

# NOTICE OF MEETING



## COMMUNITY INFRASTRUCTURE ADVISORY COMMITTEE MEETING

A Community Infrastructure Advisory Committee Meeting of Byron Shire Council will be held as follows:

Venue	<b>Conference Room, Station Street, Mullumbimby</b>
Date	<b>Thursday, 3 December 2015</b>
Time	<b>2.00pm</b>

A handwritten signature in black ink, appearing to read 'Phillip Holloway', is located below the meeting details.

Phillip Holloway  
Director Infrastructure Services

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## CONFLICT OF INTERESTS

**What is a “Conflict of Interests”** - A conflict of interests can be of two types:

**Pecuniary** - an interest that a person has in a matter because of a reasonable likelihood or expectation of appreciable financial gain or loss to the person or another person with whom the person is associated.

**Non-pecuniary** – a private or personal interest that a Council official has that does not amount to a pecuniary interest as defined in the Local Government Act (eg. A friendship, membership of an association, society or trade union or involvement or interest in an activity and may include an interest of a financial nature).

**Remoteness** – a person does not have a pecuniary interest in a matter if the interest is so remote or insignificant that it could not reasonably be regarded as likely to influence any decision the person might make in relation to a matter or if the interest is of a kind specified in Section 448 of the Local Government Act.

**Who has a Pecuniary Interest?** - a person has a pecuniary interest in a matter if the pecuniary interest is the interest of the person, or another person with whom the person is associated (see below).

**Relatives, Partners** - a person is taken to have a pecuniary interest in a matter if:

- The person's spouse or de facto partner or a relative of the person has a pecuniary interest in the matter, or
- The person, or a nominee, partners or employer of the person, is a member of a company or other body that has a pecuniary interest in the matter.

N.B. “Relative”, in relation to a person means any of the following:

- (a) the parent, grandparent, brother, sister, uncle, aunt, nephew, niece, lineal descends or adopted child of the person or of the person's spouse;
- (b) the spouse or de facto partners of the person or of a person referred to in paragraph (a)

**No Interest in the Matter** - however, a person is not taken to have a pecuniary interest in a matter:

- If the person is unaware of the relevant pecuniary interest of the spouse, de facto partner, relative or company or other body, or
- Just because the person is a member of, or is employed by, the Council.
- Just because the person is a member of, or a delegate of the Council to, a company or other body that has a pecuniary interest in the matter provided that the person has no beneficial interest in any shares of the company or body.

### Disclosure and participation in meetings

- A Councillor or a member of a Council Committee who has a pecuniary interest in any matter with which the Council is concerned and who is present at a meeting of the Council or Committee at which the matter is being considered must disclose the nature of the interest to the meeting as soon as practicable.
- The Councillor or member must not be present at, or in sight of, the meeting of the Council or Committee:
  - (a) at any time during which the matter is being considered or discussed by the Council or Committee, or
  - (b) at any time during which the Council or Committee is voting on any question in relation to the matter.

**No Knowledge** - a person does not breach this Clause if the person did not know and could not reasonably be expected to have known that the matter under consideration at the meeting was a matter in which he or she had a pecuniary interest.

### Participation in Meetings Despite Pecuniary Interest (S 452 Act)

A Councillor is not prevented from taking part in the consideration or discussion of, or from voting on, any of the matters/questions detailed in Section 452 of the Local Government Act.

**Non-pecuniary Interests** - Must be disclosed in meetings.

There are a broad range of options available for managing conflicts & the option chosen will depend on an assessment of the circumstances of the matter, the nature of the interest and the significance of the issue being dealt with. Non-pecuniary conflicts of interests must be dealt with in at least one of the following ways:

- It may be appropriate that no action be taken where the potential for conflict is minimal. However, Councillors should consider providing an explanation of why they consider a conflict does not exist.
- Limit involvement if practical (eg. Participate in discussion but not in decision making or vice-versa). Care needs to be taken when exercising this option.
- Remove the source of the conflict (eg. Relinquishing or divesting the personal interest that creates the conflict)
- Have no involvement by absenting yourself from and not taking part in any debate or voting on the issue as if the provisions in S451 of the Local Government Act apply (particularly if you have a significant non-pecuniary interest)

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## RECORDING OF VOTING ON PLANNING MATTERS

### Clause 375A of the Local Government Act 1993 – Recording of voting on planning matters

- (1) In this section, **planning decision** means a decision made in the exercise of a function of a council under the Environmental Planning and Assessment Act 1979:
  - (a) including a decision relating to a development application, an environmental planning instrument, a development control plan or a development contribution plan under that Act, but
  - (b) not including the making of an order under Division 2A of Part 6 of that Act.
- (2) The general manager is required to keep a register containing, for each planning decision made at a meeting of the council or a council committee, the names of the councillors who supported the decision and the names of any councillors who opposed (or are taken to have opposed) the decision.
- (3) For the purpose of maintaining the register, a division is required to be called whenever a motion for a planning decision is put at a meeting of the council or a council committee.
- (4) Each decision recorded in the register is to be described in the register or identified in a manner that enables the description to be obtained from another publicly available document, and is to include the information required by the regulations.
- (5) This section extends to a meeting that is closed to the public.

