



# **AGENDA**

## **Infrastructure Standing Committee Meeting Wednesday, 3 November 2021**

**I hereby give notice that a Meeting of the Infrastructure Standing Committee will be held on:**

**Date: Wednesday, 3 November 2021**

**Time: 9.00am**

**Location: Warren Truss Chamber  
45 Glendon Street  
Kingaroy**

**Mark Pitt PSM  
Chief Executive Officer**

## Order Of Business

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In accordance with the *Local Government Regulation 2012*, please be advised that all discussion held during the meeting is recorded for the purpose of verifying the minutes. This will include any discussion involving a Councillor, staff member or a member of the public.

- 1 OPENING**
- 2 LEAVE OF ABSENCE / APOLOGIES**
- 3 RECOGNITION OF TRADITIONAL OWNERS**
- 4 DECLARATION OF INTEREST**

**5 CONFIRMATION OF MINUTES OF PREVIOUS MEETING**

**5.1 MINUTES OF THE INFRASTRUCTURE STANDING COMMITTEE MEETING HELD ON 6 OCTOBER 2021**

**File Number: 03-11-2021**

**Author: Coordinator Executive Services**

**Authoriser: Chief Executive Officer**

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**OFFICER'S RECOMMENDATION**

That the Minutes of the Infrastructure Standing Committee Meeting held on 6 October 2021 be received.

**ATTACHMENTS**

- 1. Minutes of the Infrastructure Standing Committee Meeting held on 6 October 2021**



# **MINUTES**

## **Infrastructure Standing Committee Meeting**

**Wednesday, 6 October 2021**

**Order Of Business**

<b>1</b>	<b>Opening</b> .....	<b>4</b>
<b>2</b>	<b>Leave of Absence / Apologies</b> .....	<b>4</b>
<b>3</b>	<b>Acknowledgement of Traditional Owners</b> .....	<b>4</b>
<b>4</b>	<b>Declaration of Interest</b> .....	<b>4</b>
<b>5</b>	<b>Confirmation of Minutes of Previous Meeting</b> .....	<b>4</b>
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8.1	Questions on Notice .....	12
<b>9</b>	<b>Confidential Section .....</b>	<b>12</b>
<b>10</b>	<b>Closure of Meeting.....</b>	<b>12</b>



**MINUTES OF SOUTH BURNETT REGIONAL COUNCIL  
INFRASTRUCTURE STANDING COMMITTEE MEETING  
HELD AT THE WARREN TRUSS CHAMBER, 45 GLENDON STREET, KINGAROY  
ON WEDNESDAY, 6 OCTOBER 2021 AT 8.03AM**

**PRESENT:****Councillors:**

Cr Brett Otto (Mayor), Cr Roz Frohloff, Cr Gavin Jones (Deputy Mayor), Cr Danita Potter, Cr Kirstie Schumacher, Cr Scott Henschen, Cr Kathy Duff

**Council Officers:**

Mark Pitt (Chief Executive Officer), Susan Jarvis (General Manager Finance & Corporate), Ged Brennan (Acting General Manager Infrastructure), Peter O'May (General Manager Community), Kevin Searle (Manager Works), James D'Arcy (Manager Infrastructure Planning), Aaron Meehan (KTP Project Manager), Tim Low (Manager Water & Wastewater), Kristy Champney (Personal Assistant Infrastructure), Lynelle Paterson (Executive Assistant)

**1 OPENING**

The Mayor declared the meeting open and welcomed all attendees.

**2 LEAVE OF ABSENCE / APOLOGIES****3 ACKNOWLEDGEMENT OF TRADITIONAL OWNERS**

Cr Duff acknowledged the traditional custodians of the land on which the meeting took place.

The Mayor passed on Council's condolences on the passing of former Murgon Shire Councillor Mr Earl Pratt. Cr Duff offered prayers and Council observed a minutes silence.

**4 DECLARATION OF INTEREST**

Nil

**Attendance:**

At 8:07 AM, Cr Schumacher attended the meeting.

**5 CONFIRMATION OF MINUTES OF PREVIOUS MEETING****5.1 MINUTES OF THE INFRASTRUCTURE STANDING COMMITTEE MEETING HELD ON 1 SEPTEMBER 2021**

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**COMMITTEE RESOLUTION 2021/49**

Moved: Cr Brett Otto

Seconded: Cr Scott Henschen

That the Minutes of the Infrastructure Standing Committee Meeting held on 1 September 2021 be received.

