



COFFS HARBOUR CITY COUNCIL
ORDINARY MEETING
(CITY SERVICES COMMITTEE)
COUNCIL CHAMBER
COUNCIL ADMINISTRATION BUILDING
COFF AND CASTLE STREETS, COFFS HARBOUR
19 FEBRUARY 2004
Commencing at the conclusion of
Planning Environment & Development Committee

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CONFIDENTIAL ITEMS

The following items either in whole or in part may be considered in Closed Meeting for the reasons stated.

S12	TENDER PLANT REPLACEMENT PROGRAM SUPPLY OF ONE 4X4 (80KW) TRACTOR WITH A 6M FLAIL MOWER SYSTEM, CONTRACT 03/04-149-TO	53
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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.

S13	TENDERS: DESIGN & CONSTRUCTION - PINE BRUSH CREEK PEDESTRIAN SERVICE BRIDGE	56
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 - (i) prejudice the commercial position of the person who supplied it, or
 - (ii) confer a commercial advantage on a competitor of the council, or
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and in accordance with Section 10A (1) the meeting may be closed to the public.



COFFS HARBOUR CITY COUNCIL
ORDINARY MEETING
(CITY SERVICES COMMITTEE)
19 FEBRUARY 2004

Mayor and Councillors

CITY SERVICES DEPARTMENT REPORTS

S2 TRAFFIC COMMITTEE MEETING 1/2004

Purpose:

To confirm minutes from the Traffic Committee Meeting held on 5 February 2004.

Recommendation:

T.1 – Pedestrian Crossing Audit (1772 [703340])

That the review and upgrade of signposting and linemarking standards for existing pedestrian crossings in the Coffs Harbour Local Government Area be included for consideration in the 2004/05 Management Plan.

T.2 – Coronation Avenue, Sawtell - Revised signposting (R.501290; [792260])

That roundabout signposting be installed in Coronation Avenue, Sawtell, where 'Keep Left' signs are erected, as per Plan T.2.

T.3 – Marcia Street / Pacific Highway, Coffs Harbour - Road Safety (R.505190; R.511410)

That a traffic island be installed in Marcia Street, west of the traffic lights at the intersection with the Pacific Highway, Coffs Harbour, as per Plan T.3.

cont'd

S2 Traffic Committee Meeting 1/2004 (cont'd)

T.4 – Pacific Highway / North Bonville Road, Bonville - Lighting (R.500560; R.511420; [789001])

That -

- (a) The Roads & Traffic Authority be requested to report on the suitability of approach signs to North Bonville Road, Bonville.
- (b) Council extend centrelines and edge lines in North Bonville Road, Bonville, to the intersection with the Pacific Highway.

T.5 – 50 km/h Speed Restriction, Coffs Harbour (510850 / 504030)

That consideration of the implementation of 50km/h speed restrictions in Stadium Drive and Harbour Drive/Orlando Street, Coffs Harbour, be deferred until the review of the 50km/h speed limits by the Roads and Traffic Authority

T.6 – Hoys Road, Moonee - Parking of B-Double Trailer (506810 [778778])

That Council approve a trial period of three (3) months for a B-Double to use the section of Hoys Road from the Pacific Highway to No. 104 Hoys Road, Moonee, subject to the following times of usage being adhered to:

- arriving between 4.00pm-5.00pm on Friday and leaving between 4.30pm-5.30pm on Sunday afternoons.

as per Plan T.6.

T.7 – Pacific Highway, Woolgoolga - Noise Pollution (R.511410 [754115])

That the Roads & Traffic Authority be requested to install a median strip on the Pacific Highway, Woolgoolga, near the intersection with Pullen Street, together with signposting 'Buses Only'.

T.8 – High Street / Scarborough Street, Woolgoolga - 'No Right Turn' Signs (R.508610 [826716])

That :

- (a) no action be taken to install 'No Right Turn' signs in High Street, Woolgoolga, at the intersection with Scarborough Street.
- (b) The Coffs Harbour & Woolgoolga Police be requested to provide comment and statistics on the accident history at this intersection.

T.9 – Coachmans Close, Sapphire Beach - Road Safety (508020 [835165])

that 'No Through Road' signs be erected at the start of Coachmans Close, Sapphire, together with 'No Parking' signs at the end of Coachmans Close, as per Plan T.9.

cont'd

S2 Traffic Committee Meeting 1/2004 (cont'd)

T.10 – Ocean Parade, Coffs Harbour - Temporary Road Closure (505540 [808639])

That the temporary road closure of Ocean Parade, Coffs Harbour, from Orlando Street to the car park entry to the north of the rail bridge on 21-22 February 2004 between the hours of 6.00am and 6.00pm, to enable the Rail Infrastructure Corporation to replace timber transoms that exist across the rail bridge, be advertised and providing no substantive objections are received, the closure be approved, subject to:

- (a) a Traffic Control Plan being submitted for approval by Council.
- (b) the Rail Infrastructure Corporation be responsible for all costs associated with the temporary closure and clean up, including advertising.

T.11 – Pacific Highway, Sandy Beach - Road Safety (511410)

That the request to change the dual carriageway for north-bound vehicles to apply for south-bound vehicles on the Pacific Highway, Sandy Beach, be referred to the Roads and Traffic Authority.

T.12 – Pacific Highway, Mullaway- Overtaking lane (R.511410)

Recommended: that the proposal for a right-turn bay into Mullaway Service Station be referred to the Roads and Traffic Authority for investigation.

T.13 – Mackays Road, Coffs Harbour- 'No Parking' signs (R.502870 [822583])

That 'No Parking' signs be erected in Mackays Road, Coffs Harbour, at the intersection with Best Close, and such signs be incorporated with Traffic Instrument C/110/47 for centre linemarking in Mackays Road.

T.14 – Harbour Drive / Pacific Highway, Coffs Harbour- 'No Right Turn' (Harbour Drive)

Recommended: that :

1. The 'Right Turn' restriction at Harbour Drive be signposted permanently.
2. The Roads and Traffic Authority be requested to investigate the installation of a permanent red arrow at the intersection of Harbour Drive and Pacific Highway, Coffs Harbour, to highlight the 'No Right Turn' from Harbour Drive.

Attachments:

**COFFS HARBOUR CITY COUNCIL
TRAFFIC COMMITTEE MINUTES 1/2004
5 FEBRUARY 2004 - 10.30AM**

Present: Cr Bill Palmer, Coffs Harbour City Council
Acting Sgt Mark Carroll, Coffs Harbour Police
Graham Carthew, Roads and Traffic Authority
Peter West, Coffs Harbour Taxi Cab Network
Peter Kitching, Coffs Harbour City Council
Anne Shearer, Road Safety Officer

Minute Taker: Ann Graham

T.1 – Pedestrian Crossing Audit (1772 [703340])

Consideration to a review of all pedestrian crossings within the City to improve safety.

Recommended: that the review and upgrade of signposting and linemarking standards for existing pedestrian crossings in the Coffs Harbour Local Government Area be included for consideration in the 2004/05 Management Plan.

Reason: A review of all pedestrian crossings will require additional resources to implement new signposting standards and allow consideration of new pavement treatments such as coloured linemarking.

T.2 – Coronation Avenue, Sawtell - Revised signposting (R.501290; [792260])

Consideration to revised signposting at Coronation Avenue, Sawtell.

Recommended: that roundabout signposting be installed in Coronation Avenue, Sawtell, where 'Keep Left' signs are erected, as per Plan T.2.

Reason: Motorists are commonly contravening the 'Keep Left' signs.

T.3 – Marcia Street / Pacific Highway, Coffs Harbour - Road Safety (R.505190; R.511410)

Consideration to a design to prevent north-bound vehicles turning around western median strip at the intersection of Marcia Street and Pacific Highway, Coffs Harbour.

Recommended: that a traffic island be installed in Marcia Street, west of the traffic lights at the intersection with the Pacific Highway, Coffs Harbour, as per Plan T.3.

T.4 – Pacific Highway / North Bonville Road, Bonville - Lighting (R.500560; R.511420; [789001])

Further consideration to concerns expressed by Cr Bill Wood at the lack of overhead illumination at the road junction of North Bonville Road and Pacific Highway (entry to Bonville International Golf Course).

Recommended: that -

- (a) The Roads & Traffic Authority be requested to report on the suitability of approach signs to North Bonville Road, Bonville.**
- (b) Council extend centrelines and edge lines in North Bonville Road, Bonville, to the intersection with the Pacific Highway.**

T.5 – 50 km/h Speed Restriction, Coffs Harbour (510850 / 504030)

Consideration to the implementation of 50km/h speed zones at the following locations:

1. Stadium Drive, Coffs Harbour
2. Full length of Harbour Drive and Orlando Street, Coffs Harbour.

Recommended: that consideration of the implementation of 50km/h speed restrictions in Stadium Drive and Harbour Drive/Orlando Street, Coffs Harbour, be deferred until the review of the 50km/h speed limits by the Roads and Traffic Authority

Reason: The 50km/h speed zone review will provide guidance on appropriate speed zoning for arterial and collector roads in built-up areas.

T.6 – Hoys Road, Moonee - Parking of B-Double Trailer (506810 [778778])

Further consideration to a request for permission to drive a B-Double off the Pacific Highway onto Hoys Road, Moonee, to a lock up yard at 104 Hoys Road where they will park and wash the B-Double. The truck comes into Moonee heading in a northerly direction each Friday night and leaves again on Sunday evening.

Recommended: that Council approve a trial period of three (3) months for a B-Double to use the section of Hoys Road from the Pacific Highway to No. 104 Hoys Road, Moonee, subject to the following times of usage being adhered to:

- **arriving between 4.00pm-5.00pm on Friday and leaving between 4.30pm-5.30pm on Sunday afternoons.**

as per Plan T.6.

T.7 – Pacific Highway, Woolgoolga - Noise Pollution (R.511410 [754115])

Further consideration to a complaint of noise pollution caused by trucks parking at night on both sides of the Pacific Highway adjacent to Clarence Street, Woolgoolga.

Recommended: that the Roads & Traffic Authority be requested to install a median strip on the Pacific Highway, Woolgoolga, near the intersection with Pullen Street, together with signposting 'Buses Only'.

T.8 – High Street / Scarborough Street, Woolgoolga - 'No Right Turn' Signs (R.508610 [826716])

Consideration to a request for 'No Right Turn' signs to be erected in High Street, Woolgoolga, at the intersection with Scarborough Street.

Recommended: that :

- (a) **no action be taken to install 'No Right Turn' signs in High Street, Woolgoolga, at the intersection with Scarborough Street.**
 - (b) **The Coffs Harbour & Woolgoolga Police be requested to provide comment and statistics on the accident history at this intersection.**
-

T.9 – Coachmans Close, Sapphire Beach - Road Safety (508020 [835165])

Consideration to the dangerous situation which exists in Coachmans Close, Sapphire Beach.

Recommended: that 'No Through Road' signs be erected at the start of Coachmans Close, Sapphire, together with 'No Parking' signs at the end of Coachmans Close, as per Plan T.9.

T.10 – Ocean Parade, Coffs Harbour - Temporary Road Closure (505540 [808639])

Consideration to a request for the temporary road closure of Ocean Parade, Coffs Harbour, from Orlando Street to the car park entry to the north of the rail bridge on 21-22 February 2004 between the hours of 6.00am and 6.00pm to enable the Rail Infrastructure Corporation to replace timber transoms that exist across the rail bridge.

Recommended: that the temporary road closure of Ocean Parade, Coffs Harbour, from Orlando Street to the car park entry to the north of the rail bridge on 21-22 February 2004 between the hours of 6.00am and 6.00pm, to enable the Rail Infrastructure Corporation to replace timber transoms that exist across the rail bridge, be advertised and providing no substantive objections are received, the closure be approved, subject to:

- (a) a Traffic Control Plan being submitted for approval by Council.**
- (b) the Rail Infrastructure Corporation be responsible for all costs associated with the temporary closure and clean up, including advertising.**

T.11 – Pacific Highway, Sandy Beach - Road Safety (511410)

Consideration to a request to relocate the 80km/h speed restriction signs on the Pacific Highway adjacent Sandy Beach, and change the dual carriageway for north-bound vehicles to the south-bound vehicles.

Recommended: that the request to change the dual carriageway for north-bound vehicles to apply for south-bound vehicles on the Pacific Highway, Sandy Beach, be referred to the Roads and Traffic Authority.

T.12 – Pacific Highway, Mullaway- Overtaking lane (R.511410)

Consideration to a suggestion that the overtaking lane on the Pacific Highway, Mullaway, be reduced back to Mullaway Drive with the installation of a dedicated right turn.

Recommended: that the proposal for a right-turn bay into Mullaway Service Station be referred to the Roads and Traffic Authority for investigation.

T.13 – Mackays Road, Coffs Harbour- 'No Parking' signs (R.502870 [822583])

Consideration to the number of vehicles parking in Mackays Road, Coffs Harbour, and the safe exit of vehicles from Best Close into Mackays Road.

Recommended: that 'No Parking' signs be erected in Mackays Road, Coffs Harbour, at the intersection with Best Close, and such signs be incorporated with Traffic Instrument C/110/47 for centre linemarking in Mackays Road.

T.14 – Harbour Drive / Pacific Highway, Coffs Harbour- 'No Right Turn' (Harbour Drive)

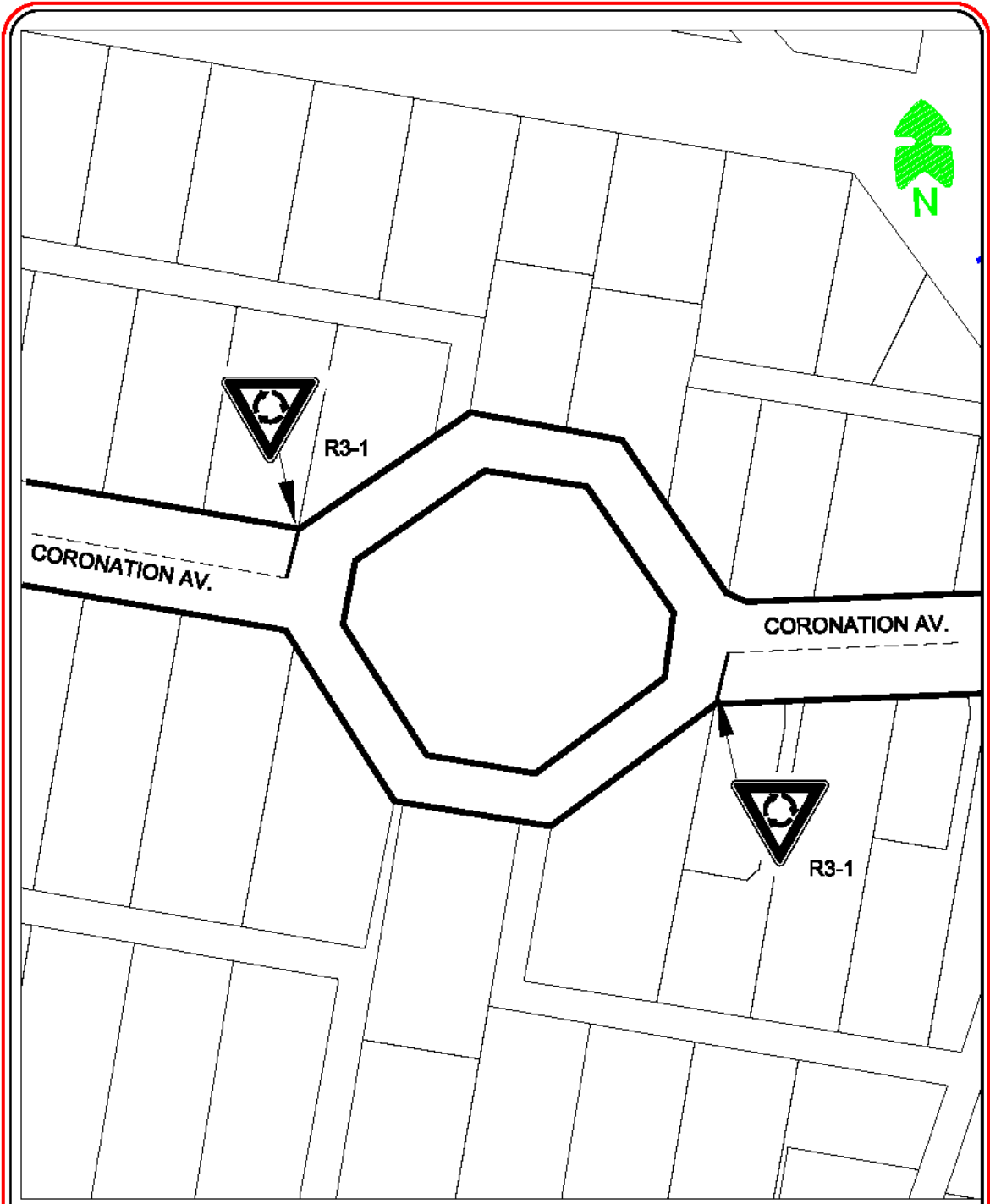
Consideration to the trial to restrict right-turns from Harbour Drive, Coffs Harbour, onto the Pacific Highway.