**BYRON SHIRE COUNCIL**  
COMMUNITY INFRASTRUCTURE ADVISORY COMMITTEE MEETING

**BUSINESS OF MEETING**

**1. APOLOGIES**

**2. DECLARATIONS OF INTEREST – PECUNIARY AND NON-PECUNIARY**

**3. ADOPTION OF MINUTES FROM PREVIOUS MEETINGS**

3.1 Community Infrastructure Advisory Committee Meeting held on 10 September 2015

**4. BUSINESS ARISING FROM PREVIOUS MINUTES**

**5. STAFF REPORTS**

**Infrastructure Services**

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5.2	Transport and Stormwater Revaluation .....	7
5.3	Update Report of Restoration of 2012 & 2013 Landslips .....	10
5.4	Status report on 2015/16 Local Roads Capital Works Program .....	15
5.5	Proposed Committee Meeting Dates for 2016.....	20

STAFF REPORTS - INFRASTRUCTURE SERVICES

**Report No. 5.1**                      **2015/16 Bridge Program**  
**Directorate:**                      Infrastructure Services  
**Report Author:**                  Phil Warner, Manager Assets and Major Projects  
**File No:**                              I2015/814  
**Theme:**                              Community Infrastructure  
    Local Roads and Drainage

**Summary:**                      **The purpose of this report is to provide the Committee with an update on the 2015/16 Bridge Program.**

**There are four key areas in the overall 2015/16 Bridges Program.**

- **Risk management work**    eg where works cannot be completed in time to ameliorate risk we need supplementary action such as signage, speed limits, and load limits.    eg O'Meara's bridge.
- **Maintenance work**            eg bolt tightening, cleaning, inspections etc
- **Refurbishment/ renewal**    eg key elements of bridges such as Parkers bridge
- **Replacement/ renewal**    eg Scarrabelottis bridge (in other words, renewal/ refurbishment works are not viable)

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**RECOMMENDATION:**

**Report for information**

### Report

The purpose of this report is to provide the Committee with an update on the 2015/16 Bridge Program.

Byron Shire has 30 road bridges. 19 are concrete, 10 timber and one steel. There are also 13 footbridges. Council also has additional causeway and culvert assets.

These bridges range in age from 85 years through to the recent replacement of O'Donoghue bridge (2010).

All the bridges require maintenance work and the majority require renewal work from a minor level through to full bridge replacement.

In recent years Council has replaced Possum Creek bridge (2010) due to a non repairable failure and replacement of O'Donoghue bridge due to condition and function.

There are four key areas in the overall 2015/16 Bridges Program.

- Risk management work eg where works cannot be completed in time to ameliorate risk we need supplementary action such as signage, speed limits, and load limits. eg O'Meara's bridge.
- Maintenance work eg bolt tightening, cleaning, inspections etc
- Refurbishment/ renewal eg key elements of bridges such as Parkers bridge
- Replacement/ renewal eg Scarrabelottis bridge (in other words, renewal/ refurbishment works are not viable)

Key actions completed to date include:

- Transport infrastructure revaluation including inspections and associated capital renewal estimates.
- Traffic measurement to assess loads and heavy vehicle movements.
- Grant applications to the Round 2 Federal Bridge Replacement Program for O'Meara's (1930), Scarrabelottis (second hand Bailey bridge installed in 1980) and Blindmouth bridges. (Announcements are expected in early 2016)
- Detailed assessments of O'Meara's and Scarrabelottis bridges with subsequent deployment of risk management measures including reduced load limits.
- Critical repairs of Scarrabelottis bridge using a specialist under bridge unit.
- Detailed investigations for the renewal of the Blindmouth Creek crossing at Main Arm
- Detailed inspections of eight condition 4 bridges including Parkers (1936), James (1940) and Booyong (1961) with associated reports.
- Allocation of \$500,000 to reserve in anticipation bridge replacement costs.

