



MINUTES OF PUBLIC INFRASTRUCTURE COMMITTEE

Held on Thursday 10 March 2022

Commencing at 10:18 am

in the Roxy Conference Room

Present

Members: Cr John Coulton (Mayor), Cr Catherine Egan (Deputy Mayor), Cr Marilyn Dixon OAM, Cr Jim Moore, Cr Geoff Smith, Cr David Coulton, Cr Tiffany Galvin, Cr Chris Matthews and Mr Alex Eddy

Staff: Max Eastcott (General Manager), Leeah Daley (Deputy General Manager) and Helen Thomas (Manager Finance)

Public: Nil

Visitors: Nil

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Content	Page No.
1.....Official Opening and Welcome - Mayor	4
2.....Apologies	4
3.....Confirmation of the Minutes	4
4.....Presentation	4
5..Call for the Declarations of Interests, Gifts Received and Conflicts of Interest	4
6.....Additional/Late Items	4
7Officers' Reports	5
7.1 January 2022 Monthly Report.....	5
8.....Closure	

1 OFFICIAL OPENING AND WELCOME - MAYOR

The Mayor welcomed all present to the meeting.

2 APOLOGIES

An apology was received from Cr Lyndon Mulligan.

3 CONFIRMATION OF THE MINUTES

COMMITTEE RESOLUTION:

THAT the Minutes of the Public Infrastructure Committee held on 14th October 2022 as circulated be taken as read and CONFIRMED.

(Moved Cr Galvin, Seconded Egan)

4 PRESENTATION

Nil

5 CALL FOR THE DECLARATIONS OF INTERESTS, GIFTS RECEIVED AND CONFLICTS OF INTEREST

Nil

6 ADDITIONAL/LATE ITEMS

Nil

10 OFFICERS' REPORTS

10.1 January 2022 Monthly Report

File Reference: NA

Delivery Program

Goal: 5. Organisational management

Outcome: 5.1 Corporate management

Strategy: 5.1.1 Financial Management and accountability systems

Author: Manager Engineering Services

STAFF DISCLOSURE OF INTEREST Nil

IN BRIEF/SUMMARY RECOMMENDATION

This report recommends that the monthly Technical Services Report for January 2022 be received and, further, that Resilience NSW be advised that the Council strongly objects to the arbitrary declaration covering the allowable gravel coverage.

TABLED ITEMS Nil

BACKGROUND

The Monthly Technical Services report has been identified by Council as the process of reporting the activities carried out monthly by the Technical Services Department.

COMMENT

Construction

After completing flood damage works, rehabilitating a section of RR7705 North Star Road, northern construction staff moved to the Warialda HPV Route, where earthworks have been finalised after taking over from a contractor previously completing the works. Once on site, several stormwater drainage issues were discovered, that have since been rectified, installing sub-surface drainage and deeper table drains. This included a 1400m² area excavated 2.5m deep, lined with geofabric and blast rock to create a rock mattress to allow water to travel under the pavement without affecting the surface. A substantial amount of unsuitable material has also been removed and replaced on site. Further to this, a D8 dozer has been contracted to rip the remainder of the rock shelf and another contractor has stabilised a 200mm select layer with cement, ready to import a 200mm layer of granite.

Southern construction staff continue working on the SR11 Horton Road Upgrade, currently final trimming the second stage of the project, after stabilizing the 200mm base layer with a slag/lime blend. This section was bitumen sealed in February, resulting in a total of over 6km (of 16km total) sealed). With drainage works completed well ahead of the construction crew, staff continue with construction of the next 3km section.



Works on SR11 Horton Road Upgrade.

A second southern construction crew has commenced heavy patching on SR2 Bundarra Road, MR63 Fossickers Way and MR133 Killarney Gap Road, fixing both flood damage and for safety. The process involves spreading a cement/flyash blend, mixing it with the existing material, recompacting and then sealing with a two-coat bitumen emulsion seal. These works are expected to last for most of the remaining financial year.



Positive feedback from a resident.

Staff have also completed works removing a failed timber bridge at 1964 Bingara Road, Bundarra, replacing it with a large concrete pipe culvert to provide access for the residents.



Before and after photographs of the failed bridge at 1964 Bingara Road, Bundara.

Maintenance

Maintenance crews have been working extensively on drainage works on the Warialda HPV Route, installing rock mattresses and clearing. They have also started installing the several pipe culverts planned for the HPV Route, prior to the base layer being imported.

General maintenance continues on Regional and State roads, including vegetation control, sign maintenance and guidepost replacement. Works have also been undertaken, repairing local footpath defects.

The Bobcat continues to sweep urban streets and has also constructed a hardstand area for the new dog pound location and completing trench works for water and sewer.

Other maintenance staff have installed a temporary concrete pipe culvert at the creek crossing near the Bingara landfill on MR133 Killarney Gap Road. This culvert will be removed and replaced with box culvert units in the future.