Recommended: that :

- 1. The 'Right Turn' restriction at Harbour Drive be signposted permanently.**
- 2. The Roads and Traffic Authority be requested to investigate the installation of a permanent red arrow at the intersection of Harbour Drive and Pacific Highway, Coffs Harbour, to highlight the 'No Right Turn' from Harbour Drive.**

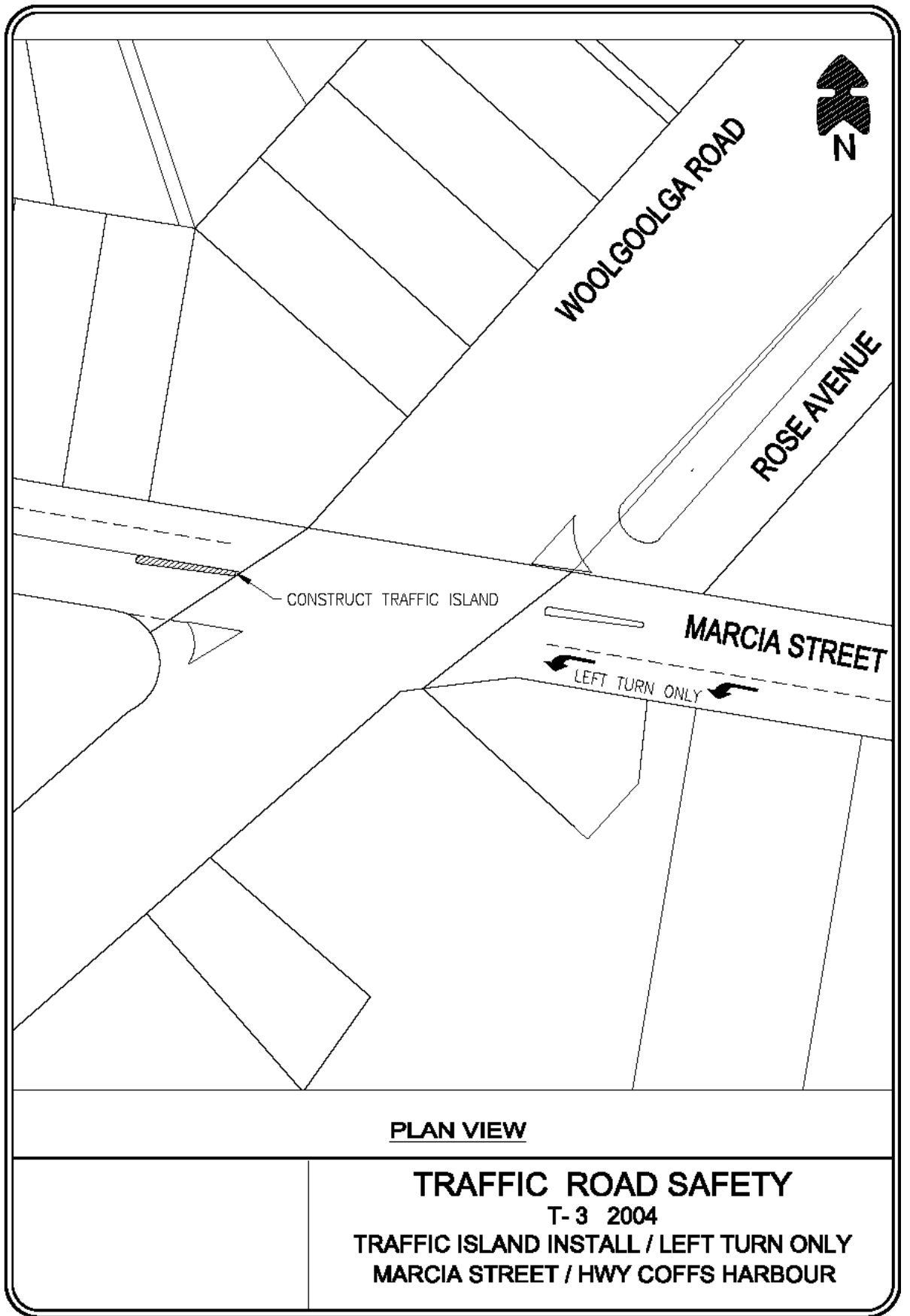
The meeting closed at 12.30pm.

The next meeting will be held on Thursday, 4 March 2004 at 10.30am.



PLAN VIEW

TRAFFIC - REVISED SIGNPOSTING
T-2 2004
GIVE WAY ROUNDABOUT SIGNS
CORONATION AVENUE - SAWTELL

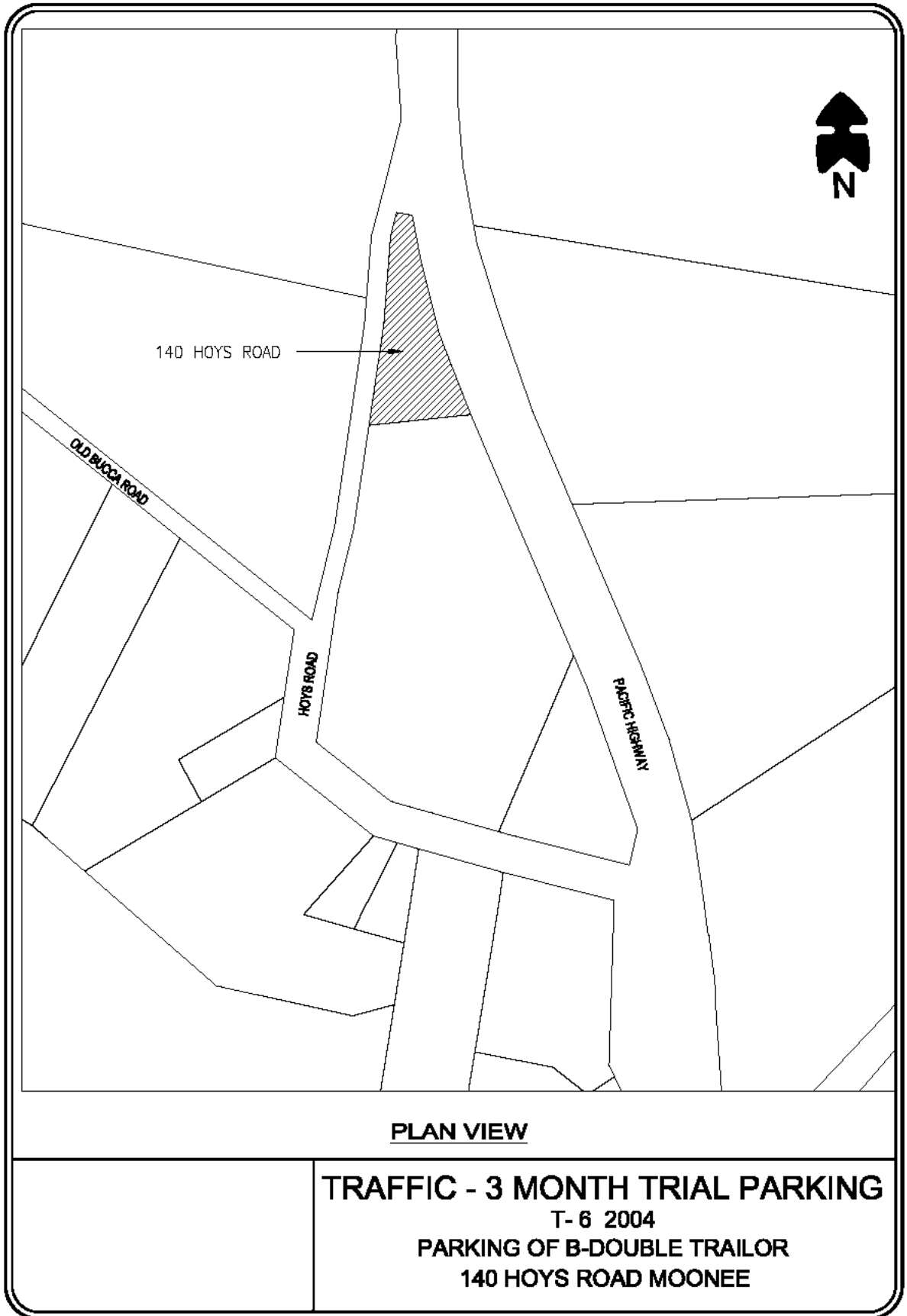


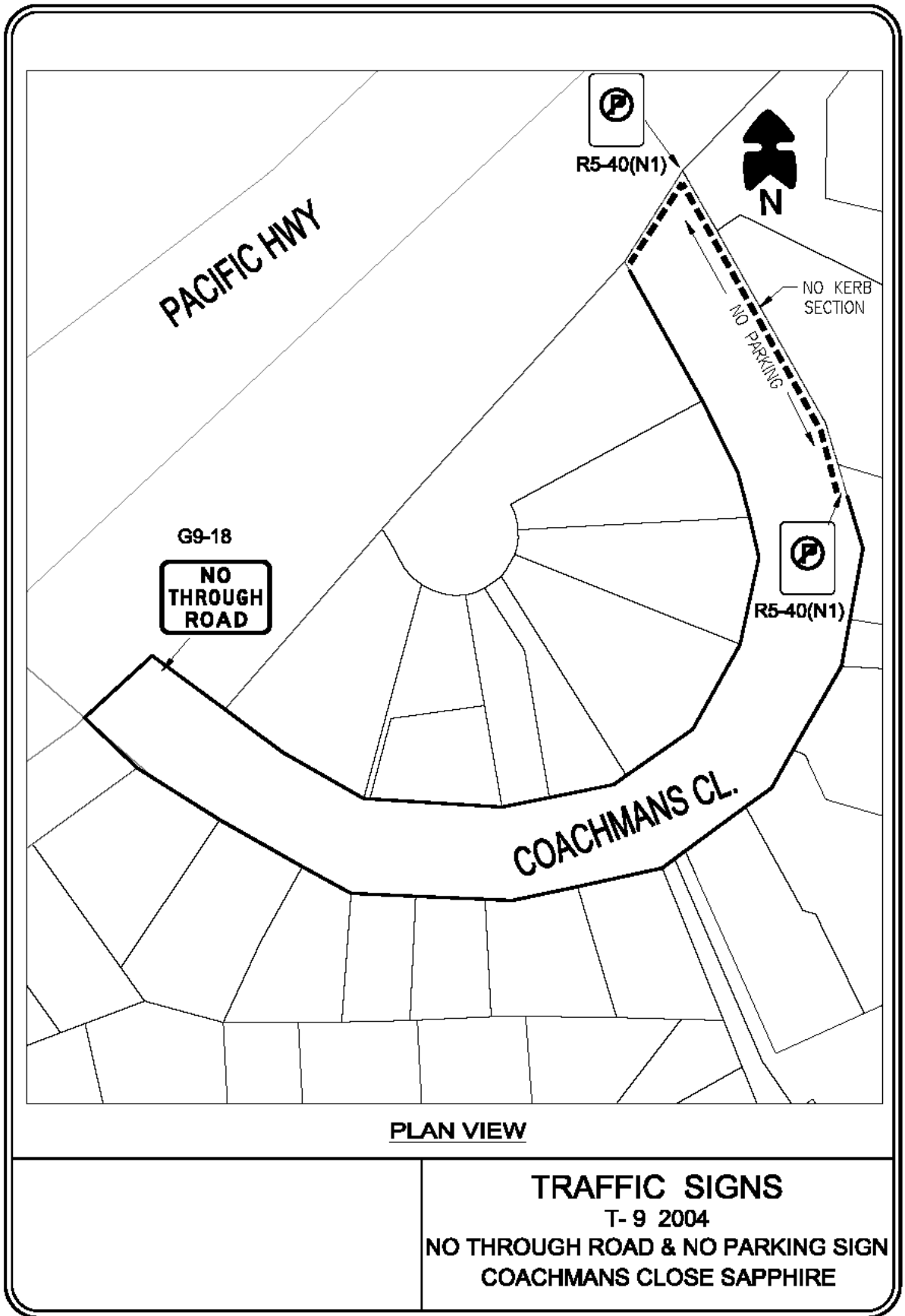
PLAN VIEW

TRAFFIC ROAD SAFETY

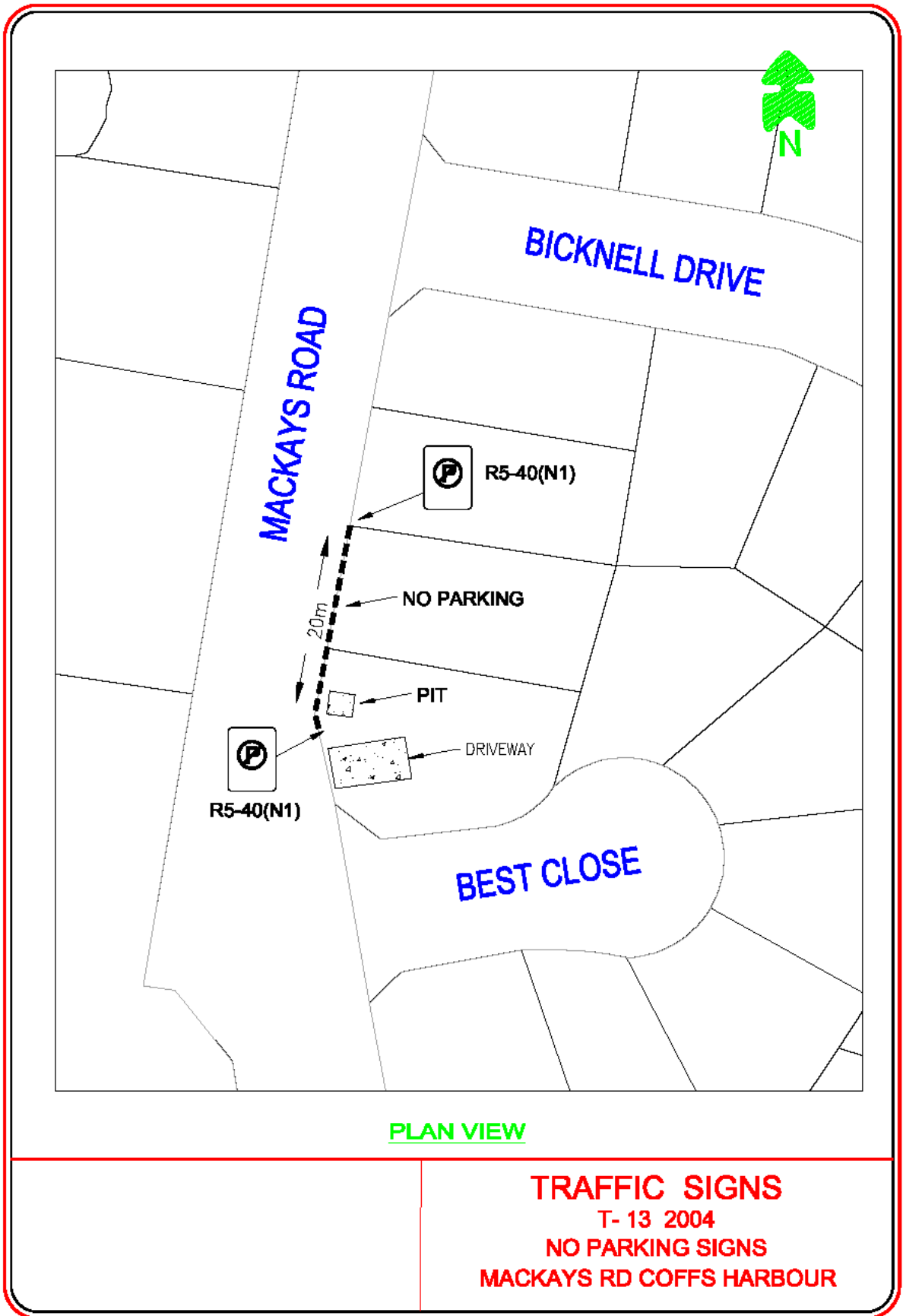
T-3 2004

**TRAFFIC ISLAND INSTALL / LEFT TURN ONLY
MARCIA STREET / HWY COFFS HARBOUR**





TRAFFIC SIGNS
 T- 9 2004
 NO THROUGH ROAD & NO PARKING SIGN
 COACHMANS CLOSE SAPPHIRE



S3 GRANT ACCEPTANCE - WATERWAYS ASSET DEVELOPMENT & MANAGEMENT PROGRAM (WADAMP) 2003/04: PROJECT - COFFS HARBOUR BOAT RAMP IMPROVEMENT WORKS

Purpose:

Council has been offered a WADAMP grant to undertake works at the Coffs Harbour boat ramp. The purpose of this report is to recommend acceptance of the grant.