Key actions programmed include:

- Implementation of a bridge replacement if a successful grant application occurs (this project would span two financial years).
- Progression of the renewal of the Blindmouth Creek crossing at Main Arm which is now at the detailed design stage.
- Progression of the Kolora Way pedestrian/ bike bridge and associated linkages at Ocean Shores.
- Further deployment of risk management measures including load limits at Parkers (3 tonnes all vehicles), James (15 tonnes all vehicles) and Booyong (3 Tonnes all vehicles) bridges.

- Urgent repairs to Parkers, James and Booyong bridges.
- Repairs to Belongil bridge.

**5 Financial Implications**

10 There are currently sufficient funds in the 2015/16 Bridge program to complete the necessary risk management actions and initial urgent repairs. Inspections have revealed the need for replacement of significant bridge components including piers. Programming, funding and procurement will be necessary for these works to be progressed.

15 The budget allocations for Blindmouth Creek crossing, Kolora Way Bridge and Belongil Bridge repairs may need to be increased as project delivery progresses and more detailed investigation, planning and design is completed for these projects.

15 The budget allocations for Scarrabelottis, O'Meara's and Parker's bridges are sufficient for risk management actions and urgent repairs but not for bridge replacement.

20 The 2016/17 capital program and forward estimates will be developed reflecting the need to progressively replace at least five bridges. Council's investment in bridge renewals will be linked to the Council Improvement Plan (CIP) associated with the response to the NSW Fit For Future (FFF) Program. The necessary investment will also be strongly influenced by what grant funding can be achieved.

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**Statutory and Policy Compliance Implications**

30 The bridge program is linked to the Asset Management Plan, Special Schedule 7 – Infrastructure Report, and the FFF CIP. Asset management is being implemented in accordance with the International Infrastructure Management Manual.

**Report No. 5.2**                      **Transport and Stormwater Revaluation**  
**Directorate:**                      Infrastructure Services  
**Report Author:**                  Blyth Short, Acting Asset Management Coordinator  
**File No:**                              I2015/822  
5    **Theme:**                            Community Infrastructure  
    Local Roads and Drainage

**Summary:**

10    Byron Shire Council has undertaken a review of the existing Transport and Stormwater Drainage asset registers and provided a revaluation report as at 30th June 2014 in accordance with the relevant Australian Accounting Standards.

15    The value reported in the audited financial statements for Transport and Stormwater Drainage as at 30 June 2014 was \$598m. The revaluation results in a materially different asset valuation of \$407m. The valuation has reduced by 32% with a corresponding reduction in annual depreciation of 27%.

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**RECOMMENDATION:**

**That the Committee note the report**

## Report

The purpose of this report is to advise the Committee of the completion of the Transport and Stormwater Drainage infrastructure revaluation and the associated outcomes.

The revaluation was completed by consultants JRA and the work involved also informed completion of Councils response to the NSW Fit For Future Program (FFF) and also the Special Schedule 7 – Infrastructure Report (SS7). The information included in SS7 is the basis for the FFF ratios and the associated benchmarks. The revaluation report was completed in accordance with the relevant Australian Accounting Standards.

Revaluation is the act of recognising a reassessment of values of non-current assets at a particular date and must be carried out with sufficient regularity to ensure that the carrying amount does not differ materially from that which would be determined using fair value at the reporting date.

Byron Shire Council's Transport and Stormwater Drainage assets comprised:

- Roads including bulk earthworks;
- Bridges including culverts;
- Footpaths
- Stormwater Drainage.

**Table 1: Revaluation Summary 30 June 2014**

Category	Current Replacement Cost	Written Down Value (DRC)	Annual Depreciation
Bridges	\$23,664,057.20	\$13,463,144.19	\$292,903.57
Sealed Roads	\$284,120,909.01	\$158,236,265.80	\$4,814,259.93
Unsealed Roads	\$1,936,838.00	\$1,089,998.73	\$128,631.33
Bulk Earthworks	\$29,046,231.06	\$29,046,231.06	\$0.00
Footpaths	\$7,512,096.84	\$4,765,647.68	\$125,845.28
Drainage	\$60,980,058.57	\$45,774,836.02	\$574,345.48
<b>Totals</b>	<b>\$407,260,190.68</b>	<b>\$252,376,123.49</b>	<b>\$5,935,985.59</b>

Asset values have materially reduced, primarily due to a review of unit costs. However, in summary, the revaluation process reviewed the currency and accuracy of the asset register. In some situations, assets were inspected to determine missing dimensions. A comprehensive assessment of the entire road network was undertaken to determine surface condition. For all other assets, sampling of condition was undertaken. Unit rates and useful lives were updated using evidence based sampling techniques in accordance with the relevant Australian Accounting Standards. A summary of the major factors affecting the valuation results are:

- Removal of residual value from road surfaces and pavements.
- Separation of sealed road pavement assets into base and sub-base to reflect rehabilitation and stabilisation of the top layer of pavement for thicker pavement depths.
- Adjustment of useful lives to reflect current service standards including removal of residual lives from roads resulting in a significant decrease in annual depreciation.
- Adjustments to Unit Rates resulting in an increase in the current replacement cost. In particularly stormwater drainage where rates are now representative of industry costs.