Gravel Resheeting

Gravel resheeting works (not including flood damage) have been carried out on a 12km section of SR62 Hibernia Road as well as sections of SR67 Agincourt Road, SR64 Gournama Road and SR54 Pinecliff Road. Flood damage works have also seen further gravel resheeting on SR67 Agincourt Road, SR64 Gournama Road, SR54 Pinecliff Road, SR60 Pound Creek Road and SR45 Berreen Road.



Gravel resheeting on SR67 Agincourt Road.



Gravel resheeting on SR54 Pinecliff Road.



Gravel resheeting on SR60 Pound Creek Road.

Maintenance Grading

Maintenance grading has been carried out on SR30 Caroda Road, SR23 Wearnes Road, SR56 Glenelg Road, SR91 Cracknells Road, SR49 Michells Lane, SR12 Upper Whitlow Road, SR51 Towarra Road, SR50 Thornleigh Road, SR119 Woodburn Emello Road, SR15 Gulf Creek Road, SR45 Bereen Road, SR17 Back Creek Road, SR18 Gineroi Road, SR286 Sonoma Road, SR30 Caroda Road, SR22 Upper Bingara Road, SR52 Bora Link Road, SR91 Cracknells Road, SR56 Glenelg Road, SR99 Riverview Road, SR41 County Boundary Road, SR43 Buckie Road, SR75 Fairford Road, SR33 Forest Creek Road, SR14 Mosquito Creek Road, SR68 Goat Road, SR20 Gravesend Road and SR42 Mungle Road.

Slashing

Slashing has been undertaken on MR134 Delungra Road, Bingara Showground, SR3 Elcombe Road, MR133 Killarney Gap Road, camping area on the northern side of the Gwydir River within the Bingara township, SR18 Gineroi Road, MR63 Fossickers Way, Copeton Dam Road, Bundara Road, SR15 Gulf Creek Road, Upper Bingara Road, the new subdivision in Bingara, SR19 Whitlow Road, Bingara Airstrip, SR11 Horton Road, SR17 Back Creek Road, SR21 Terry Hie Hie Road, RR7705 North Star Road, RR63 Warialda Road, Warialda Airstrip Road, HW12 Gwydir Highway, Warialda Saleyards, SR14 Mosquito Creek Road and SR13 Oregon Road.

Flood Damage

Staff are continuing to repair and collect damages on several roads after the storm event on the 9th November 2021. Temporary pipes have been installed on severe scours across SR23 Wearnes Road as emergent works, that will be removed when the flood damage work begins.



Emergent works undertaken on SR23 Wearnes Road.

Emergent work on the approaches to the Rocky Creek bridge on MR133 Killarney Gap Road has now been completed. The bridge abutment retaining boards were damaged after the flooding of Rocky Creek during the November storms. Heavy patching and sealing of the approaches to the bridge and other causeways on MR133 Killarney Gap Road will commence in coming months.



Rocky Creek bridge on MR133 Killarney Gap Road.

The approaches to the bridge over Mosquito Creek on SR14 Mosquito Creek Road have also been repaired under emergent works, carried out by Johnstone Concrete and Quarries.

The western approach was excavated to just below the water level and replaced with large shot rock and concrete.



Repairs undertaken on SR14 Mosquito Creek Road bridge.

Flood damage works are now currently in progress on a 2.3km section on SR64 Gournama Road that is expected to be completed by the end of February. Following its completion, the northern crew will then commence works on SR42 Mungle Road, weather and pit access permitting.

The southern flood damage crew have now commenced works, gravel resheeting sections of SR45 Bereen Road.



Flood damage works on SR45 Bereen Road.

DP Earthmoving have been engaged to replace a concrete pipe culvert 12km west of Warialda on SR13 Oregon Road which was damaged during the March flood event. Based out of Grafton, they have been completing work in the area with favorable comments from neighboring clients.



Pipe culvert works on SR13 Oregon Road.

Staff have commenced works core drilling the concrete at Noogera Creek bridge on SR16 Trevallyn Road, to determine the amount of undermining caused by the recent flooding.

Grants projects

The Hope Street Rest Area and pathway project in Warialda on the banks of Warialda Creek is nearly complete with only drainage repairs and signposting to be completed. Poor weather and availability of contractors has affected progress.

The Nicholson Oval sports field lighting project has been significantly affected over last few months by Queensland border restriction issues and more recently, poor weather. Work is now scheduled to start in early December, weather permitting.

TfNSW Natural Disaster claims

Works are now underway on flood damage repairs and are progressing well despite the poor weather. An initial assessment after the recent flooding event from 8 November indicated additional significant damage to some areas of the road network. Damages from this event are still being collated, however a claim of over \$5 million is anticipated. Recent changes to Resilience NSW resheeting guidelines (Attachment 1) have the potential to severely impact the total claim amount. The revised guidelines will in some circumstances fund only a 10mm deep gravel resheet, which is both very impractical and provides very little benefit to the condition of any road.

Local Emergency Management Committee

There have been weekly LEMC TEAMS meetings in recent weeks in order to assist Hunter New England Health manage the significant challenges of COVID-19.