Description of Item:

Earlier last year Council made application to NSW Waterways Authority for a WADAMP grant for the following works:

- (a) Narrowing the boat ramp basin entrance to reduce surging at the ramp.
- (b) Provision of a walkway to allow users to manoeuvre their boats from launching ramp to the boarding pontoon.
- (c) Provision of flood lighting at the ramp entrance.

Waterways recently advised that a grant of \$27,500 had been approved for items (a) and (c) above.

Sustainability Assessment:

- **Environment**

This report deals solely with the acceptance of a grant. The narrowing works have been completed. There are no environmental impacts flowing from acceptance of the grant.

- **Social**

There are no social implications arising from the acceptance of this grant.

- **Economic**

There are no economic implications arising from the acceptance of this grant.

Management Plan Implications

Council has set aside \$100,000 in the current Management Plan for works on the Coffs Harbour boat ramp. About \$47,000 of this has been spent on the narrowing works. The grant will offset this expenditure and leave more funds for other works at the boat ramp.

Consultation:

The WADAMP application was put together with input from the Harbour Working Group.

Recommendation:

That Council accept the WADAMP grant for works at the Coffs Harbour Boat Ramp.

S4 HARBOUR WORKING GROUP

Purpose:

To report the minutes of the 10 February 2004 meeting of the Group and to deal with the recommendations.

Description of Item:

The minutes of the meeting are attached. The following recommendation needs Council's attention.

HWG8 That Council be requested to proceed with the installation of the geotextile groyne to improve boat safety at the Boat Ramp.

This recommendation is the culmination of considerable work on the part of the Group.

Major problems at the boat ramp have been; surging of water up the ramp, waves breaking at the entrance and sand infilling in the entrance channel.

The surging problem has been addressed with the narrowing of the entrance late last year, the other problems are still of concern. There have been reports of a boat being tossed against rocks and over the Christmas/New Year period whilst north-east swells are causing rapid infilling of the entrance channel.

The draft Harbour Plan proposes a marina, slipway and new boat ramp on the southern side of the harbour. Major works to address the outstanding problems at this boat ramp cannot be justified because they could be made redundant in a short period of time.

An interim solution has been developed through the Harbour Working Group, this involves extending the existing groyne on the eastern side of the ramp basin by about 30m at mid tide level. The groyne extension would be constructed using geotextile tubes filled with sand. Building to mid tide level saves considerably on the cost of the groyne extension by way of rock armouring but it still is effective in providing protection from breaking waves and as a sand trap.

The estimated cost of the work is \$150,000. A report from the Water Research Laboratory of the University of NSW supports and confirms the effectiveness of this structure in preventing waves breaking at the entrance and as a sand trap.

Sustainability Assessment:

- **Environment**

There will be no adverse environmental impacts as a result of this work. the geofabric containers will most likely be placed by an ocean going dredge using sand pumped from the harbour. There are some environmental advantages in this method. there is no need to transport rock to the site and dump it in the harbour bed and the geofabric is an excellent medium for marine growth. The groyne can be readily removed by cutting the containers open and dredging out the sand.

cont'd

S4 Harbour Working Group (cont'd)

- **Social**

There are many users of the boat ramp who are concerned about their safety in using the ramp. These works will go some way towards addressing their concerns.

- **Economic**

Whilst the groyne extension will cost \$150,000 there will be a saving in maintenance dredging. So far this year this has cost around \$33,000 and last year about \$54,000.

The groyne extension by itself will not remove the need for maintenance dredging. What it will do is create a sand trap that can be dredged out in greater quantities at two or three yearly intervals in a planned way at relatively cheaper unit rates. In the existing setup the infill is often in slugs driven in by big swells that need to be dredged out immediately, using expensive plant floated in from out of town. This results in higher unit rates and high costs tendered as emergency works, generally not budgeted for. The sand trap can absorb these slugs.

There are opportunities for savings by co-ordinating this work with other works in the harbour. The costs outlined in this report are based on the geotubes being placed by ocean going dredge. A significant component of the cost is establishment. The Department of Lands are planning to dredge the entrance to the marina on the northern side of the harbour in April or May. It may be possible to use this dredge to place the geotubes and save the establishment charge.

This work will use geotextile formed containers filled with sand. The longevity of geofabric is untested and it can be damaged by vandal attack. Geofabric has been use in other marine applications for the last 10 to 15 years and has lasted. The work at the boat ramp is intended to be an interim measure and is highly likely to be removed within 10 years. Vandal damage can be readily repaired.

Management Plan Implications

Council allocated \$100,000 in its current Management Plan for upgrading of the boat ramp. Approximately \$47,000 has been spent on the narrowing of the ramp entrance. Further expenditure of around \$8,000 is required to provide lighting at the entrance to the ramp.

Council has obtained a Waterways Asset Development and Management Program grant of \$27,500 from NSW Waterways for the narrowing work and lighting.

This means there is around \$70,000 available for the groyne extension leaving \$80,000 to be funded from other sources.

Council has applied for Waterways Program funding for works at the boat ramp through the Department of Infrastructure and Natural Resources. This application is unlikely to succeed because of reports that the program has been wound up.

Funding through other sources could be pursued.

cont'd

S4 Harbour Working Group (cont'd)

Consultation:

There has been consultation within the Harbour Working Group. The Group includes the President of the Deep Sea Fishing Club, Waterways, Department of Infrastructure Planning and Natural Resources, Coffs Harbour Fishermens Co-op and community representatives.

Statutory Requirements:

The work does not need development consent. However a licence will be required from the Lands Department because the work will be on Crown Land. An environmental review will be required.

Issues:

- The wall will be at mid tide level and be covered by water half the time. It will need to be properly marked. Details can be worked out at the design stage.
- Approval from the Lands Department will be required. The current claim under the Aboriginal Land Rights Act over Lot 204, DP 739570 on which the groyne will be built could impede or delay obtaining this approval, it may require Ministerial approval.
- This work will use geotextile air containers filled with sand. The longevity of geofabric is unknown and it can be damaged by vandal attack. Geofabric has been use in other marine applications for the last 10 to 15 years and has lasted. The work at the boat ramp is intended to be an interim measure and is highly likely to be removed within 10 years. Vandal damage can be readily repaired.

Recommendation:

- 1. That Council seek approval from the Lands Department to install a 30m long sand filled geotextile tube structure up to mid tide level at the end of the existing groyne at the Coffs Harbour boat ramp as an interim measure to address boating safety.**
- 2. That funding through other sources be pursued.**
- 3. Subject to funds being available Council proceed with the associated works upon obtaining this approval.**

Attachments:

File: 2948

**COFFS HARBOUR CITY COUNCIL
HARBOUR WORKING GROUP
MINUTES - TUESDAY, 10 FEBRUARY 2004**

Attendees:

Cr Bill Wood	Chairperson, CHCC
Helmut Rangger	DIPNR
Charles Phipps	
Val Crawley	Coffs International Marina
Jim Green	Waterways Authority
Ian Finn	Coffs Harbour Deep Sea Fishing Club
Phillip Neuss	Coffs Harbour Fisherman's Co-op
Mohammed Hanif	DIPNR
John Rowe	CHCC
Ann Graham	CHCC

Apologies:

Rob Kasmarik	DIPNR
Stephen Sawtell	CHCC

The meeting commenced at 11:00am.

1. DEEP SEA RELEASE

Councillor Bill Wood welcomed Angela O'Brien and Geoff Newton to the meeting to give an update on the Deep Sea Release.

Angela O'Brien gave a presentation on the current activities of the Deep Sea Release project. This week the pipes were being floated in the harbour in readiness to tow them around to Boambee Beach for submerging into position. It is hoped that this would occur next week with favourable weather.

Geoff Newton answered queries in regard to some technical issues.

2. CONFIRMATION OF MINUTES

HWG 7 RECOMMENDED (Finn/Phipps) that the minutes from the Harbour Working Group Meeting of 17 December 2003 be confirmed as a true and correct record of that meeting.

3. DREDGING IN HARBOUR

Helmut Rangger gave an update on the dredging of the harbour as follows:

- Marine Parks Authority had requested a biological assessment on 3 different areas before dredging could take place.
- The cost of dredging has risen from \$4.50/m³ to around \$13.50/m³ recently.
- The total cost is estimated to be about \$450,000 (including biological assessment).
- The amount of sand to be dredged is 26,000m³.

There was a general discussion on dredging costs and options for nourishing Park Beach, particularly for the 2008 Australian Surf Titles if they are to be held on Park Beach.

Val Crawley queried when sand build-up in the Marina would be removed. Options for removing this were discussed.

4. SHOAL MANAGEMENT PLAN

Helmut Rangger advised that the final draft of the Shoal Management Plan will be presented to the next meeting.

5. BOAT RAMP

A design for groyne extension of about 30m at the Boat Ramp basin using geotextile bags was sent off to Soil Filters Australia for pricing and Water Research Laboratory (of the University of NSW) for technical review.

- Soil Filters recommended use of 5 x 20m and 4 x 10m long mega-sand containers plus about 30 5-tonne geotextile bags. The estimated cost was \$130,000 without allowance for contingencies. Allowing for contingencies and survey investigation and design, the estimated cost is \$150,000.
- Water Research Laboratory was asked to review the proposal in regard to its effectiveness of stopping waves breaking across the entrance to the Boat Ramp. The WRL advised that it would stop waves breaking at the entrance and would be effective as a sand trap.
- A WADAMP grant (Waterways) of \$27,500 has been obtained to fund infilling rock work (undertaken before Christmas) and lighting at the ramp entrance.
- With money already spent, there was approx \$70,000 left in the budget so further funds need to be found.
- Permission from Department of Lands needs to be obtained.
- Navigation marking needed to be investigated - Jim Green advised it would need to be charted and lighting installed at the end of the groyne, possibly with a buoy at the end of the wall, as well as a sign erected at the Boat Ramp.

- Consideration needs to be given to potential vandal damage to the groyne.
- Tenders may need to be called for the installation of the groyne.

HWG8 RECOMMENDED (Finn/Hanif) that Council be requested to proceed with the installation of the geotextile groyne to improve boat safety at the Boat Ramp.

Charles Phipps stated that he would prefer to use concrete blocks for the construction of the groyne as he is concerned that geotextile bags were only a temporary exercise and could not be re-used.

Jim Green made the following suggestions in regard to funding options:

- Funding options from State Departments needed to be a 50/50 grant.
- Funding from Waterways was not there at present but may be able to apply for a grant about June 2004.
- There may be an option to approach Department of Sport & Recreation.

Helmut Rangger enquired what costs were required to undertake the dredging campaign each year. John Rowe replied that costs vary but generally was about \$10-\$12,000 each operation and this occurred up to 4-5 times per year. Helmut stated that the savings in dredging for the first year would make up the shortfall in the cost of installation of the groyne.

6. HARBOUR PLAN

John Rowe advised that the exhibition period for the Harbour Plan had been extended to 29 February 2004. There had been over 400 submissions received to date.

7. GENERAL BUSINESS

Jim Green advised that the suggestion in the last Minutes that a submission be made to the Harbour Plan to include an unleaded bowser in the Plan was too long-term. He felt that there is an urgent need for this to be resolved now rather than in a submission to the Harbour Plan.

Helmut Rangger advised that there were options for a portable system to set up a bowser to pump fuel but that it was very expensive.

Val Crawley enquired whether Waterways would approve a barge with fuel on it to be moored in the Marina as is done in Sydney.

Jim Green advised that several other Departments, including DIPNR and Marine Parks Authority, would need to give approval before Waterways could consider it.

Councillor Bill Wood suggested that an approach be made to fuel distributors regarding the feasibility of installing a portable dispenser and whether it would be commercially viable.

Helmut Rangger replied that he would undertake these investigations.

8. NEXT MEETING

The date for the next meeting of the Harbour Working Group was set for Tuesday, 27 April 2004 at 11.00am.

The meeting closed at 1.05pm.

S5 BOAMBEE EAST COMMUNITY CENTRE - PROPOSED MANAGEMENT, FEES, CHARGES AND BUDGET

Purpose:

Seeking Council approval to lease the Boambee East Community Centre, upon completion, to The Neighbourhood House Inc and approve the proposed fees, charges and budget for the financial year end 2003/2004 and 2004/2005.

Description of Item:

The Boambee East Community Centre located on Bruce King Drive, Boambee East is proposed for completion by March 2004. Initially the steering committee intended the centre to be managed by a committee established by Council pursuant to Section 377 of the Local Government Act 1993.

However, Council is in receipt of a request for premises from The Neighbourhood House Inc, currently located in the Professional Rooms at Toormina Gardens. The Neighbourhood House community service has been advised that they need to vacate their existing premises due to future development of the shopping centre site. The Neighbourhood House provides a wide range of local services including advocacy, counselling, tax help, Home Start program, legal roster and financial counselling.

The Neighbourhood House Inc comprises a management committee made up of representatives including service providers, local residents and an employed coordinator. The Neighbourhood House has expressed an interest in the management of the centre and has agreed to enter into a lease agreement with Council for the operation of the community centre.

Following negotiation with The Neighbourhood House the proposed terms and conditions would be agreeable (subject to Council approval). The salient points are:

- (a) Term 2 years
- (b) Option 2 years
- (c) Rental \$1 per annum (if demanded)
- (d) The Lessee is to use the Centre for its designed and intended purpose as a community neighbourhood facility.
- (e) The Lessee is to apply any surplus of any revenue after payment of outgoings for the provision of community neighbourhood facilities.
- (f) The Lessee is to maintain the Centre in good and substantial condition.
- (g) The Lessee to accept the Centre in the state and condition existing at the date of occupation and keep indemnified the Council from and against all actions, suits, claims, demands, proceedings, losses, damages, compensation, sums of money, costs (including Solicitor and Client costs), charges and expenses.
- (h) The Lessee is not to carry out any major alterations to the Centre without first obtaining Council written consent - such consent not to be unreasonably withheld.

cont'd

S5 Boambee East Community Centre - Proposed Management, Fees, Charges And Budget (cont'd)

- (i) Accounts of income and expenditure are to be submitted to Council each year. Council to carry out audit if required.
- (j) On assessment of the income/expenditure balance Council reserves the right to review the lease rental by negotiation with the Lessee.
- (k) Lessee to be responsible for water, sewer and garbage charges in respect of the lease area.
- (l) Lessor to be responsible for the payment of general land rates.
- (m) Lessee to take out, and keep current during the term of the lease, a Public Liability Insurance policy in the name of the Lessee in a minimum amount of ten million dollars (\$10,000,000) or such other amount as may be advised by Council from time to time, with such policy noting Council as an interested party. Council to only refund the increase in the premium associated with the increased premises.
- (n) Lessee to be responsible for all operating expenses (e.g., electricity, gas, telephone) associated with its occupation and use of the premises.
- (o) Lessee to keep the premises clean and tidy and to regularly remove all rubbish, refuse etc.
- (p) Lessee to be responsible for mowing the lease area on a regular basis and to keep the lease area free of all noxious or destructive weeds during the term of the lease.
- (q) Lessee is to maintain and repair all buildings, structures and ground improvements and to keep them in good condition throughout the term of the lease. Council to fund major maintenance items when funds are available.
- (r) No sub-letting or assignment of the lease without the prior written approval of Council.
- (s) Lessee is not to cause or permit conduct which is a nuisance or annoyance to adjoining or neighbouring properties. Noise emanating from the premises should not exceed 5dB(A) above background level up until 10.00 pm, and shall not exceed background level after 10.00 pm and before 8.00 am. No operation of machinery after 10.00 pm and before 8.00 am.
- (t) A copy of the fees and charges set by the Lessee to be forwarded to Council each year. In the event that any dispute arises regarding whether any fees or conditions determined by the Lessee are unreasonable or not, then Council shall have the right to make a final and binding determination in the matter.
- (u) Lessor to hold building and contents insurance cover. The Lessee to provide an updated schedule of contents on an annual basis.
- (v) Lessee to hold workers compensation insurance cover for any employee, as well as personal accident cover for any volunteers engaged in the organisation's activities upon the leased area.
- (w) Lessee to ensure that the regular users of the facility hold necessary insurances as determined and required by their governing bodies, as well as also holding appropriate public liability insurance cover.

cont'd

S5 Boambee East Community Centre - Proposed Management, Fees, Charges And Budget (cont'd)

- (x) Lessee to comply with the requirements of the Occupational Health and Safety Act 1983.
- (y) At termination or expiration of the lease all improvements made to the premises by the Lessee shall become the property of the Lessor without payment of compensation.
- (z) All other costs associated with the lease proposal (including those of Council's solicitors) are to be the responsibility of the Lessor.
- (aa) Any additional terms and conditions as may be advised or required by Council's solicitors.