Table 2 shows a summary of the comparison between the 30 June 2014 Note 9 report and the revaluation register as of 30 June 2014.

**Table 2: Revaluation Comparison with Note 9 of the Annual Reports**

Category (\$'000)	Note 9a 2014		Revaluation 2014		\$ Variation Fair Value	% Variation Fair Value	\$ Variation Depr'n	% Variation Depr'n
	Fair Value	Depreciation	Fair Value	Depreciation				
Roads	\$317,122.00	\$5,889.00	\$286,057.75	\$4,942.89	-\$31,064.25	-10%	-\$946.11	-16%
Bridges	\$36,697.00	\$419.00	\$23,664.06	\$292.90	-\$13,032.94	-36%	-\$126.10	-30%
Footpaths	\$57,709.00	\$902.00	\$7,512.10	\$125.85	-\$50,196.90	-87%	-\$776.15	-86%
Bulk Earthworks	\$98,314.00	\$0.00	\$29,046.23	\$0.00	-\$69,267.77	-70%	\$0.00	0%
Stormwater Drainage	\$87,924.00	\$885.00	\$60,980.06	\$574.35	-\$26,943.94	-31%	-\$310.65	-35%
<b>Total</b>	<b>\$597,766.00</b>	<b>\$8,095.00</b>	<b>\$407,260.19</b>	<b>\$5,935.99</b>	<b>-\$190,505.81</b>	<b>-32%</b>	<b>-\$2,159.01</b>	<b>-27%</b>

The value reported in the audited financial statements for Transport and Stormwater Drainage as at 30 June 2014 was \$598m. The revaluation results in a materially different asset valuation of \$407m. The valuation has reduced by 32% with a corresponding reduction in annual depreciation of 27%.

JRA state in the revaluation report that:

*Advice from Auditors and Senior Finance Professionals (including authors of the Australian Infrastructure Financial Management Guidelines) over the last 12 months have provided opinion that the application of better componentisation and modern equivalent costs are better than the application of residual values. The primary difficulty is suitable evidence to support residual values where there is no market for the assets. Where the asset register and accompanying methodology is reliable and evidence based, there is no material change in depreciation when applying improved componentisation and evidence based modern equivalent unit costs (JRA, 2015 – E2015/51786).*

#### REFERENCE:

Jeff Roorda and Associates (JRA), 2015, *BSC Transport & Stormwater Drainage 2015 Asset Revaluation Report*, (E2015/51786).

#### Financial Implications

The results of the revaluation will assist Council in achieving the benchmark values associated with the NSW FFF program.

#### Statutory and Policy Compliance Implications

The NSW Local Government Code of Accounting Practice and Financial Reporting (Guidelines) require that non-current assets be valued at fair value in accordance with AASB 116 Property, Plant and Equipment.

**Report No. 5.3                      Update Report of Restoration of 2012 & 2013 Landslips**

**Directorate:**                      Infrastructure Services

**Report Author:**                Tony Nash, Manager Works

**File No:**                         I2015/1357

5    **Theme:**                        Community Infrastructure  
   Local Roads and Drainage

**Summary:**

10    This report provides a summary of the status of the restoration of the landslips across the Council area from the 2012 and 2013 Natural Disasters.

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**RECOMMENDATION:**

**That the Community Infrastructure Advisory Committee recommend to Council:**

15    **That Council note that 11 of the landslips from the 2012 and 2013 Declared Natural Disasters are complete and the restoration of the one (1) remaining landslip at Upper Wilsons Creek – end of road is in progress.**

**Report**

A status report was presented to the CIAC on 10 September 2015 and the recommendation of the Committee was:

1. *That Council note that the 12 Landslips from 2012 and 2013 are complete except for Upper Wilsons Creek – end of road and that there will be no further repair for Wanganui Rd - North and that the site will be monitored.*
2. *That the Committee receive a report on the costs and benefits relating to the construction and maintenance of drainage assets in high rainfall areas where landslips have occurred in the hinterland areas.*

Staff will investigate recommendation 2 above, as time and resources permit and report to a future CIAC meeting in 2016.