In Favour: Crs Brett Otto, Gavin Jones, Danita Potter, Kirstie Schumacher, Scott Henschen and Kathy Duff

Against: Nil

**CARRIED 6/0**

**Attendance:**

At 8:11 am, Cr Frohloff attended the meeting.

**6 PORTFOLIO – ROADS & DRAINAGE****6.1 ROADS AND DRAINAGE PORTFOLIO REPORT**

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**COMMITTEE RESOLUTION 2021/50**

Moved: Cr Gavin Jones

Seconded: Cr Roz Frohloff

That Councillor Jones's Road and Drainage Portfolio Report to Council be received for information.

In Favour: Crs Brett Otto, Roz Frohloff, Gavin Jones, Danita Potter, Kirstie Schumacher, Scott Henschen and Kathy Duff

Against: Nil

**CARRIED 7/0**

**6.1.1 QUESTION ON NOTICE - DARLEY CROSSING ROAD**

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Question on notice from Cr Duff:

Is it possible to get patrol grading on Darley Crossing Road. Manager Works to investigate and inspect.

**6.1.2 WHELAN ROAD**

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**RESOLVED 2021/51**

A report to be brought to the November Infrastructure Standing Committee Meeting for options on grading Whelan Street.

**6.1.3 BLACKBUTT CBD WORKS**

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**RESOLVED 2021/52**

Update on Blackbutt CBD works to be included in reporting each month.

**6.1.4 PATROL GRADING GRAPH**

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**RESOLVED 2021/53**

Manager Works to double check Patrol Grading Graph figures and advise.

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**6.1.5 WILLIAMS ROAD BENARKIN**

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**RESOLVED 2021/54**

A report to be brought to the November Infrastructure Standing Committee Meeting of costings for the Williams Road Project and whether it was delivered in budget.

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**6.2 KINGAROY TRANSFORMATION PROJECT UPDATE**

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**COMMITTEE RESOLUTION 2021/55**

Moved: Cr Roz Frohloff

Seconded: Cr Gavin Jones

That Council note the attached Kingaroy Transformation Project Update report for information.

In Favour: Crs Brett Otto, Roz Frohloff, Gavin Jones, Danita Potter, Kirstie Schumacher, Scott Henschen and Kathy Duff

Against: Nil

**CARRIED 7/0**

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**6.2.1 FORMAL ACKNOWLEDGEMENT OF WATER & WASTEWATER TEAM**

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**RESOLVED 2021/56**

The Mayor requested that Council formally acknowledge the work undertaken by the Water & Wastewater team in replacing the old water mains between Youngman and Kingaroy Streets as part of the KTP Project.

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**6.3 KINGAROY TRANSFORMATION PROJECT SIGNATURE TREE ALTERNATIVE**

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**COMMITTEE RESOLUTION 2021/57**

Moved: Cr Gavin Jones

Seconded: Cr Roz Frohloff

That the committee recommend to Council:

That Council alternate the signature Silky Oak Trees for the Kingaroy Transformation Project with the Firewheel – *Stenocarpus*.

In Favour: Crs Brett Otto, Roz Frohloff, Gavin Jones, Danita Potter, Kirstie Schumacher, Scott Henschen and Kathy Duff

Against: Nil

**CARRIED 7/0**

**6.3.1 UPDATED REPORT = KINGAROY TRANSFORMATION PROJECT SIGNATURE TREE ALTERNATIVE**

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**RESOLVED 2021/58**

An updated report to the October General meeting with advice from an independent local horticulturist in relation to the signature tree alternative.

**6.3.2 REMOVAL OF SILKY OAK TREE**

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**COMMITTEE RESOLUTION 2021/59**

Moved: Cr Gavin Jones

Seconded: Cr Danita Potter

That the committee recommends to Council:

That Council proceed with the removal of the existing Silky Oak Tree from the corner of Alford and Youngman Street and transplanting in Memorial Park.

In Favour: Crs Brett Otto, Roz Frohloff, Gavin Jones, Danita Potter, Kirstie Schumacher, Scott Henschen and Kathy Duff

Against: Nil

**CARRIED 7/0**

**Attendance:**

At 9:06 am, Project Manager Aaron Meehan left the meeting.

**6.4 HALY STREET CARPARKS (YOUNGMAN STREET - WILLIAM STREET)**

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**COMMITTEE RESOLUTION 2021/60**

Moved: Cr Kirstie Schumacher

Seconded: Cr Danita Potter

That the committee recommends to Council:

That Council note the assessment of carparking bays in Haly Street, Kingaroy and that we amend the existing line marking plan to comply with the proposed layout plan Haly to William Street on-street parking investigation and that the works are undertaken as soon as practicable.