The lease shall be implemented upon completion of the building, anticipated by March 2004.

Sustainability Assessment:

- **Environment**

There are no environmental issues.

- **Social**

There are many benefits to the local community of having an established community organisation operate the centre for its designed and intended purpose as a community neighbourhood facility. The main benefit is that The Neighbourhood House is funded by State Government and has a paid coordinator who will ensure that the centre will be open from Monday to Thursday with access available at other times by prior agreement. In addition The Neighbourhood House offers many additional services. The primary role of The Neighbourhood House is to provide an information and referral service to the community. In addition services such as client advocacy, counselling, tax help, legal services, financial counselling are also provided. But most importantly it is a community organisation primarily focused on assisting the local community.

- **Economic**

Broader Economic Implications

Entering into a lease agreement with this locally based community group not only maximizes Council's capital investment into social development it also assures the continuation of this much needed local group.

City Treasurer's Comment

The proposed management arrangements, budget and fees and charges are satisfactory. The Centre should operate at a relatively small cost to Council.

cont'd

S5 Boambee East Community Centre - Proposed Management, Fees, Charges And Budget (cont'd)

Management Plan Implications

This will be the first year of trading and accordingly financial projections have been estimated based upon historical trading figures of other community centres, primarily Bayldon Community Centre which is in the near vicinity. The proposed fees and charges for 2003/2004 are attached, these are not dissimilar to Bayldon Community Centre. It is proposed to keep these fees the same for the following year 2004/2005. In addition a three year budget from 2004/2005 to 2006/2007 has been projected which takes into account a three year timeframe to get the centre operating at a near breakeven position. These projections result in an operating loss in the vicinity of \$5,000 in the first year of operation reducing to \$3,000 in the second year, and aiming at a near breakeven position of less than \$1,000 by the third year. The three year projected budget is attached.

Council's future management plan budgets will need to allow for these potential operating loss amounts. There are adequate funds in the current budget to cover the operating loss for the period between March 2004 to 30 June 2004.

The lease set up costs of approximately \$1,000 are to be funded by the Council. Council's future management plan budgets may need to allow for increases in public liability insurance, Council land rates (currently non ratable) and major maintenance items.

The implications for Council's program budgets are as follows:

2003/2004	3 months	\$3,000 + GST
2004/2005	12 months	\$5,000 + GST
2005/2006	12 months	\$3,000 + GST
2006/2007	12 months	\$1,000 + GST

Issues:

There are no adverse issues. The original Boambee East Community Centre Steering Committee established to guide the development and design phase of the community facility is in support of this proposed lease agreement.

Recommendation:

- 1. That Council enter into a lease agreement with The Neighbourhood House Incorporated, for the Boambee East Community Centre, in line with the general terms and conditions as outlined in the body of the report.**
- 2. That the attached fees and charges for 2003/2004 to remain the same for 2004/2005 be approved.**
- 3. That the attached budgets for 2003/2004 and 2004/2005 be approved.**
- 4. That Council, in the preparation of its overall building and maintenance program, continue to make allowance for major maintenance and repair requirements of the facility.**
- 5. That any necessary documents relevant to the lease of the Boambee East Community Centre be executed under the Common Seal of Council.**

S6 COFFS HARBOUR WATER : MAINTENANCE REPORT FOR OCTOBER, NOVEMBER AND DECEMBER 2003

Purpose:

Information on maintenance and operation activities for October, November and December 2003 for Coffs Harbour Water.

Description of Item:

1. Water

In addition to the routine maintenance and operation activities, the following works and activities were carried out:-

1. Assisted Construction gang with cut-ins on Coramba Bridge pipeline relocations..
2. Assisted Construction with cut-ins, Dorrigo Street Coramba, 21st Avenue Sawtell, Sawtell Road Boambee East.
3. Assisted Fire Brigade with fire control Boambee Headland, Sawtell.
4. Flushing carried out in all areas connected to the town supplies between 25 November and 12 December 2003.
5. One staff member attended Dangerous Goods Handling training.
6. All staff attended locator training and calculator training.
7. Meeting held with Department of Health on Incident Reporting.
8. Discussions held with Pristine Waters with a view to Coffs Harbour Water operating the water supply and sewerage system at Corindi.

Regional Water Supply Update

- Construction of 1km of 900mm diameter pipeline from the crossover near Coutts Crossing towards Nymboida Weir and 5km of 750mm and 600mm diameter pipeline from the crossover towards Rushforth Road reservoir is completed and connected into the system.
- Remainder of the 25kms of Stage 1B pipelines is expected to be completed in August this year.
- A revised access road route to Shannon Creek Dam site has been determined by North Coast Water and the revised DA will be submitted to Pristine Waters by the end of March 2004. It is expected that approval will be obtained by the end of July 2004.
- The dam is due to be completed in December 2006 and handed over in January 2007.

Water Restrictions

At present Council is on level 3 restrictions with a target of 17.1 ML/d. This level of restriction was imposed on 22 November 2003. The present consumption for the past seven days has been 16.4 ML/d (12/02/04). This will increase, even on level 3 restrictions, if no further rainfall occurs. Level 2 restrictions are considered at 85% capacity and level 3 at 80% capacity. Generally restrictions would be eased from level 3 to level 2 at 85% taking into account the conditions at the time.

S6 Coffs Harbour Water : Maintenance Report for October, November and December 2003 (cont'd)

At present the capacity is fairly steady at around 85%.

This is due to the fact that the trigger on changes in licensed environmental flows for the Orara River abstraction is at 85%. Below 85% Council only has to maintain a flow of 15 ML/d below its pump station, above 85% we have to maintain a flow of 25 ML/d.

Due to the construction work still progressing on the Nymboida to Rushforth Road (Grafton) pipeline, North Coast Water is only able to obtain a maximum of 27 ML/d. This limits the amount of water Coffs Harbour can obtain from the Regional Water Supply pipeline, which is averaging about 4.5 ML/d at present.

The Orara River flow is declining rapidly and Council will soon be unable to pump unless substantial rainfall occurs. This will result in the storage falling below the 85% capacity.

Council resolved as part of Council's restriction policy as follows:

"The restriction level option imposed may be altered at the discretion of the General Manager, after consultation with Council, dependent on dam capacity consumption rates, Orara and Nymboida River flows, weather conditions, long range forecast and the season."

It was decided that considering the current situation, Level 3 restrictions should be maintained until it is obvious that the dam will be able to be filled taking into consideration the conditions. The situation will be monitored daily.

Water Supply

		October	November	December
1.	Total Consumption – Karangi Dam Supply (ML)	472.8	520.4	539.8
2.	Average Daily Consumption (ML/d)	15.3	17.3	17.4
3.	Rainfall at Karangi Dam (mm)	78.8	84.1	107.2
4.	Karangi Dam (%) (end of month)	81.0	74.1	70.7
5.	Inflow from new Regional Water Supply pipeline	166.1	152.6	265.6
6.	Orara River flow d/stream of P/S (ML/d) (end of month)	7.4	5.9	8.4
7.	Nymboida River flow (ML/d) (end of month)	213	211	346
8.	Total Abstraction Cochranes Pool (ML)	0.0	0.0	56.4
9.	Total Karangi Dam Seepage (ML)	13.0	11.5	11.6
10.	Total Evaporation (ML) (average for month)	45.0	45.0	33.0
11.	Total Consumption Coramba (ML)	2.4	2.8	2.0
12.	Total Consumption Nana Glen (ML)	1.0	1.9	1.0

cont'd

S6 Coffs Harbour Water : Maintenance Report for October, November and December 2003 (cont'd)

2. Sewerage

Below is a breakdown of the effluent reuse meters read throughout the City. Volumes shown are in kilolitres.

EFFLUENT VOLUMES (kL) - October to December 2003

		Total Effluent	Effluent Reused	Effluent Disposed	Rainfall
October	Coffs Harbour	286727	16681	270046	57.5
	Sawtell	93302	5656	87646	80.5
	Woolgoolga Moonee	50526	23202.2	27323.8	70
November	Coffs Harbour	267965	34531	233434	75
	Sawtell	96315	4083	92232	119
	Woolgoolga Moonee	45416	17588.8	27827.2	63
December	Coffs Harbour	295432	14135	281297	64
	Sawtell	90461	3168	87293	69
	Woolgoolga Moonee	46041	21842	24199.1	45

REUSE BREAKDOWN (kL) - October to December 2003

	October	November	December	Total
COFFS HARBOUR TW	3488	7090	2512	13090
OVERHEAD FILL POINT	3	76	28	107
UNMETERED TRUCK FILL POINT	160	2720	30	2910
PS 47 OVERHEAD FILL POINT	0	0	69	69
PS 47	549	189	1043	1781
RSPCA	1151	1350	111	2612
AIRPORT	478	339	693	1510
RACE CLUB	2322	4967	743	8032
UNIVERSITY	0	0	0	0
ADVOCATE PARK	1886	2592	893	5371
HOCKEY FIELDS	0	0	0	0
MOTO X	129	860	0	989
STADIUM	1504	2467	2297	6268
FLUSHING POINT (STADIUM)	0	0	734	734
GOLF CLUB	3268	7794	4977	16039
CITY HILL	0	422	5	427
REX HARD. OVAL	93	959	0	1052
SAWTELL RUGBY UNION	1453	1955	0	3408
SAWTELL NURSERY	197	575	0	772
SAWTELL ROUNDABOUT (BARCOO)	0	176	0	176
SUB TOTAL	16681	34531	14135	65347
SAWTELL TW	393	51	104	548
SAWTELL BOWLING CLUB	387	56	218	661
CHINAMANS CK P/S	230	653	112	995
SAWTELL GOLF CLUB	4646	3323	2734	10703
SUB TOTAL	5656	4083	3168	12907

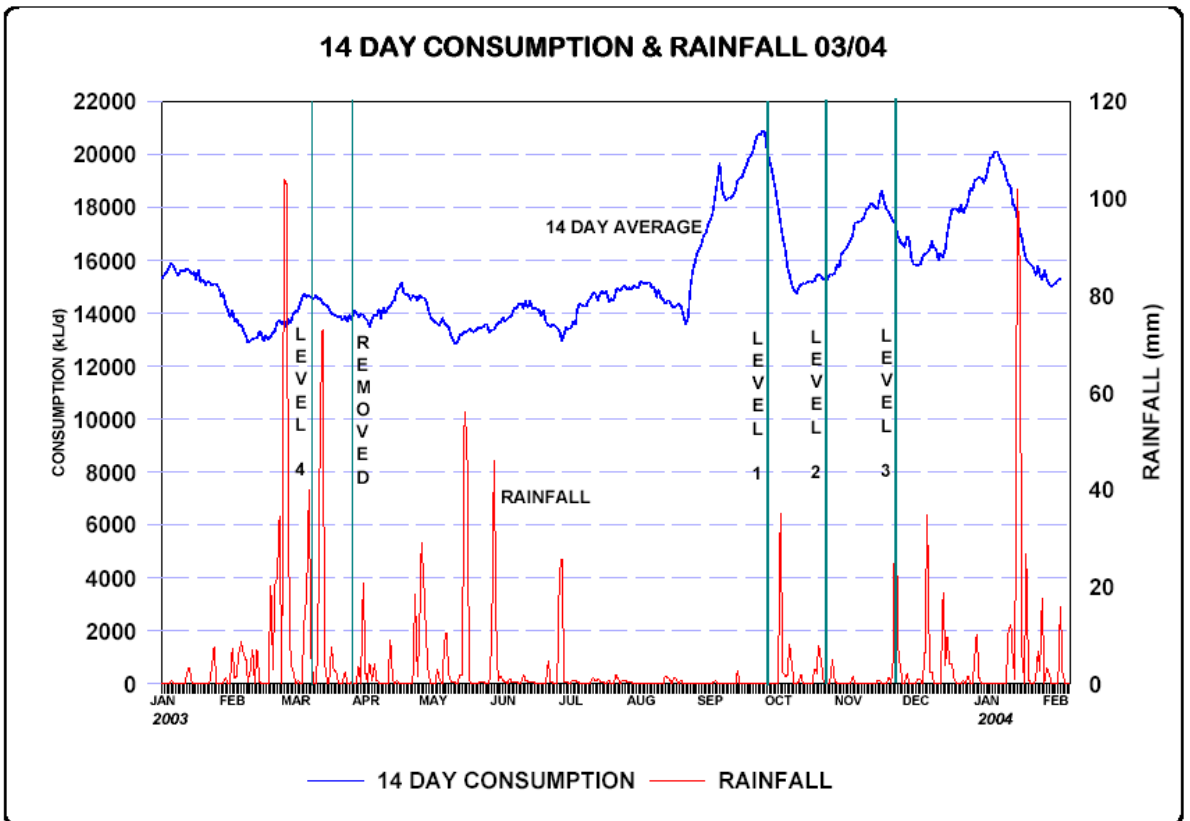
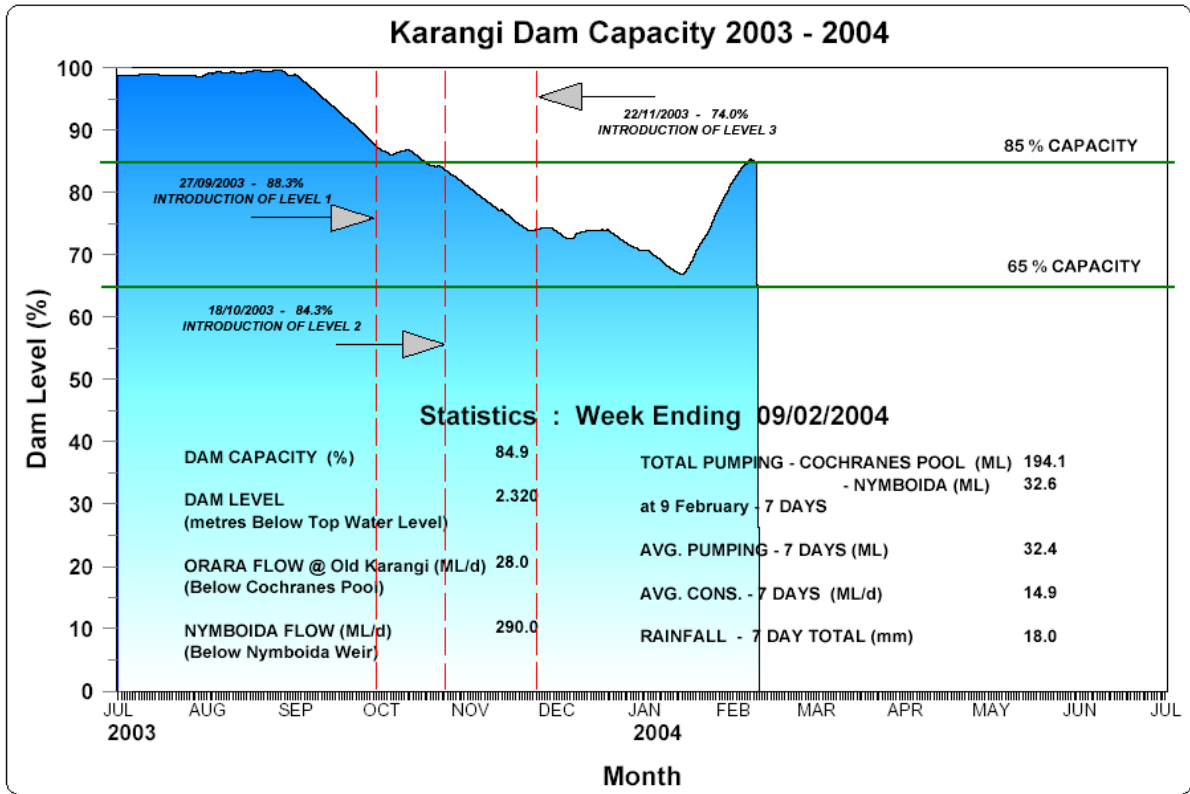
S6 Coffs Harbour Water : Maintenance Report for October, November and December 2003 (cont'd)