This report provides a brief outline of the status of the restoration of the landslips from the 2012 and 2013 Natural Disasters.

A summary of all the landslips from the 2012 and 2013 Natural Disasters is contained in Table 1.

**Table 1**

Location	Status
<b>2012 Natural Disaster</b>	
<b>Wilsons Creek Road at primary school</b>	Completed
<b>2013 Natural Disaster</b>	
<b>Upper Coopers Creek</b>	Completed
<b>Federal Drive</b>	Completed
<b>Possum Shoot Rd (lower)</b>	Completed
<b>Possum Shoot Rd (upper)</b>	Completed
<b>Wilsons Creek Rd at Laverty's Gap</b>	Completed
<b>Wanganui Road south</b>	Completed
<b>Wanganui Road main</b>	Completed
<b>Huonbrook Road</b>	Completed
<b>Upper Wilsons Creek Road</b>	Design and Construction contract in progress

Additional resources have been obtained with funding through the disaster assistance program to assist Council in the design and tender stages and contract management stages. Generally Ardill Payne has managed the projects for the completion of the designs, environmental and project approval and through to award of tender by Council, with GHD managing the construction contracts of the permanent restoration works.

The only exception was Laverty's Gap landslip, where Ardill Payne managed the construction contract of the permanent restoration work.

The detailed information that follows per landslip was last updated on 5 November 2015.

**Table 2**

<b>Upper Wilsons Creek Road – end of road</b>	
<b>Status</b>	Open – to vehicles under 3.5 tonnes and a reduced speed limit.
<b>Report</b>	<p>The construction contract has been awarded to the Warner Company for approximately \$2.4 million exc GST.</p> <p>Pavement remediation works against the kerb located on the Western end of the wall have been completed and a shotcrete face has been sprayed below the concrete capping beam to stabilise the embankment. The final design package has been completed for the Eastern portion of the wall and micropiling activities have commenced.</p> <p>A site shutdown period will occur between 6 and 16 November, enabling any final materials to be procured to accommodate the re- design of the Eastern portion of the wall. The works are currently forecast for practical completion in mid February 2016.</p> <p>Site limitations requiring the road to be blocked by large plant and equipment from Mon-Fri during the period 8.00am to 4.30pm and Sat between 8.00am and 1.00pm will continue until the works are completed. Traffic Control will be in place between the hours of 7.00am and 5.00pm daily. The contractor will be making arrangement to open the road every hour for a short period of time to effect the movement of local traffic through the site and where possible will moved the plant to accommodate local traffic through the area. However, please be advised that delays of up to 15-20 minutes may be experienced between 9.00am and 3.00pm.</p> <p><b>Project Contact details as follows:</b></p> <p><b>Contractor</b> - Warner during and after hours is 0147 166907 or alternatively 0266840116.</p> <p><b>Council's Contract Management Team</b>- GHD Pty Ltd, is via the Council Works Depot on 02 6685 9300</p>
<b>Repair methods</b>	Micropile wall and slope drainage
<b>Where to next?</b>	Installation of micropiles for the Eastern end of the wall and application of a shotcrete face.
<b>Wilsons Creek Road - East of Pioneer Bridge</b>	
<b>Status</b>	Open
<b>Report</b>	A detailed claim has been submitted to the Roads and Maritime Services (RMS) for final assessment of the claim for funding consideration.
<b>Repair methods</b>	Yet to be finalised
<b>Where to next?</b>	If successfully funded through RMS and following approval, the design process begins on 'how' to fix the road. In the meantime, geo technical engineers have considered a reviewed the repair options and preparing initial cost estimates.

### **Wanganui Road South and Main**

<b>Status</b>	<b>COMPLETED - Open with no restrictions in place.</b>
<b>Report</b>	Geotech was awarded Practical Completion on 10 September. The final contract sum is approximately \$1.85 million exc GST (combined total including the Huonbrook site)
<b>Repair methods</b>	Soil nailing and shotcrete for both landslips.
<b>Where to next?</b>	The project has reached practical completion and has now entered a 12 month defects liability period.

### **Wanganui Road - North**

<b>Status</b>	Open to vehicles under 3.5 tonnes
<b>Report</b>	A site monitoring inspection was undertaken by the Designer on 12 June and it was recommended that some temporary traffic provisions be put in place to limit movement adjacent to the edge of the slip area and some stormwater improvements were completed
<b>Repair methods</b>	Drainage works and monitor
<b>Where to next?</b>	Detailed design for further improvement to the drainage provisions and the installation of a guardrail.