Landfills

Landfills continue to operate as normal. The steel stockpiles at all landfills were recently sold to contract recyclers and transported off site. New prefabricated site offices for Warialda and Bingara have installed to replace the existing offices that were in very poor condition. Minor plumbing works are required to fully commission the new structures.

County Boundary Road Tender

An issued for construction plan set for the 12km sealing project on County Boundary Road has been finalised by Local Government Engineering Services. Tender documentation for the \$10.23 million upgrade, funded jointly by Council and the Roads of Strategic Importance program, has been finalised with the expectation that the tender for a full-service construction will be advertised mid-March.

ROADS MAINTENANCE COUNCIL CONTRACT – WORKS ORDERS ISSUED BY TfNSW

All Work Orders issued by RMS are quality assurance schedule of rates projects carried out by Council staff under the Roads Maintenance Council Contract with Transport for New South Wales.

With no responses received for the Tender of remaining works for the 'Hadleigh' Rehabilitation Project on HW12 Gwydir Highway, segments 8140, 8145 and 8150, TfNSW have now advised that they have a construction crew available to complete the works this financial year. Designs are still being reviewed by TfNSW for the 'Upper Bingara Road' Rehabilitation Project on MR63 Fossickers Way, segment 4420. This project was also planned to be contracted out for completion before the end of the financial year, however due to current concrete pipe lead times and the delay in design reviews, this project will now be programmed for next financial year. Further designs awaiting approval from TfNSW include 'Wendouree' Rehabilitation, segment 5150 and 'Hollymount' Rehabilitation, segment 6120, both on MR63 Fossickers Way. This year's heavy patching program has now started, scheduled to be completed over the next 2-3 months. Fulton Hogan have also completed reseals for the three final seal segments on MR63 Fossickers Way and HW12 Gwydir Highway, that are yet to be line marked in the coming month. Routine maintenance continues each week undertaking inspections, rest area services, vegetation control and bitumen repairs.



Fulton Hogan resealing on MR63 Fossickers Way.

CONCLUSION

The activities carried out by the Technical Services Department are in line with the 2021/22 Management Plan and as otherwise directed.

CONSULTATION

Consultation is carried out within the Technical Services Department during the monthly Technical Services Team Meetings and with other relevant persons.

OFFICER RECOMMENDATION

THAT the Monthly Technical Services Report for January 2022 be received.

FURTHER that Resilience NSW be advised that the Council strongly objects to the arbitrary declaration covering the allowable gravel coverage.

ATTACHMENTS

1. Attachment 1 DR Fact sheet - Gravel Re-sheeting Final [10.1.1 - 1 page]

COMMITTEE RECOMMENDATION TO COUNCIL:

THAT the Monthly Technical Services Report for January 2022 be received.

FURTHER that Resilience NSW be advised that the Council strongly objects to the arbitrary declaration covering the allowable gravel coverage.

(Moved Cr D Coulton, Seconded Cr Dixon OAM)

CARRIED



Natural Disaster Recovery

Fact Sheet – 01/21

Gravel Re-Sheeting

Often TfNSW receive Disaster Recovery claims for gravel re-sheeting with insufficient or no evidence of gravel re-sheeting maintenance records or photographic evidence for Disaster Recovery funding eligibility. The only records which would be useful evidence are the gravel re-sheeting records for an unsealed road, which would include the year and month of work; the start and finish chainages; and the thickness of the last re-sheet.

Gravel loss is a part of the normal wear and tear of any unsealed roads, therefore a full 100mm re-sheet will never be eligible for disaster recovery funding unless a natural disaster washes away this full pavement thickness, within 6 months of completion. To assist councils to quantify gravel loss, 7 mm per year (or per natural disaster event) can be assumed.

For unsealed roads with steep grades (>8%) and/or heavy localised scouring, a case by case basis for gravel thickness will be assessed.

Example situations, as follows:

1. With evidence of maintenance or re-sheeting records a nominal assumed yearly loss of gravel taken off the overall claimed thickness would be 7mm per year. For example, a flood event occurs at the beginning of 2021 and the last re-sheet of 100mm was in 2018. . Hence council can only claim what the photographic evidence shows has been lost and cannot claim any more than $100 - (2 \times 7\text{mm}) \text{ } 14\text{mm} = 86\text{mm}$ of gravel loss.
2. Council is unable to provide any evidence or records of last gravel re-sheeting and/or photographic evidence of material lost from this event TfNSW will approve a heavy maintenance grade of the unsealed road and a contribution of only 10mm gravel thickness. If required council will need to co-contribute, for the costs of additional materials as per the Disaster Recovery Guidelines (2018).
3. 1km of unsealed road is impacted by a flood event with heavy scouring at three locations. Assessment of the last re-sheet versus event gravel loss has been calculated as 40mm along the full 1km road. However, the full 100mm depth has been assessed for the three heavy scour locations, based on measured area (eg. 6m long by 1m wide) Photo evidence is still mandatory during/after the event for evidence of the damages incurred.

Contact us

If you have any questions or would like more on Natural Disaster Recovery please contact our project team:



transport.nsw.gov.au



DisasterRecovery@transport.nsw.gov.au

CLOSURE

The meeting closed at 10.30 am.