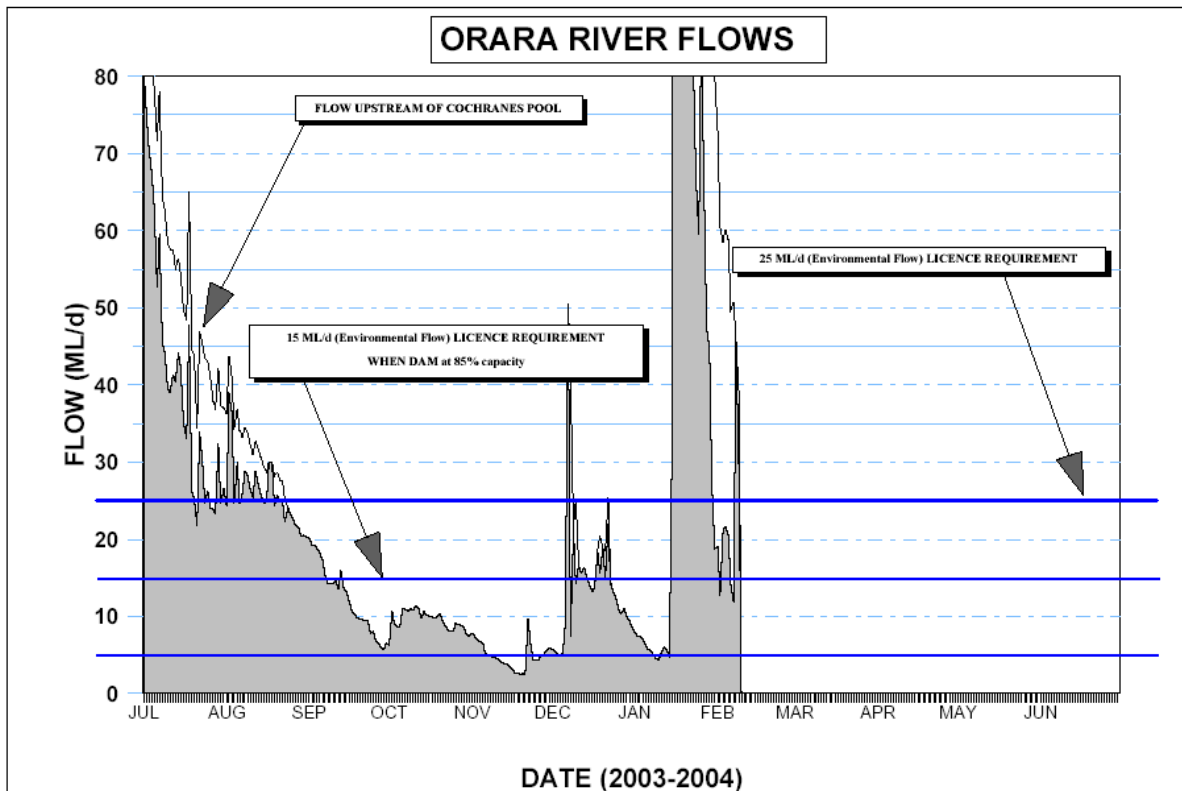
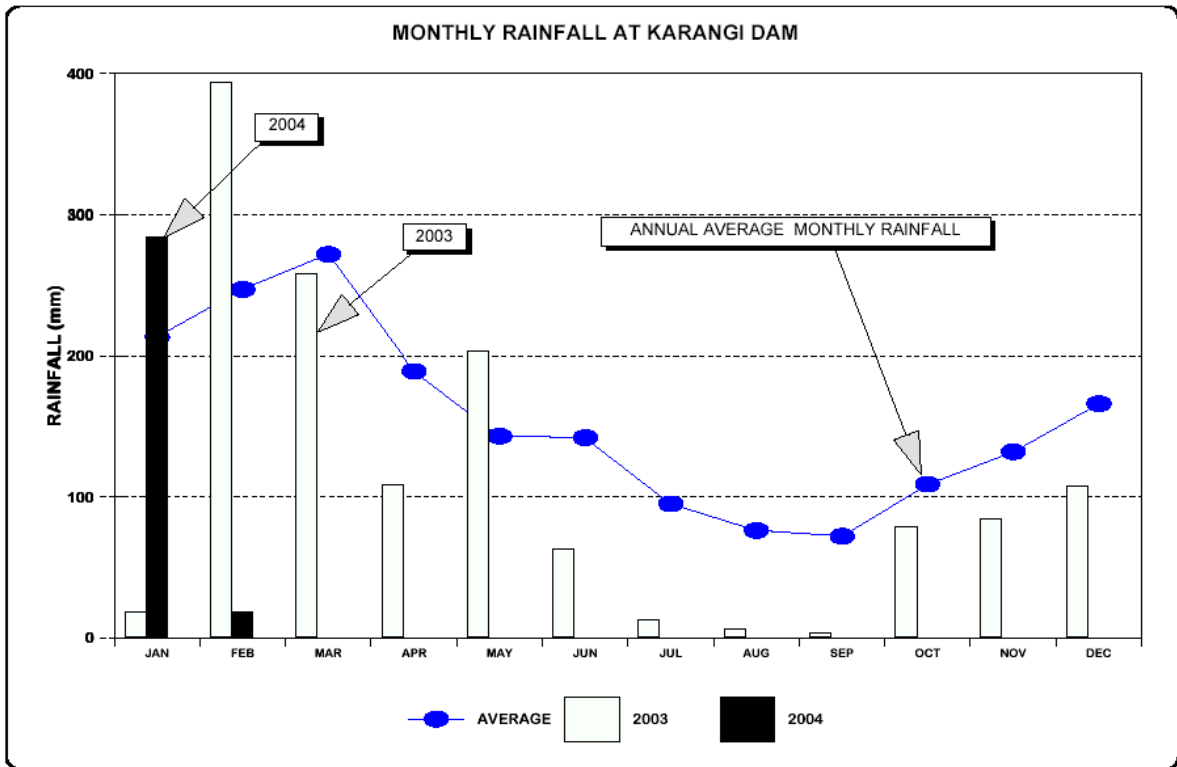
WOOLGOOLA TW	8620	5344	6672	20636
WOOLGOOLGA PLAYING FIELDS (HIGH ST)	664	338	939	1941
MCCANNS	12	58	311	381
LOADERS	10.7	86.5	47	144.2
UNWINS RD (TOP)	1042	750	1247	3039
UNWINS RD (BOTTOM)	1083	1369	491.8	2943.8
KILPAL (CONDONS RD)	1979	2364	1520	5863
P.SINGH (CONDONS RD)	2650	1005	1750	5405
AVO'S (CONDONS RD)	253	146.7	311.3	711
BENNINGS (HOLLOWAYS RD)	2156	0	2532	4688
MCCANS FARM1	845	829	1244	2918
MCCANS FARM2	0	0.7	0	0.7
TANKER FARM1	0	15.9	16.9	32.8
G. SMITH (SERVO)	43.3	182	68.3	293.6
KB SINGH (CONDONS)	628.2	1281	1736	3645.2
DREEVENS	629	483	509	1621
MORGANS FARM 1	0	60	49.5	109.5
MORGANS FARM 2	2205	2892	2099	7196
SIDHU (WEST FARM)	0	0	73.5	73.5
NEW (MORGANS)	0	0	0	0
D.PYKE	382	384	224.6	990.6
SUB TOTAL	23202.2	17588.8	21841.9	62633

Recommendation:

1. That the report on Coffs Harbour Water maintenance and operation activities for October, November and December 2003, be noted.
2. That the average daily consumption for the quarter of 16.7 ML/day, total abstraction for the quarter from Cochranes Pool of 56.4 ML, total inflow to Karangi Dam from Regional Water Supply P/L of 584.3ML, total consumption for the quarter of 1333 ML and Karangi Dam storage level of 84.9% on 10 February 2004, be noted.

Attachments:

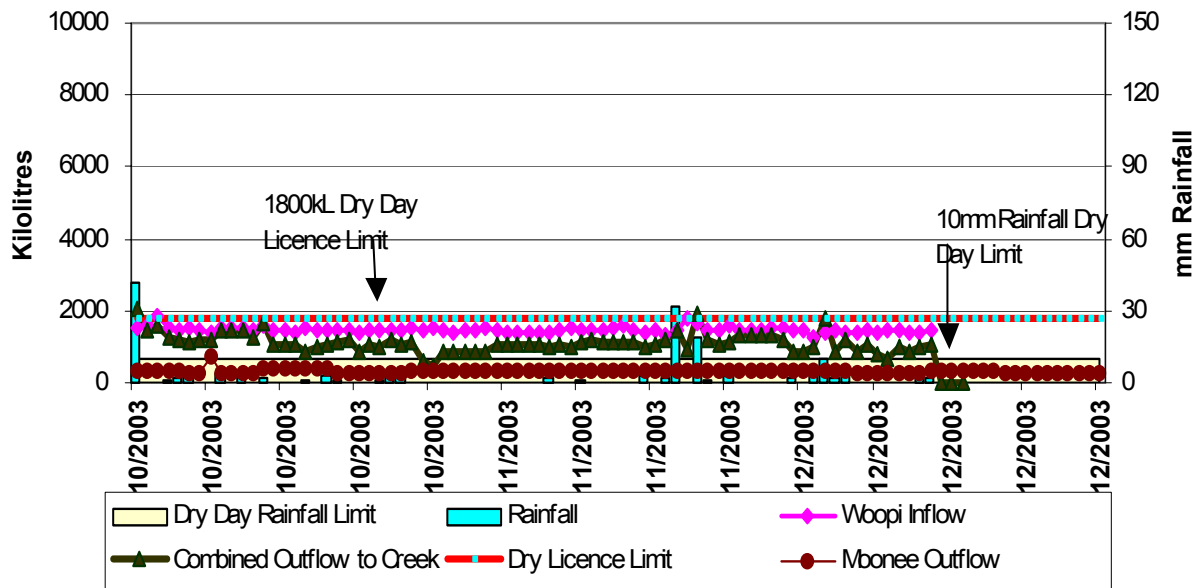




RAINFALL AT KARANGI DAM												
MONTH	AVG	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
JANUARY	213	24	161	385	164	62	237	174	147	57	18	284
FEBRUARY	247	148	413	157	206	160	255	78	413	266	394	18
MARCH	272	350	381	221	138	107	219	152	755	297	258	
APRIL	189	22	64	102	25	166	319	145	155	71	108	
MAY	143	106	183	786	154	28	161	136	103	39	203	
JUNE	142	19	42	75	38	30	269	43	8	47	63	
JULY	95	57	8	76	32	60	364	11	73	4	13	
AUGUST	76	54	12	60	8	209	102	56	21	137	6	
SEPTEMBER	72	15	34	30	52	131	89	13	32	6	3	
OCTOBER	109	18	73	38	93	34	65	100	26	31	79	
NOVEMBER	132	75	263	339	190	240	108	323	129	41	84	
DECEMBER	166	165	128	101	60	101	123	131	28	68	107	
TOTAL YEAR	1856	1054	1760	2370	1159	1329	2312	1363	1849	1064	1337	303

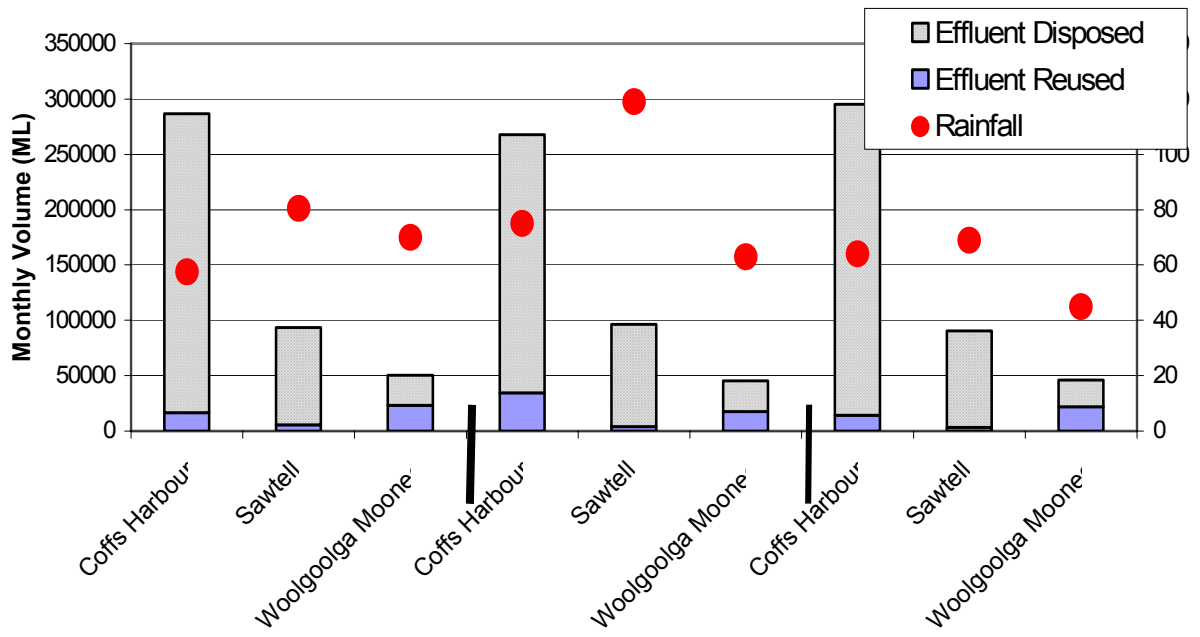
Woolgoolga/Moonee WRP Flows
Fourth Quarter 2003

Figure 1



This Graph indicates those days when, due to high rainfall, the discharge into Willis Creek exceeds the 18 Licence Limit

Total Monthly Effluent Volumes October to December 2003



S7 WORKS BRANCH REPORT

Purpose:

To advise Council of the progress of construction and maintenance programs undertaken by Works Branch up to 6th January 2004.

Description of Item:

1. Completed Works

- Cycleway Construction: Hogbin Dr from Albany St to Victoria St.
- Water main renewal: Sawtell Rd across the North Coast Railway Bridge
Edgar St from Collingwood to Mildura St.
- Dust Seals: Cradle Ck Rd 600m from Molten Ck Rd
Upper Bobo Rd, various lengths
- Drainage of table drain adjacent to Ulong School
- Finlays Bridge (Finlays Road, Korora) has had a heavy vehicle detour constructed in the form of a temporary timber bridge erected adjacent to the existing structure (the existing structure has had a load limit installed after recent testing) The original bridge structure is programmed for replacement in the next two years.
- Footpath construction : 11th Avenue footpath (south side) between May and Elizabeth Streets.

2. Works in Progress and Commencing in January 2004

- Woolgoolga Town Centre Improvement, Wharf St.
- Footpath Construction Cavanbah Road, Belbowrie Road to Jane Circuit
Combine Street, Azalea Avenue to Dyer Road
Sawtell Road between Corrigan and Armstrong
- Water main renewal, Harbour Drive, Boambee Street to Hogbin Drive.

A financial attachment detailing capital expenditure versus budget for the 2003/2004 financial year Works Branch programs is included for Councils information.

cont'd

S7 Works Branch Report (cont'd)

3. Operations and Maintenance

Generally expenditure is within the allocated budgets, and will continue to be monitored. Exceptions to this are :-

- The narrowing of the boat ramp entrance at the Harbour has been completed to mitigate the surge at the ramp and pontoon. However, unfavourable weather conditions and the general movement of sand within the Harbour has resulted in sand build-up in the boat ramp area on a number of occasions. Removal of the sand from the boat ramp area has proved a costly operation and work is ongoing to establish more efficient methods of dealing with the build up of material. It is anticipated that the full year's expenditure for dredging work will be at a similar level to last year.
- Following the results of the previous timber bridge testing program (reported to Council on 20 November, 2003) a further eight bridges have been identified for load-testing, because of visually poor condition and/or significant deflections under load. A consulting firm has been engaged to carry out this work at an all-up cost of \$25,000, which is proposed to be funded from the allocation made for Hartleys Road Bridge repairs this year. The balance of the allocation (\$28,000) will be put towards priority structural repairs to the tested bridges identified by the testing, and repairs to Hartleys Road Bridge will be scheduled for the 2004/05 Management Plan.