### **Huonbrook Road**

<b>Status</b>	<b>COMPLETED - Open with no restrictions in place.</b>
<b>Report</b>	Geotech was awarded Practical Completion on 10 September. The final contract sum is approximately \$1.85 million exc GST (combined total including Wanganui Main and South sites). Single lane traffic conditions under control of give way signage will remain in place until a full width road seal is completed in late Oct/early Nov as part of BSC's wider sealing program in the area.
<b>Repair methods</b>	Soil nailing and shotcrete
<b>Where to next?</b>	The project has reached practical completion and has now entered a 12 month defects liability period. A final bitumen seal across the full width of the road will be completed as part of BSC's wider sealing program in the area during early November.

### **Wilsons Creek Road – near school**

[www.byron.nsw.gov.au/projects/wilsons-creek-road-restoration](http://www.byron.nsw.gov.au/projects/wilsons-creek-road-restoration)

<b>Status</b>	<b>COMPLETED - Open with no restrictions in place</b>
<b>Report</b>	ARK Constructions was awarded Practical Completion on 24 October. The final contract sum is approximately \$2.415 million exc GST.
<b>Repair methods</b>	Micropile anchored wall, soil nail anchors to stabilise the road in preparation for the repair of the road pavement and refurbishment of the stormwater drainage system
<b>Where to next?</b>	The project has reached final completion.

### **Upper Coopers Creek**

[www.byron.nsw.gov.au/upper-coopers-creek-road](http://www.byron.nsw.gov.au/upper-coopers-creek-road)

<b>Status</b>	<b>COMPLETED - Open with no restrictions in place</b>
<b>Report</b>	Mainland Civil was awarded Practical Completion on 26 March 2015. The final contract sum is approx \$3.2 million exc GST.  All works activities have been completed and the project is in the 12 mth Defects Liability period (DLP)
<b>Repair methods</b>	Combination of soil nails and shotcrete stabilisation in preparation for the repair of the road pavement and refurbishment of the stormwater drainage system.
<b>Where to next?</b>	Monitor during the 12mth DLP

<b>Federal Drive</b>	
<b>Status</b>	<b>COMPLETED - Open with no restrictions in place</b>
<b>Report</b>	Pancivil was awarded Practical Completion on 17 April. Some minor defects were attended to during the last two weeks. The final contract sum will be approximately \$322,000 exc GST.
<b>Repair methods</b>	Soil nailing and shotcrete stabilisation in preparation for the repair of the road pavement and refurbishment of the stormwater drainage system.
<b>Where to next?</b>	The project has reached final completion.
<b>Possum Shoot Rd Lower</b>	
<b>Status</b>	<b>COMPLETED - Open with permanent 4.5T limit in place</b>
<b>Report</b>	Doval Constructions (QLD Pty Ltd) was awarded Practical Completion on 6 March 2015. The final contract sum is approximately \$1.22 million (exc GST).
<b>Repair methods</b>	Gravity retaining wall with gabion facing.
<b>Where to next?</b>	The project has reached practical completion and has now entered a 12 month defects liability period.
<b>Possum Shoot Rd Upper</b>	
<b>Status</b>	<b>COMPLETED - Open with permanent 4.5T limit in place</b>
<b>Report</b>	Specialised Geo were awarded Practical Completion on 7 November 2014. The final contract sum is approximately \$360,000 exc GST.
<b>Repair methods</b>	Soil nailing and shotcrete
<b>Where to next?</b>	The project has reached final completion.

### Financial Implications

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All projects are fully funded by Natural Disaster funds.

### Statutory and Policy Compliance Implications

10

Local Government (General) Regulation 2005 – Part 7 Tendering will apply to the process of undertaking the restoration work of the landslips by contract.

**Report No. 5.4**                      **Status report on 2015/16 Local Roads Capital Works Program**  
**Directorate:**                      Infrastructure Services  
**Report Author:**                  Tony Nash, Manager Works  
**File No:**                              I2015/1367  
5    **Theme:**                            Community Infrastructure  
   Local Roads and Drainage

**Summary:**

10    This report provides a summary of the status of the implementation of the overall 2015/16 Local Roads Capital Works Program and its individual projects.

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**RECOMMENDATION:**

15    **That the Community Infrastructure Advisory Committee note the actions taken to implement the 2015/16 Local Roads Capital Works Program.**

**Attachments:**

20    1        2015\16 Capital Works Program, E2015/74206 , page 18

**Report**

A status report was presented to the CIAC on 10 September 2015 and the recommendation of the Committee was:

1. *That the Community Infrastructure Advisory Committee note the actions taken to implement the 2015/16 Local Roads Capital Works Program.*
2. *That Council receive an update on the Federal Drive Road Reconstruction Project with a view to bring it forward for completion by the end of 2015/16.*

A report will be presented to the Council meeting on 10 December 2015 on the Federal Drive, Goonengerry project.

