to have something done with these bridges. In the event that RIC does replace or rehabilitate the bridges, Council will need to allocate funds for adjustments to the approach roads which will depend on how much the RIC modifies the existing structure. Previous negotiations with RIC staff have indicated that such funds would be allocated by Council.

cont'd

16 Rail Infrastructure Corporation - Council Issues (cont'd)

2. Jetty Drainage Easement.

In 2000 Council was negotiating with State Rail Authority (SRA) in relation to an easement across their property at the jetty in conjunction with a proposed subdivision of their land. One of the conditions Council imposed in relation to the subdivision was the formation of an easement for Council across their land and construction of a section of the new drainage pipeline where it passed under the operational area of the railway line. No further correspondence or contact was received from SRA after they received Council's draft conditions of subdivision in July, 2000 until a letter was received by Council on 25 February, 2002 in response to an article in the local newspaper about the flooding of the jetty area.

The letter from SRA confirms that they wish to grant Council an easement for construction of the drainage line but that they consider the imposition of a condition requiring construction of part of the line is unacceptable. They have therefore advised that they will grant Council the easement on the basis that Council issues a revised Development Consent for their subdivision without the condition requiring construction of part of that pipeline.

Council staff have reviewed the conditions for the subdivision of SRA land and have responded to the SRA letter by offering removal of the condition on the basis that an easement is provided for Council together with a construction approval for the pipeline.

3. Mastracolas Road Extension

As part of Council's Future Road Network Strategy Mastracolas Road is to be extended parallel to the North Coast Railway to link up with Mackays Road thus forming a distributor road for traffic from West Coffs to the Plaza area.

The best location for this road is within the rail corridor where formation works that have been carried out previously for the railway line can minimise the cost of the road link and the impact on adjacent private properties. Some early negotiations with SRA have indicated that they would consider this proposal however there has been no firm commitment at this stage to allow Council to build in this location.

Recommendation:

That the report on current issues associated with Rail Infrastructure Corporation and Council projects be noted.

17 PLANT REPLACEMENT PROGRAM - TRUCK CAB/CHASSIS 15000KG GVM

Purpose:

To advise Council of tenders received for replacement of a truck cab/chassis for a bitumen patching unit in the plant fleet and recommending approval to purchase a new cab/chassis.

Description of Item:

Tenders were called closing 20 December, 2001 for the purchase of a truck cab/chassis minimum 15000 kg gvm. The results of the tenders received are as shown below: -

Tenderer	Address	Make & Model	Net Tender Price Payable	Net Tender Cost to Council
Brown & Hurley	Coffs Harbour	Hino Ranger 9 Long Auto	\$75,906.14	\$69,005.58
Midcoast Trucks	Macksville	Isuzu FVD 950 HD	\$95,700.00	\$87,000.00
Thompsons Machinery Sales	Port Macquarie	MAN 15.224 LLRC	\$121,715.00	\$110,650.00
City Hino	Guildford	Hino Ranger 9 Long Auto	\$95,796.00	\$87,082.00

Related Policy and / or Precedents:

Tendering procedures were carried out in accordance with Council policy.

Statutory Requirements:

The calling, receiving, opening and reviewing of tenders was carried out in accordance with the Local Government (Tendering) Regulations.

Issues:

The Tender Value Selection System was applied to all tenders.

During assessment of the alternative vehicles it became apparent that the Hino Ranger vehicles were not able to tow the trailer for the small roller. Whilst the roller has not been used extensively in the past on bitumen patching, it is a process which will be increasingly used to ensure that patches are adequate and long lasting. Therefore it is most desirable that the cab chassis purchased for the replacement vehicle be able to legally tow the roller trailer. On this basis only the Isuzu and MAN cab chassis are suitable.

Of the two vehicles offered, the Isuzu is the most economical choice for Council.

cont'd

17 Plant Replacement Program - Truck Cab/Chassis 15000kg Gvm (cont'd)

Economic Implications:

On the basis that Council accepts the recommendation for the replacement truck, the actual change over price will be \$95,700 plus RTA registration costs. It should be noted that the net change over cost to Council accounting for GST input credits will be \$87,000. Funds are available within the Plant Fund to cover these costs.

Recommendation:

That Council accept the tender submitted by Midcoast Trucks for an Isuzu FVD 950 HD cab-chassis for the purchase price of \$119,700.00 (including GST), less trade-in of \$24,000.00 on vehicle registration QFO-065, giving a net tender price of \$95,700.00.

18 PLANT REPLACEMENT PROGRAM - BITUMEN PATCHING UNIT

Purpose:

To gain Council approval to purchase a Bitumen Patching Unit under the 2001/2002 Plant Replacement Program, as a replacement for the existing unit.