Recommendation:

That:

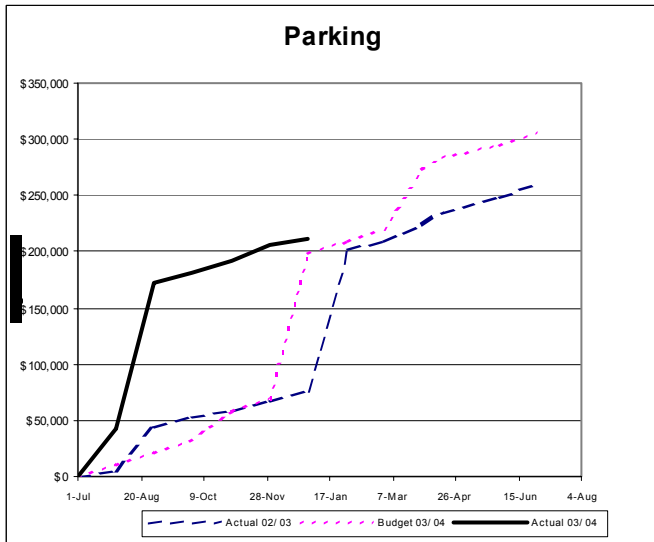
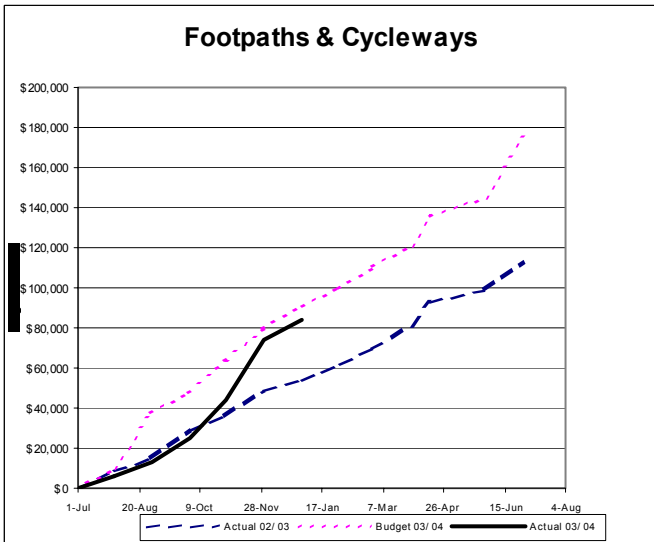
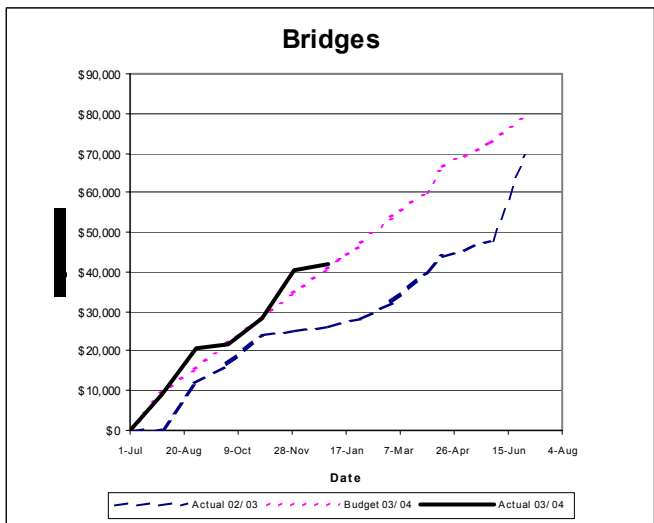
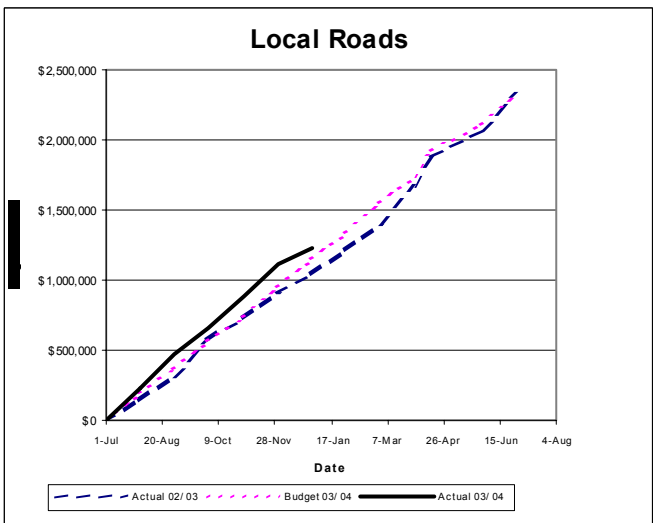
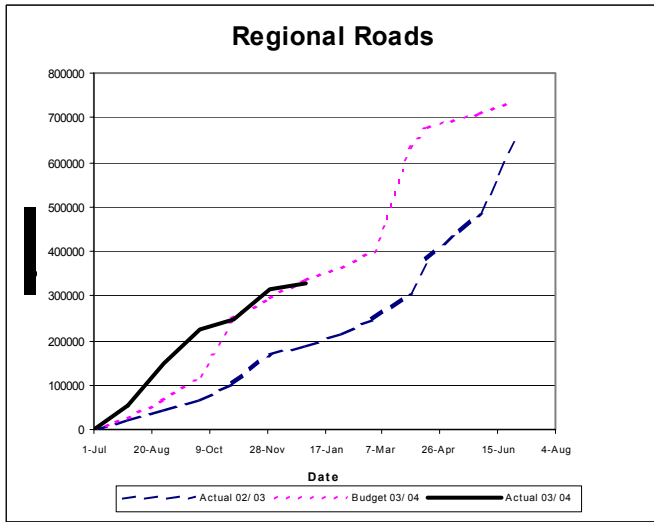
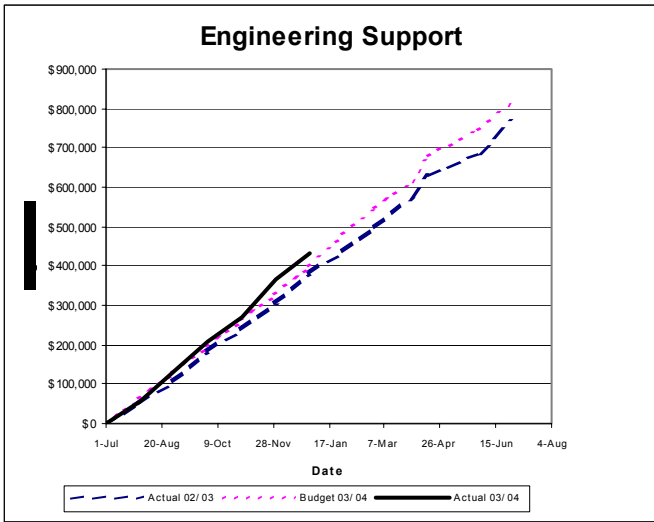
- 1. Council notes the progress report on construction and maintenance works undertaken by Works Branch up to 6th January 2004.**
- 2. Council notes that individual program expenditures are being monitored to ensure that the total program costs for 2003/2004 are contained within the approved budget.**
- 3. The allocation of \$53,000 allocated to the repair of Hartleys Bridge in the 2003/04 Timber Bridges Major Repairs be re-allocated to further bridge load testing and identified priority structural repairs.**

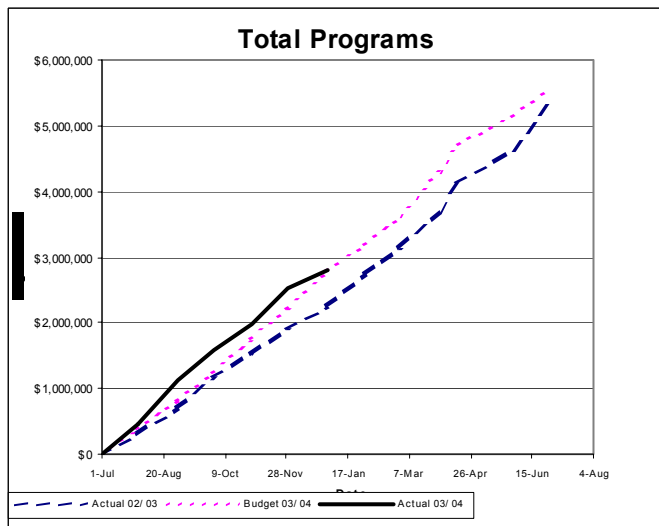
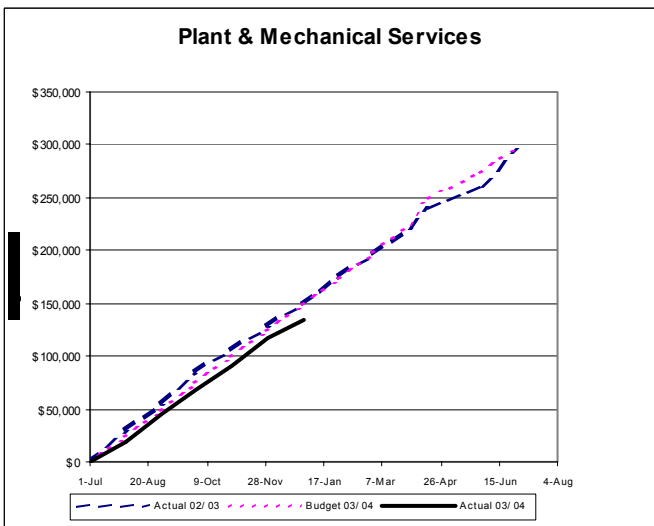
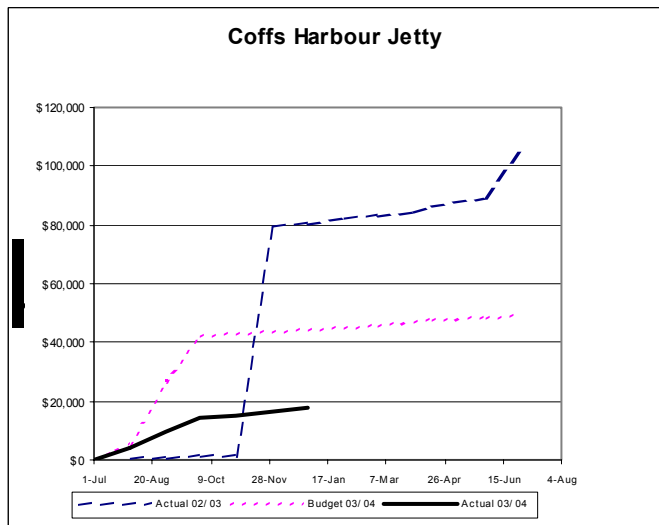
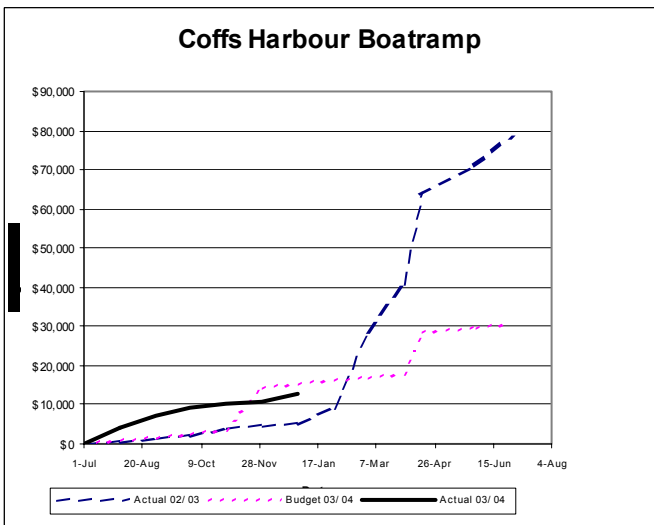
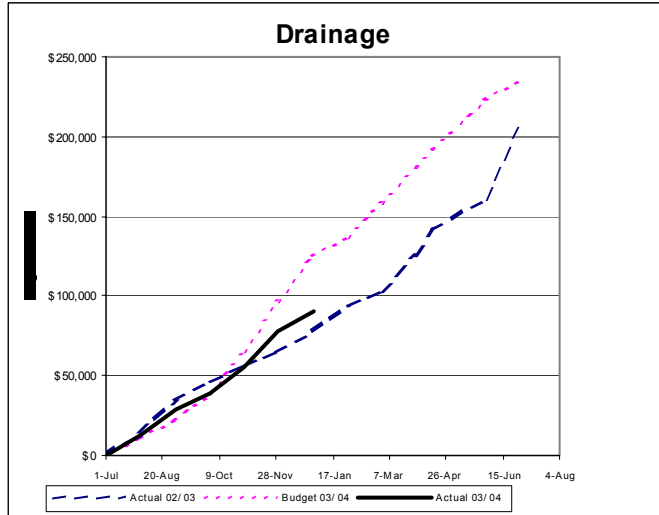
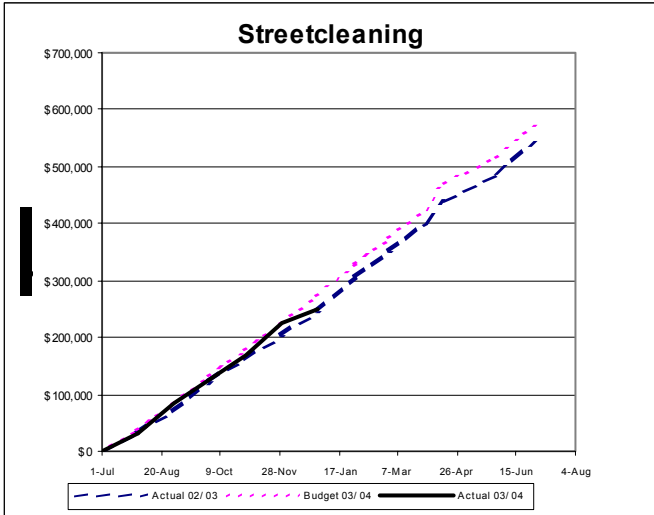
Attachments:

**Works Branch-Construction Projects Budget/Expenditure
2003/2004 Program**

AS AT DATE: 6-Feb-2004

Description	Revised Budget	Actual Expenditure	% Project Complete	% Costs Expended
Local Roads				
Sealed Roads Reseals	\$543,000	\$359,156	63%	66%
Sealed Roads Reseals - Asphalt	\$55,000	\$39,335	70%	72%
Sealed Roads Rehabilitation	\$1,296,224	\$605,429	46%	47%
Gravel Resheets	\$109,000	\$40,415	37%	37%
Dust Sealing	\$200,000	\$161,863	85%	81%
Total:	\$2,203,224	\$1,206,198		
Federal Roads to Recovery				
Residential Street Rehabilitation	\$255,000	\$4,290	1%	2%
Elbow St footpath	\$32,180	\$0	0%	0%
Gravel Resheeting	\$50,000	\$40,193	79%	80%
Bitumen Sealing	\$69,753	\$1,069	0%	2%
Sawtell Rd reconstruction, Boambee Ck to Hamilton Dr	\$490,858	\$443,691	92%	90%
Total:	\$897,791	\$489,243		
Regional Roads				
3 X 3 Program	\$174,000	\$15,211	8%	9%
Total:	\$174,000	\$15,211		
Drainage				
Drainage Impts / Nuisance Flooding	\$342,000	\$110,501	18%	32%
Total:	\$342,000	\$110,501		
Bridges				
Temporary Structural Works	\$28,000	\$541	0%	2%
Finlays Bridge, Korora Heavy Vehicle Bypass	\$30,000	\$16,927	100%	56%
Strides Bridge, Molten	\$90,000	\$812	0%	1%
Upper Orara Road, Rail Bridge Approaches	\$35,580	\$0	0%	0%
Total:	\$183,580	\$18,280		
Footpaths / Cycleways				
Footpath Construction	\$502,797	\$308,070	56%	61%
PAMPS Footpath Works	\$36,553	\$16,210	44%	44%
Cycleway Projects	\$185,444	\$36,479	21%	20%
Total:	\$724,794	\$360,759		
Water Mains				
Mains Renewals	\$344,774	\$242,784	72%	70%
Mains Extensions	\$110,053	\$18,088	17%	16%
Total:	\$454,827	\$260,872		





S8 MR120 ECONOMIC STUDY

Purpose:

To report on the outcomes of a workshop, held on 29 November, 2003 at Bellingen Shire Council Chambers, to determine a future strategy for upgrading a route between Ulong and Megan.