**1. 2015/16 Construction Program**

The attached Gantt chart (E2015/74206) details the 2015/16 Local Roads Capital Works Program sorted by work type and then supervisor as at 13 November 2015.

At this stage, the works proposed to be undertaken by contract and not Council staff include:

- bitumen reseal works
- concrete roundabout at Lawson/Massinger Street, Byron Bay
- intersection upgrade at Broken Head Road/Clifford Street, Suffolk Park

Other projects may be added to this list depending upon the scope, extent of and type of work of the individual projects and the progress of Council staff and subcontractors in delivering their nominated projects.

It should be noted that Council holds formal periodic contracts for:

1. bitumen resealing
2. asphalt works, including wearing surface and deep lift AC pavement layers
3. supply of quarry products
4. supply of ready mix concrete
5. plant and equipment hire
6. truck hire
7. traffic control services

These periodic contracts will be used on individual projects in conjunction with Council staff in the overall delivery of the 2015/16 local roads capital works program.

There are a number of projects that are only part funded in 2015/16 with funding indicated for 2016/17 in our 10 Year Financial Plan to complete the project.

These include:

- Broken Head Road, Broken Head between Sugarcane Road and Rose Apple Place
- intersection Broken Head Road / Clifford Street, Suffolk Park
- intersection Lawson Street / Lighthouse Road / Massinger Street, Byron Bay
- Bangalow Road, Hayters Hill
- Federal Drive, Goonengerry

There are also a number of projects where funding has been provided in 2015/16 to allow for project investigation, survey, design, ecological assessment, review of environmental factors, etc to be completed in advance of actual works in 2016/17 or a later financial year.



Works completed to date during 2015/16 by Council staff and our subcontractors include:

1. Carpark at Station Street, Mullumbimby.
2. Roadworks at Booyong Road, Booyong
3. Bus bay outside Wilsons Creek Primary School
- 5 4. Footpath works outside Mullumbimby High School
5. Roadworks at Left Bank Road and Azalea Street, Mullumbimby
6. Reseal preparation works for all roads.
7. Myocum Road.
8. Site clean up – Bayshore Drive, Byron Bay
- 10 9. Middleton Street, Byron Bay
10. Reseals – visit 1
11. Fingal Street, Brunswick Heads
12. Two (2) lanes in bound project Shirley Street / Lawson Street, Byron Bay
- 15 At the time of writing this report, works currently in progress by Council staff in our subcontractors include:
  1. Reseal works – visit 2
  2. Footpath for DoE at Wilsons Creek Primary School
- 20 Works to be commenced in November / December 2015 include:
  1. Drainage at Wordsworth Street, Byron Bay
  2. Blackspot Project at Wilsons Creek Road, Lavery's Gap
  3. Carpark at Butler Street, Byron Bay
  4. Mtce grading and construction / sealing of a section of Seven Mile Beach Road.

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### **Consultation:**

There has been consultation within the Works Team for the preparation of this report; implementation of the 2015/16 Local Roads Capital Works Program and the individual projects at our weekly construction meetings; periodic preconstruction meetings; and one off site and office meetings on individual projects. This will continue throughout 2015/16.

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Status reports of the delivery of the 2015/16 Local Roads Capital Works Program will be provided to each meeting of the Community Infrastructure Advisory Committee during this FY.