Description of Item:

Tenders were called closing 20 December, 2001 for the purchase of an air blower type bitumen patching unit. The results of the tenders received are as follows:-

Supplier	Address	Net Tender Price Payable			Net Tender Cost to Council		
		Option 1	Option 2	Option 3	Option 1	Option 2	Option 3
Paveline International Pty Ltd	Caringbah	\$88,000	\$94,650	\$100,150	\$80,000	\$86,500	\$91,500
Jetpatcher Roadtech Pty Ltd	Summer Park, Qld	\$95,590	\$113,795	\$122,925	\$86,900	\$103,405	\$111,750
Flocon Engineering	Brendale, Qld	\$79,750	n/a	n/a	\$72,500	n/a	n/a

Related Policy and / or Precedents:

Tendering procedures were carried out in accordance with Council policy.

Statutory Requirements:

The calling, receiving, opening and reviewing of tenders was carried out in accordance with the Local Government (Tendering) Regulations.

Issues:

The Tender Value Selection System was applied to all tenders. The tender of Paveline Pty Ltd for Option 1 has the highest weighted score.

Tenderers were asked to provide prices for three optional configurations of the spray patching unit. These options were:-

- Option 1 – Rear mounted boom.
- Option 2 – Front mounted boom.
- Option 3 – Front and rear mounted booms.

The reason for seeking these options is a move by some local government areas to front mounted patching booms which are operated from the cab of the truck. Whereas this type of operation can offer advantages in terms of productivity in a rural situation, their application in urban areas is not as effective as the rear mounted booms. Suppliers offered to price the options so that assessment could be made of whether or not alternative mountings would be financially viable.

cont'd

18 Plant Replacement Program - Bitumen Patching Unit (cont'd)

Whilst it would be desirable to combine the best of both front and rear mounted options (Option 3), this would involve an additional \$11,500 cost to Council which has not been budgeted and is not available within the Plant Fund.

There will be some additional costs common to all tenderers and options and these include \$3,300 for a special purpose tarpaulin to cover the aggregate bin on the patching unit and approximately \$1,000 for standing platforms at the rear of the truck.

Economic Implications:

On the basis that Council accepts the recommendation for the replacement truck, the actual change over price will be \$88,000. It should be noted that the net change over cost to Council accounting for GST input credits will be \$80,000. Funds are available within the Plant Fund to cover these costs.

Recommendation:

That Council accept the tender submitted by Paveline International Pty Ltd for a bitumen patching unit (Option 1 – rear mounted boom) for the purchase price of \$88,000.00 including GST.

L T Ford
Acting Director of Engineering

ECONOMIC & COMMUNITY ENTERPRISES DEPARTMENT REPORT

E9 TENDER - PARK BEACH CARAVAN PARK

Purpose:

To report on tenders for the construction of a new reception building and entry precinct to Park Beach Caravan Park.

Description of Item:

Tenders, closing on 15 February 2002 were called for works, including the construction of a new reception/retail/office building with porte cochere and visitor/staff car parking. Works also include the reconstruction of the closed portion of Ocean Parade between Fitzgerald Street and the existing entry to provide an appropriate entry to the Park.

The works accord with the masterplan previously adopted by Council

Tenders were received from:

1. Robert Shone Constructions
2. Yesor Pty Limited
3. P & A Ryan Pty Limited
4. K Wilson Constructions Pty Limited

Other Departments Comments:

All Departments have been consulted through the issue of Development Approval and Construction Certificate for the project.

Related Policy and / or Precedents:

Tender procedures were carried out in accordance with Council Policy. Council's Tender Value Selection System was applied during the tender process.

Statutory Requirements:

The calling, receiving, opening and reviewing of tenders was carried out in accordance with the Local Government (Tendering) Regulations.

Issues:

- The assessment of tenders is contained in the attached confidential supplement.

Economic Implications:

The current budget anticipated commencement of the project for both capital and loan repayments. A contingency sum of 10% has been included in the recommendation.

cont'd

E9 Tender - Park Beach Caravan Park (cont'd)

Implementation Date / Priority:

Barring unforeseen events, the duration of works is 26 weeks, with work to commence immediately when adjoining road works are completed.

Recommendation:

- 1. That Council accept the tender of Robert Shone Constructions Pty Limited, ACN 056 803 439 for the lump sum of \$649,766 (including GST) for Contract 01/02-80-TO on the basis that the tender is the most advantageous tender.**
- 2. That a budget of \$650,000 (excluding GST) be allocated, including a contingency allowance of 10%.**
- 3. That the documents be executed under the Common Seal of Council.**

P C Littler
Director of Economic & Community Enterprises