Description of Item:

Council resolved at its meeting on 18 September, 2003:-

1. That a joint meeting of Coffs Harbour City Council and Bellingen Shire Council be arranged to adopt a preferred upgrade option for a route between Ulong and Megan and determine a strategy for future actions to progress the preferred option.
2. That the submissions from residents of MR120 be taken into account in consideration of this matter.

A workshop was subsequently arranged on 29 November, 2003 and was attended by Councillor and staff representatives from both Councils.

The consultant's report on upgrading options was considered, including the option of upgrading the route through Cascade as an alternative to upgrading MR120 through Brooklana, together with submissions to both Councils from individuals and groups.

The outcomes of the workshop were:-

- General agreement that the Councils should support upgrading of MR120 through Brooklana for the purpose of completing a sealed access route from Dorrigo to Coramba.
- The issue of the need for catering for heavy vehicles be further investigated together with the longer-term option of improvements to the Cascade route.
- An application be sent to the Federal government Department of Transport and Regional Services applying for any unspent funds in the Roads to Recovery Program to be applied to the upgrading of MR120.
- Technical staff from both Councils to determine priority sections of MR120 for upgrading.
- Both Councils to resolve at formal meetings on the outcomes of the workshop.

Sustainability Assessment:

Sustainability issues have previously been reported to Council on this topic and generally indicate that the benefits of upgrading a route between Ulong and Megan are likely to outweigh any negative impacts of the proposal.

Issues:

While the benefits of upgrading the Cascade Route to heavy traffic were recognised by the workshop participants, it was agreed that the Brooklana Route should be supported for funding because:-

1. It currently has Regional Road classification and therefore receives maintenance funding from the State Government.

S8 MR120 Economic Study (cont'd)

2. Land tenure issues associated with the Cascade Route would be difficult to resolve in the short-term and would likely incur significant additional maintenance costs for Bellinghen Shire Council.
3. The need for an alternative heavy traffic route from Dorrigo to Coramba or Coffs Harbour has not been justified at this stage.

It was also noted by participants that the primary purpose in the two Councils seeking an upgrading of the route was to encourage greater access by tourists, not to provide an alternative heavy vehicle route to the Waterfall Way.

A proposal to seek application of any unspent Roads to Recovery (R2R) funds to upgrading of MR120 was agreed to by the workshop participants. This might provide an initial funding opportunity for the upgrade work and provide an opportunity to promote the project at a Federal Government level.

However, to capitalise on this opportunity, it will be necessary to prioritise sections of the road for upgrading and prepare documentation sufficient to allow work to proceed with minimal delay if funding is provided through the R2R program. Engineering staff from both Councils will undertake this preparatory work.

Subsequent to the meeting, the Federal Government has announced a continuation of the R2R Program beyond 2005. However, the funding allocations in the new 4-year program are different to the allocations in the current program and are summarised as follows:-

- Total 4-year funding allocation of \$1.2 billion, with total annual allocation of \$300 million.
- \$200 million distributed directly to Councils each year to be spent on projects/programs meeting the current criteria.
- \$100 million distributed by Federal Government directly to projects having significant regional transport benefits, prioritized on assessment criteria yet to be determined.

Effectively this means that Councils will have only about 2/3 of the previous R2R funds for discretionary spending on local roads and will have to compete for additional funding for regional transport projects.

Therefore, it is unlikely that the Federal Government would entertain any proposal for allocation of unspent funds in the current R2R program for MR120. However, the project could very well qualify as a regional transport project, depending on the details of the assessment criteria.

On this basis, it is considered to be more appropriate to defer any application for R2R funds until the new assessment criteria for regional transport projects have been determined by the Federal Government.

Implementation Date / Priority:

If Council resolves to adopt MR120 as the preferred upgrading option and agrees to submit a joint application for funding under the R2R program, it is likely that a submission to the Department of Transport and Regional Services could be made as soon as the assessment criteria for regional transport projects become available from the Federal Government.

S8 MR120 Economic Study (cont'd)

Recommendation:

That Council

- 1. Adopt the upgrading of MR120, through Brooklana, as the preferred option of developing a sealed route between Ulong and Megan.**
- 2. Determine its priority for road infrastructure development in conjunction with preparation of the 2004/05 Management Plan.**
- 3. Make a joint submission with Bellingen Shire Council to the Department of Transport and Regional Services for the application of Roads to Recovery funds to the upgrading of MR120, once the assessment criteria for regional transport projects are available under the 2005/2009 R2R Program.**

S9 MINOR DRAINAGE IMPROVEMENTS PROGRAM

Purpose:

To advise Council of the changes in the Minor Drainage Improvements Program and recommend to reallocate funds within the program.

Description of Item:

A number of developments have occurred regarding the Minor Drainage Improvements Program that necessitates the reallocation of funds within the program.

Sustainability Assessment:

- **Environment**

The new projects proposed are in similar urban environments as the previous projects and do not represent a significant change in environmental impact.

- **Social**

The level of service to the community is not altered as the same value of minor drainage improvements works will still be undertaken.

- **Economic**

Overall the change to the program is cost neutral as these new projects have been accommodated within the existing funding.

Issues:

- Included in the 2003/2004 Minor Drainage Improvements Program is a \$94,000 allocation for Stage 2 of the Jetty drainage works. The complete funding of the project relied upon receiving a matching two to one grant from Department of Infrastructure Planning & Natural Resources (DIPNR).

In November 2003 Council received advice that the grant application for these works had not been successful, leaving the matching funds that were allocated available for other drainage improvement works.

- Within the program \$40,000 had been carried over from 2002/2003 financial year for flooding relief works in Angus McLeod Place, Coffs Harbour. Investigation, survey and design has revealed that an additional drainage pipeline is required to increase capacity and take stormwater beneath the North Coast Railway at a complete project cost of \$240,000.

Such a cost is beyond the Minor Drainage Improvements Program which has a total annual budget of \$227,000. Leaving, therefore the \$40,000 for reallocation to other drainage projects.

cont'd

S9 Minor Drainage Improvements Program (cont'd)

- During the city revitalisation works in Park Avenue an existing stormwater pipe beneath the road pavement was upgraded to assist the flooding relief to the City Centre. Rather than excavating the renewed pavement at a later date the work was done prior to the roadworks and new asphalt surface being applied. An expenditure of \$18,928 was charged to the Minor Drainage Improvements Program for these works.

Funding for Stage 2 of the Jetty drainage and Angus McLeod works is to be sought through grant assistance and proposing matching Council funds for inclusion in the 2004/05 management plan.

Considering the program as a whole, the amount available for reallocation to other priority drainage works is \$89,000.

In accordance with the Minor Drainage Improvements priority list the next projects to be funded are:-

1.	121 Graham Dr, Sandy Beach, frequent flooding of property	\$44,000
2.	82-86 Gundagai St, Coffs Harbour, rehabilitation of pipeline	<u>\$45,000</u>
	Total	\$89,000

Implementation Date/Priority:

The works at 121 Graham Drive, Sandy Beach and 82-86 Gundagai Street, Coffs Harbour are scheduled for completion this financial year.

Recommendation:

That:

1. Council reallocates funds within the Minor Drainage Improvement Program from Angus McLeod Place and Stage 2 Jetty drainage to:-

1.	121 Graham Drive, Sandy Beach, frequent flooding of property	\$44,000
2.	82-86 Gundagai Street, Coffs Harbour, rehabilitation of pipeline	<u>\$45,000</u>
	Total	\$89,000
2. Drainage works for Stage 2 Jetty Drainage and Angus McLeod Place be considered in the 2004/05 Management Plan.

S10 REGIONAL ROADS TIMBER BRIDGE PROGRAM - 2004/05 - 2010/11

Purpose:

To report on program details for the RTA's Regional Roads Timber Bridge Program (RRTB), announced in June 2003, and recommend Council's acceptance of the program and preliminary works schedule.

Description of Item:

Council received advice on 30 January, 2004 of the administration guidelines for the RRTB program, which will start in 2004/05 financial year and run for 7 years until 2010/11.

In the covering letter, Councils have been requested to return information to the RTA by 1 March, 2004, confirming:-

1. Inventory details of timber bridges on regional roads.
2. Project proposals for bridges proposed to be constructed in years 1 and 2 of the program.
3. Program proposals for formulation of a 7 year program.
4. Extent of work to be undertaken prior to June 2004 in developing projects and payment for which would be claimed through the program in 2004/05.

Council has seven timber bridges on regional roads within the local government area, and a listing of those bridges is provided as an attachment to this report.

Sustainability Assessment:

- **Environment**

The program aims to replace timber bridges on regional roads with structures requiring less maintenance and having longer working lives. This will eventually result in fewer disturbances to creeks and river beds at these locations by reducing the need for replacement of major structural timber elements. It will also reduce the demand for hardwood structural timbers and preservative treatment of those timbers. However, there will be short-term disturbance to waterways during construction of the bridges, which will be minimised through appropriate site controls. An REF will be prepared for each site as part of the RTA approval process under the program.

- **Social**

While the replacement of the bridges will create additional opportunities for employment in the short-term during construction, it will reduce demand for processed timber products in the longer term. This might adversely impact future employment in the timber industry. It is likely that replacement of these bridges with modern structures would have support in the community and increase community confidence in the security of these infrastructure assets. The reduced maintenance and rehabilitation requirements will also reduce exposure of workers to OH&S risks.

cont'd

S10 Regional Roads Timber Bridge Program - 2004/05 - 2010/11 (cont'd)

- **Economic**

Economic implications of the program include:-

- Reduced M&R costs over long term.
- Reduced risk of transport interruption/delay.
- Opportunity for local construction contracts.

Management Plan Implications

The program is offered on a shared cost basis with the State Government and is estimated to cost about \$3.6 million for the replacement of all 7 bridges. This would require Council funding of \$1.8 million within the 7 year period, and which is unlikely to be evenly distributed over the period. This funding will be required in addition to the regular capital replacement program for timber bridges.

Consultation:

The RTA has previously requested a schedule of timber bridges on regional roads, following announcement of the program in June 2003. However, program conditions and details had not been available until the RTA's letter of 30 January, 2004.

Statutory Requirements:

Council is the road authority under the Roads Act 1993 for all roads in the Local Government area. It is therefore responsible for the maintenance and rehabilitation of these bridges. Whilst the State Government provides funding through the block grant for regional roads, the level of funding is inadequate to replace these bridges, or even carry out major rehabilitation works.

Issues:

The conditions under which the RTA will provide funding for the program are specific and are aimed at the program objective of reducing maintenance costs of timber bridges. Some of the more important conditions, which affect Council include:-

1. Priorities and funding levels in any one year of the program will be determined by RTA on a state-wide basis. This has implications for Council funding levels in any year of the program.
2. The project scope for each bridge will be subject to RTA approval. The RTA intends to fund replacement of the existing structure at the same level of service. Any incremental increase in the level service has to be funded by Council. For example, any realignment of the bridge approaches, increase in trafficable width, or raising of the deck level to increase flood immunity will not be funded by the RTA. Therefore, if Council wants to take the opportunity to improve the level of service on any of its regional road bridges (except Middle Creek in Sawtell [see below]) then it must provide the funds to pay for the improvements.
3. Council cannot use allocations under the REPAIR program to fund their share of the program costs.

cont'd

S10 Regional Roads Timber Bridge Program - 2004/05 - 2010/11 (cont'd)

4. Council must provide third party certification of compliance with technical and environmental requirements for each bridge project. These certificates are to be provided with claims for payment under the program and the cost of third party certification is eligible for 50% funding under the program.
5. Project development costs incurred by Council in 2003//2004 for projects proposed to commence in 2004-2005 will be eligible for consideration as part of Councils 50% share of eligible project costs. This means that survey, site investigation, design, tender documentation and preparation of environmental reviews are eligible, together with project management costs. However, these costs would need to be forward-funded in the current financial year by Council and carried into the next financial year as a project cost.
6. The replacement of Middle Creek bridge in First Avenue, Sawtell is currently approved for funding in the REPAIR program for 2004/05 and 2005/06. However, the RRTB program provides that this bridge will now be transferred from the REPAIR program but will retain its current approved scope of work. This is important because this bridge replacement involves significant improvements to the level of service currently provided by the structure, and improvements to the bridge approaches. This change therefore commits Council and RTA to the same level of shared funding, but might affect the timing of the funding depending on the priorities and funding levels adopted by the RTA.
7. Any publicity or announcements that Council wishes to make in relation to the funding or commencement of specific bridge projects requires RTA approval.

In terms of a desirable program for replacing these bridges from Council's view, the preferred priority is shown in the addendum. In terms of funding, this implies the following funding levels for the program, based on preliminary cost estimates:-

<u>Year</u>	<u>Bridge</u>	<u>Funding (2004 dollars)</u>	
		<u>RTA</u>	<u>CHCC</u>
2004-5	Middle Creek	\$475,000	\$475,000
2005-6	Coldwater Creek	\$170,000	\$170,000
2006-7	Ulong Creek	\$280,000	\$280,000
2007-8	Eves Creek	\$170,000	\$170,000
2008-9	Little Nymboida	\$140,000	\$140,000
2009-10	Bobo River	\$340,000	\$340,000
2010-11	Lees Bridge	<u>\$225,000</u>	<u>\$225,000</u>
		\$1,800,000	\$1,800,000

These estimates do not provide for any upgrading to levels of service that might be desirable, except in the case of Middle Creek.

cont'd

S10 Regional Roads Timber Bridge Program - 2004/05 - 2010/11 (cont'd)

Recommendation:

That Council:-

1. Confirm its intention to participate in the Regional Roads Timber Bridge Program, commencing 2004-5, with the objective to replace all timber bridges on regional roads with structures having longer useful working lives and reduced maintenance requirements.

2. Advise the RTA that Council's priorities for the program are:-

Middle Creek Bridge – MR540	2004/5
Coldwater Creek Bridge – MR151	2005/6
Ulong Creek Bridge – MR120	2006/7
Eves Creek Bridge – MR120	2007/8
Little Nymboida Bridge – MR120	2008/9
BoBo River Bridge – MR120	2009/10
Lees Bridge – MR151	2010/11

Attachments:

Road Number	Bridge Name	Location km from Origin	AADT	Length metres	Width metres	Number Lanes 2 or 1	High Flood Level	Construction Year Preferred	Additional Data
MR540	MIDDLE CREEK	Lyons Road 4.543km from State Highway 10	5300	11.2	6.5	2	Above bridge	2004/5	Very urgent
MR151	COLD WATER CREEK	Grafton Road 28.826km from State Highway 10	3100	8.9	6.8	2	Above bridge	2005/6	Urgent
MR151	LEES	Grafton Road 11km from State Highway 10	3100	15.6	7.75	2	no data	2010/11	New condition
MR120	LITTLE NYMBOIDA	Ulong Road 14.3km from MR151	408	10	5.75	1	no data	2008/9	Need to widen
MR120	ULONG CREEK	Ulong Road 19.885km from MR151	86	19.4	7.2	1	no data	2006/7	Requires new deck
MR120	BO-BO RIVER	Ulong Road 25.328km from MR151	86	37.4	4.7	1	no data	2009/10	Requires deck seal
MR120	EVES CREEK	Ulong Road 27.522km from MR151	86	11.3	6.6	1	no data	2007/8	In poor condition

S11 MCCLELLANDS ROAD BRIDGE - MAINTENANCE OF TIMBER BRIDGE

Purpose:

To report to Council representations from C McPhail and J O'Neill (on behalf of the ratepayers over McClellands Road Bridge) requesting Council maintain the timber bridge over Bucca Creek on McClellands Road and recommending that the bridge be accepted by Council once the bridge is brought to a satisfactory standard.

Description of Item:

This bridge has been the subject of representations from residents and the State member of parliament on a number of occasions since January 2001. It was also the subject of a meeting onsite between the residents and the Mayor in January 2002. The purpose of these representations has always been to have Council take responsibility for on-going maintenance and repair of the structure, which at present rests with the residents who gain access to their properties by means of the bridge.

Council approved a variation to a subdivision development consent north of the existing bridge in June 1988, on the basis that the bridge would be a private access to the development. This was as a result of representation from the developer to vary the original condition of consent which required reconstruction of the bridge to meet then current bridge design specifications. Effectively, Council accepted a lower design and construction standard for the bridge on the basis that Council would not be responsible for its future maintenance and repair. However this private access was not recognised in later subdivision applications on the north side of Bucca Creek. In addition, purchasers of the subdivided properties have not formally been notified at the time of purchase that the bridge is not Council's responsibility.