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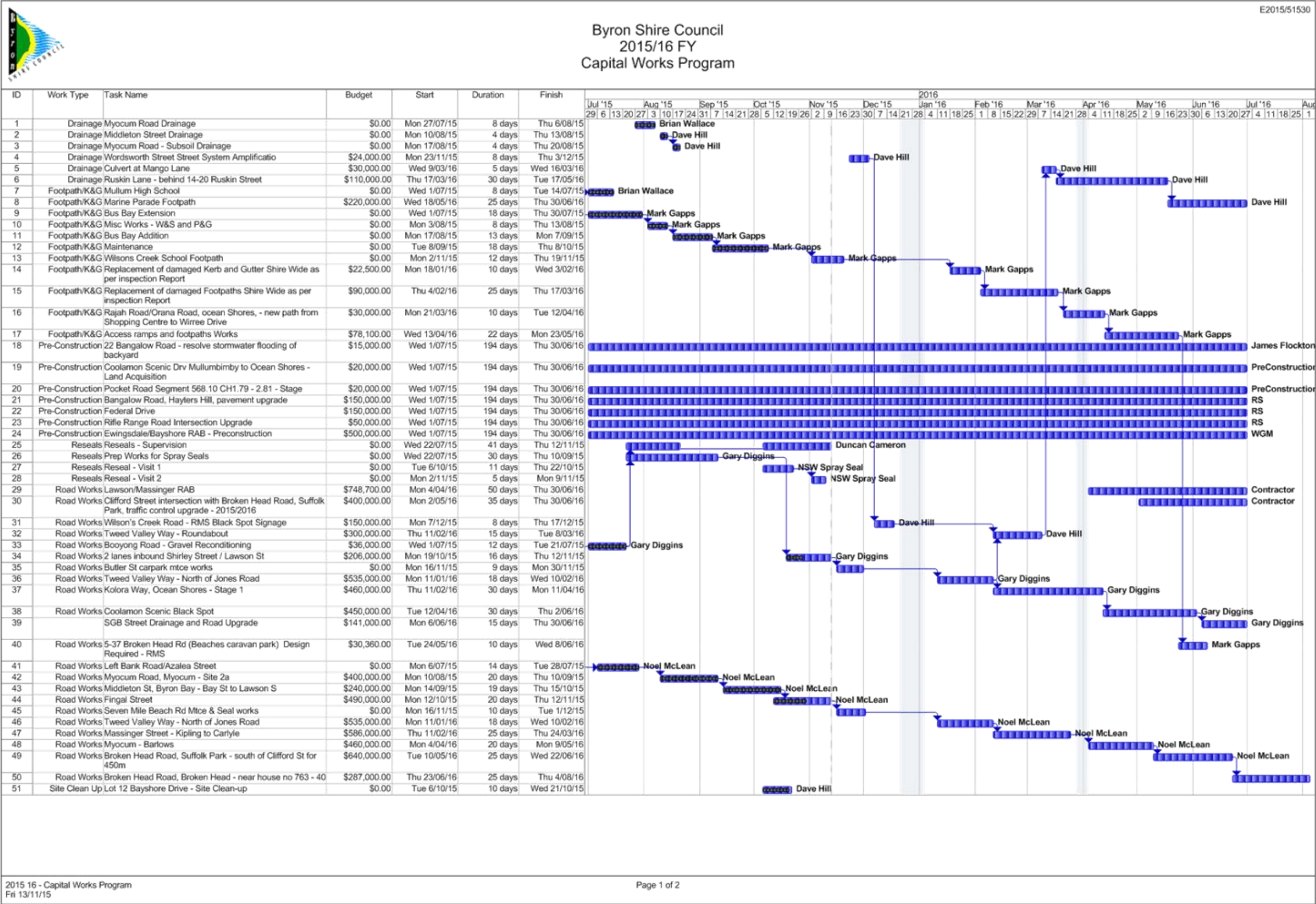
### **Financial Implications**

All projects are fully funded by Council for delivery in 2015/16.

### **Statutory and Policy Compliance Implications**

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There are no negative impacts proposed in this report.



[illegible]

**Report No. 5.5**                      **Proposed Committee Meeting Dates for 2016**  
**Directorate:**                      Infrastructure Services  
**Report Author:**                  Susan Sulcs, Administration Officer  
**File No:**                              I2015/1434  
5    **Theme:**                              Community Infrastructure  
    Local Roads and Drainage

**Summary:**

The purpose of this report is to enable the scheduling of meeting dates for 2016.

The following proposed dates will be tabled at 10<sup>th</sup> December Council Meeting to be adopted for the Community Infrastructure Advisory Committee's meetings for 2016, keeping the same commencement time of 2.00pm.

- Thursday, 3 March 2016
- Thursday, 2 June 2016
- Thursday, 20 October 2016
- Thursday, 1 December 2016

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**RECOMMENDATION:**

**That the Committee accept and note the proposed dates tabled prior to being adopted by Council at the next meeting scheduled for 10 December 2015.**

**Report**

The purpose of this report is to enable the scheduling of meeting dates for 2016.

- 5 The following proposed dates will be tabled at 10<sup>th</sup> December Council Meeting to be adopted for the Community Infrastructure Advisory Committee's meetings for 2016, keeping the same commencement time of 9.00am.

10 **Financial Implications**

Nil

**Statutory and Policy Compliance Implications**

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The Community Infrastructure Advisory Committee's Constitution states:

- At section 8 that "Meetings will be held at least quarterly."