The issue that has raised the current level of representations is the poor condition of the decking on the bridge. The decking has not, to Council's knowledge, been maintained since 1988, is in extremely poor condition and is becoming a safety hazard to people using it. This fact was acknowledged at the meeting with residents in January 2002, following which Council's Bridge Crew undertook a structural assessment of the bridge and prepared an estimate to repair the deck. The structural assessment indicated that the bridge support structures and girders were in good condition, but decking and kerb logs would need to be replaced at an estimated cost of \$19,000. This estimate was given to the residents to determine how they should pay for it, but no response was received.

Sustainability Assessment:

- **Environment**

There is no environmental impact associated with Council's determination on this issue.

- **Social**

The current arrangement requires individual landholders using the bridge for access to their properties to fund maintenance and rehabilitation of the bridge. If Council agreed to take over the bridge, the financial and public liability would then fall on the general ratepayers.

cont'd

S11 McClellands Road Bridge - Maintenance of Timber Bridge (cont'd)

- **Economic**

There are a number of options that Council might consider in responding to the submission. These range from simply confirming the status quo, through various combinations of ex-gratia Council and resident funding up to Council taking over full responsibility for the bridge. The direct cost implications to Council for these options range from zero up to an additional average annual M&R cost of \$3000 plus an immediate cost of \$23,000 for replacement of the deck.

Management Plan Implications

If Council elects to take over responsibility for the bridge, then additional funding of \$23,000 will need to be sourced to replace the deck, and future M&R funding will need to be increased by \$3000 pa in the Bridge Program.

Consultation:

The bridge has been the subject of representations from residents and the State Member of Parliament since January 2001 and was the subject of a meeting onsite between the residents and the Mayor in January 2002.

Related Policy and / or Precedents:

Council has previously determined by resolution not to maintain any roads which have not previously been constructed or maintained by Council. The reason for this determination was the added financial and public risk liability of accepting responsibility for unformed or poorly constructed roads. This principle should apply to any infrastructure asset.

Statutory Requirements:

There are no statutory requirements imposed on Council in relation to this bridge.

Issues:

A brief history of the bridge is as follows:-

- A Development Application was lodged in July, 1984 for a rural subdivision on the northern side of Bucca Creek.
- Council granted a consent with conditions on 24 July, 1984. Condition No.3 required the applicant to *“upgrade the bridge over Bucca Creek in accordance with Council” Subdivision Engineering Guidelines and in particular NAASRA Bridge Design Specification.*”
- Subsequent to the approval and following investigation by the applicant’s consultants in September, 1985, a motion was passed by Council with respect to the suitability of the existing bridge.
- Over the ensuing two (2) years there was correspondence between Council and the developer’s consultant with respect to the road and bridge construction.

cont’d

S11 McClellands Road Bridge - Maintenance of Timber Bridge (cont'd)

- In July 1987 an application was made to subdivide the same lands under the provisions of SEPP 4. The reason being that the subdivision involved only adjustments to boundaries.
- The City Engineer's report dated 4 December, 1987 recommended the application be refused as access provisions were not satisfactory. The City Engineer's report also stated that *"Council does not currently maintain this bridge or the road immediately adjacent to the south."*
- Council considered the application for subdivision on 8 February, 1988 which was approved subject to conditions relating to upgrading the bridge and the road.
- Memo to Town Clerk from City Engineer on 8 April, 1988 advising of an offer from the applicant for the bridge and road immediately adjacent to the south be closed to public access by way of a gate and sign posting in lieu of upgrading.
- Legal advice sought and advised *"provided Council does not assume control of the Crown Road Reserve, MBT can see no possibility of Council becoming involved in the maintenance of the private bridge."*
- Council resolution on 20 June, 1988 accepted the offer of bridge to be reconstructed as a private access to the subdivision and signs erected.
- Noted on file 20 November, 1988 conditions for subdivision now satisfied.
- No notations were placed on property files for future reference to indicate that the road and bridge were private, hence prospective property owners have not been made aware of the situation.

Council has received additional legal advice on the status of the bridge. This advice confirms that:-

- The bridge is located on Crown Land, not a public road owned by Council.
- The road north of Bucca Creek is a Crown Road, for which Council is not the road authority.
- A bridge at this location preceded the gazettal of the road south of the creek in 1965 as a Council-owned road.
- There appears to be no record of who originally constructed the bridge in this location.
- Council has no rights or obligations in respect of the bridge.

In summary, Council is under no legal or statutory obligation to take over responsibility for this bridge. The intent that this bridge would form part of a private access to the subdivision is clear from Council's records. There is evidence that suggests that the original intention to provide a gate and signage indicating the private status of the bridge was fulfilled, but the gate and signage have now been absent for an indeterminate period. Casual visitors and potential purchasers would therefore not be aware of the private access arrangement.

cont'd

S11 McClellands Road Bridge - Maintenance of Timber Bridge (cont'd)

Council could choose between a range of options in responding to the resident's submission, including:-

1. Confirm the status quo as a private bridge and request the landholders to reinstate necessary measures to alert users of the bridge to that fact.
2. Offer an ex-gratia payment to the landholders to assist in funding the replacement of the deck, and leave the bridge as a private facility.
3. Offer to take over future maintenance of the bridge on condition that the residents pay to bring the bridge up to a satisfactory timber bridge standard.
4. Take over responsibility for the bridge and fund the work necessary to bring the bridge up to a satisfactory standard.

However, any determination by Council to accept even partial responsibility for the bridge will negate the protection that Council originally sought in the subdivision of the land.

The bridge sub-structure (piles and girders) appear to be in sound condition, although the decking has been spiked directly onto the girders. This has potentially allowed moisture penetration into the girders which can initiate rotting of the timber. Otherwise, the structure is similar to many of Council's other timber bridges.

If Council elects to leave the bridge in private ownership, whether or not an ex-gratia contribution to the deck replacement is made, then Council should ensure that:-

1. Signage is maintained on the approach to the bridge which clearly defines the limit of Council's responsibility for the road.
2. A notification system is in place to alert potential property purchasers and developers to the fact that Council is not responsible for maintenance or repair of the bridge.

Implementation Date / Priority:

There are no funds available within the 2003/4 Bridge Program to complete works on this bridge, if Council determines to contribute to the work. As a short-term solution to the safety issue, Council's bridge crew could install running planks on the bridge at a cost of \$6,000. However, the value of these will be lost when the deck is replaced.

Recommendation:

That the landholders be advised that Council will take over maintenance of the bridge once the bridge is brought up to a satisfactory timber bridge standard by the benefiting landholders.

S12 TENDER PLANT REPLACEMENT PROGRAM SUPPLY OF ONE 4X4 (80KW) TRACTOR WITH A 6M FLAIL MOWER SYSTEM, CONTRACT 03/04-149-TO

Purpose:

To advise Council of tenders received for the replacement of one tractor with a flail mower system in the plant fleet and recommending approval to purchase a new 4x4 tractor with a 6m flail mower system under the 2003/2004 Plant Replacement Program.

Description of Item:

Tenders were called closing 11 November, 2003 for the purchase of one 4x4 Tractor 80kw with a 6m flail mower system. Only one tender was received from:-

Stan Cork Machinery Pty Ltd.

Sustainability Assessment:

Tenders for the tractor were called following adoption of the 2003/2004 Plant Replacement Program. Sustainability issues have been considered in the specification and tender assessment.

- **Environment**

Emission standards are in accordance with European standards. 'Tier II'. Other environmental factors that have been considered are:-

- Service frequency and the reduction of waste products on oil and filters.
- Fuel consumption.
- Noise levels.

- **Social**

The review of tenders included field performance testing to assess ergonomics and operator safety.

- **Economic**

On the basis that Council accepts the recommendation the purchase price of the new tractor as tendered without trade in is \$183,000 including GST. It should be noted that the net change over cost to Council accounting for GST input credits is \$166,363.63, plus RTA registration costs.

The trade in figure offered by the tenderer for Council's existing tractor/mower was \$11,530. This figure is below market value, and the existing tractor can be expected to return significantly more than this at auction.

Funds for the change over have been budgeted for and are available in the Plant Fund and in the Parks and Recreation budget.

cont'd

S12 Tender Plant Replacement Program Supply of One 4x4 (80kw) Tractor with a 6m Flail Mower System, Contract 03/04-149-TO (cont'd)

Consultation:

The tender evaluation has included consultation with Works Coordinators, Plant Operators and Workshop Staff.

Related Policy and / or Precedents:

Tendering procedures were carried out in accordance with Councils 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 for the New Holland TSA-115 was the only suitable tendered model. The second tractor tendered, whilst \$2,000 cheaper, was deemed not suitable for the given application.

A demonstration of the tendered tractors was arranged in order to assess the model tendered.

Councils tractor operator, whose machine is being replaced carried out evaluation and submitted test reports. After taking operator evaluation into account, the New Holland TSA 115 was deemed best overall package to Council.

Some delay in reporting on the tender was experienced while confirmation was sought from the manufacturer of the flail mower that the tractor offered in the tender would be suitable. This issue arose because the tractor is a new model and the flail mower kit attachments will need to be modified to suit the mounting arrangement on the tractor. The confirmation has now been received from the flail manufacturer.

Recommendation:

- 1. That Council accept the tender (Option B – without trade-in) submitted by Stan Cork Machinery Pty Ltd, ABN 42 002 593 179 for the purchase of one New Holland TSA 115, 4WD tractor with an Alamo Interstater Flail Mowing System, for the purchase price of \$183,000, including GST.**
- 2. That the existing Council-owned, Ford 7840SL tractor with Alamo Mott interstater Super 88 mower system, Registration No. WKL-929, be sold by the most financially advantageous means upon delivery of the tendered equipment.**

S13 TENDERS: DESIGN & CONSTRUCTION - PINE BRUSH CREEK PEDESTRIAN SERVICE BRIDGE

Purpose:

To report on tenders received for the construction of a pedestrian bridge over Pine Brush Creek and the installation of reclaimed water and water mains across the bridge and to gain Council approval to decline to accept any tender and to commence direct negotiations with the view to entering into a contract.

Description of Item:

The project is to construct a pedestrian bridge across Pine Brush Creek on the Pacific Highway at Korora. The bridge is to be used as a carrier structure to support the reclaimed main and water trunk main currently being constructed between Coffs Harbour and Moonee. Work includes:

- Design and construction of 25m steel pedestrian bridge across Pine Brush Creek.
- Design and construction of reclaimed main and water main spanning the bridge.
- Lead up on earthworks and bikeway construction.

The bikeway will form part of the proposed north/south bikeway adjoining the highway.

Tenders were called in local and capital city newspapers and closed on 6 January 2004.

Two tenders were received as follows.

1. Landmark Products Pty Ltd
2. Precision Pipelines Pty Ltd

The Precision Pipelines tendered price far exceeds Council's budget for the works whilst Landmark has submitted a non conforming tender as it failed to include the land component of pipework within its tender price. Apart from the exclusion of the pipes, the Landmark tender is satisfactory in all other aspects.

Sustainability Assessment:

- **Environment**

The work forms part of works covered in the Sewerage Strategy EIS. The bridge has been designed to span Pine Brush Creek in a single span to avoid damage to the creek bed and marine communities. Fisheries and RTA approvals have been obtained. The lead up to the bridge is through grassed open road verge which has been impacted by roadworks.

The work is necessary to allow the reclaimed water main to cross Pine Brush Creek with minimum impact.

cont'd

S13 Tenders: Design & Construction - Pine Brush Creek Pedestrian Service Bridge (cont'd)

- **Social**

The reclaimed water main has been accepted by the wider community, in the form of the extensive community consultation carried out as part of the Sewerage Strategy EIS.

The construction of the main, in conjunction with other activities, allows the closing of the three existing effluent outfalls, and the creation of an environmentally sustainable Deep Sea Release point. This will benefit the community by providing a healthier marine environment. While construction is underway, the local amenity and traffic conditions will deteriorate. However full restoration and removal of construction equipment will remedy these issues.

The construction of the bridge will also provide community benefit allowing pedestrians and cyclists to be separated from traffic on the highway and will form part of the future north/south cycleway.

- **Economic**

Expenditure under this contract has been budgeted for in the 2003/2004 Sewerage and Capital Works budgets.

Related Policy and / or Precedents:

Tendering procedures were carried out in accordance with Council policy. Tender details are included in the Confidential Attachment.

Statutory Requirements:

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

In accordance with Clause 19(3)A of the Local Government (Tendering) Regulations Council must either:

- (a) accept the tender that, having regard to all the circumstances, appears to it to be the most advantageous, or
- (b) decline to accept any of the tenders.

A Council that decides not to accept any of the tenders or receives no tenders resulting from the Open Tendering procurement process must, by resolution, do one of the following:

- Postpone or cancel the project
- Go back to an open market and call fresh tenders based on the same or different details
- Enter into negotiations with any person (whether or not the person was a Tenderer) with a view to entering into a contract
- Carry out the work itself

cont'd

S13 Tenders: Design & Construction - Pine Brush Creek Pedestrian Service Bridge (cont'd)

If Council is to enter into negotiations then the resolution must state the reason for declining to invite fresh tenders.

Negotiation is permissible but only after Council has resolved in terms of the above.

Advice was sought from MBT as to the correct procedure to deal with Landmark's tender and the report's recommendations are in line with this advice.

Issues:

Landmark are experienced contractors in the design and construction of pedestrian bridges having recently completed bridges over Coffs Creek on Orlando Street and Newports Creek on the Pacific Highway adjacent the Health Campus.

While Landmark's tender is attractive and within budget, Council cannot accept it as it is non conforming and the Local Government (Tendering) Regulations do not permit Council to accept a non conforming tender.

The tender of Precision Pipelines is conforming however it does not represent value for money.

There appears to be very little interest in this project as evidenced by the limited number of tenderers despite an extended tender period over the Christmas/New Year period. This probably reflects the specialist nature of the works and a limited market.

It is recommended that Council decline to accept any of the tenders and the General Manager be deleted authority to negotiate with Landmark Products Pty Ltd with the view to entering into a contract on acceptable terms.

The reason for not re-tendering is that the limited market has been tested and re-tendering is unlikely to attract new or better offers.

Council does not have the resources for the specialist expertise necessary to carry out the work itself.

Implementation Date / Priority:

The contract completion time is 18 weeks. If Council adopts the following recommendation, then it is anticipated that onsite work will be completed in late May 2004, barring unforeseen delays, which will coincide with the balance of the reclaimed mains anticipated completion.

cont'd

S13 Tenders: Design & Construction - Pine Brush Creek Pedestrian Service Bridge (cont'd)

Recommendation:

- 1. Pursuant to Clause 19(1)(b) of the Local Government (Tendering) Regulations 1999 Council decline to accept either tender**
- 2. The General Manager be delegated authority to negotiate with Landmark Products Pty Ltd with the view to entering into a contract for the design and construction of the Pine Brush Creek Pedestrian/Services Bridge in accordance with Clause 19(3)(e) of the LG (Tendering) Regulations 1999. The terms and conditions of the contract to be the subject of negotiation.**
- 3. That Council negotiate with current pipeline tenderers either side of the bridge to obtain a satisfactory price for landward pipelines.**
- 4. In accordance with Clause 19(4) of the LG (Tendering) Regulations 1999, the following reasons for Council declining to invite fresh tenders be noted;**
 - a) The tender submitted by Landmark Products Pty Ltd is satisfactory except that it omits the landward sections of pipework which makes it non-conforming and incapable of consideration under the Local Government (Tendering) Regulation 1999.**
 - b) The tender of Precision Pipelines Pty Ltd does not represent value for money.**
 - c) It is highly unlikely that re-tendering will produce a more advantageous result due to:**
 - i) Landmark's offer represents very good value for money for all the work included in the offer. Re-tendering is unlikely to improve on this price.**
 - ii) More advantageous pipelaying rates are available for Council to use by way of variation to current contracts to carry out the work not included in Landmark's offer.**
 - iii) All known tenderers with the necessary experience, capacity and expertise to carry out the works have obtained tender documents. Re-tendering is unlikely to attract new or better offers.**
 - d) Landmark is considered capable of undertaking the project. It is in Council's interest to decline to accept either tender, not invite fresh tenders, negotiate with Landmark Pty Ltd and vary adjacent pipeline contracts to secure the most advantageous outcome for the complete works. This result would obviate the need to call fresh tenders.**

Stephen Sawtell
Director of City Services