In Favour: Crs Brett Otto, Roz Frohloff, Gavin Jones, Danita Potter, Kirstie Schumacher, Scott Henschen and Kathy Duff

Against: Nil

**CARRIED 7/0**

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**6.4.1 DISABILITY PARKING /ACCESS RAMP - HALY STREET CARPARKS (YOUNGMAN STREET - WILLIAM STREET)**

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**RESOLVED 2021/61**

Options for disability parking / access ramp in front of the chiropractor in Haly Street as part of the final design to be brought to the October General meeting.

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**6.5 REQUEST TO RENAME QUIET GLEN ROAD BOONDOOMA TO SEILER LANE BOONDOOMA**

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**COMMITTEE RESOLUTION 2021/62**

Moved: Cr Kathy Duff

Seconded: Cr Danita Potter

That the committee recommends to Council:

That Council resolves:

1. To rename Quiet Glen Road, Boondooma to Seiler Lane, Boondooma; and
2. That Quiet Glen Road, Boondooma be added to Councils register of future road naming options for consideration in the locality of Boondooma.

In Favour: Crs Brett Otto, Roz Frohloff, Gavin Jones, Danita Potter, Kirstie Schumacher, Scott Henschen and Kathy Duff

Against: Nil

**CARRIED 7/0**

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**6.6 2025/26 SAFE SCHOOL TRAVEL (SAFEST) FUNDING NOMINATIONS**

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**COMMITTEE RESOLUTION 2021/63**

Moved: Cr Gavin Jones

Seconded: Cr Kirstie Schumacher

That the committee recommends to Council;

That Council supports the submission of the following project and commits to co-contributing 50% of the 2024/25 SafeST programme:

**Proposed Project – 2024/25**

1. William Street, Kingaroy – \$270,000

In Favour: Crs Brett Otto, Roz Frohloff, Gavin Jones, Danita Potter, Kirstie Schumacher, Scott Henschen and Kathy Duff

Against: Nil

**CARRIED 7/0**

**Attendance:**

At 10:01 am, Manager Water & Wastewater Tim Low left the meeting.

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**6.6.1 2025/2026 SAFEST FUNDING INVESTIGATION**

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**COMMITTEE RESOLUTION 2021/64**

Moved: Cr Kirstie Schumacher

Seconded: Cr Danita Potter

That the Committee recommends to Council:

That Council investigate the Markwell Street Kingaroy project for the 2025/26 SafeST programme and a report be brought back to Council.

In Favour: Crs Brett Otto, Roz Frohloff, Gavin Jones, Danita Potter, Kirstie Schumacher, Scott Henschen and Kathy DuffAgainst: Nil**CARRIED 7/0****Attendance:**

At 10:03 am, Manager Water &amp; Wastewater Tim Low returned to the meeting.

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**6.6.2 KENT STREET AND HALY STREET KINGAROY FOOTPATHS**

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**COMMITTEE RESOLUTION 2021/65**

Moved: Cr Gavin Jones

Seconded: Cr Danita Potter

That Kent and Haly Street Footpaths be reviewed in line with Council's footpath program and a report be brought back to the November Infrastructure Standing Committee Meeting.

In Favour: Crs Brett Otto, Roz Frohloff, Gavin Jones, Danita Potter, Kirstie Schumacher, Scott Henschen and Kathy DuffAgainst: Nil**CARRIED 7/0**

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**6.6.3 GORE STREET MURGON**

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**RESOLVED 2021/66**

Gore Street Murgon to be considered as part of the workshop for LRCI Projects.

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**6.7 BUNYA HIGHWAY MEDIANS - WONDAI ROUNDABOUT COMMUNITY CONSULTATION**

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**COMMITTEE RESOLUTION 2021/67**

Moved: Cr Scott Henschen

Seconded: Cr Kirstie Schumacher

That the committee recommends to Council:

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That Council adopt Option Two (Attachment Two (2)) for the redevelopment of the Wondai roundabout including the associated landscaping works as preferred by the broader Wondai community to progress to detailed design (Attachment Four (4)).

In Favour: Crs Brett Otto, Roz Frohloff, Gavin Jones, Danita Potter, Kirstie Schumacher, Scott Henschen and Kathy Duff

Against: Nil

**CARRIED 7/0**

### **6.7.1 LOCATION OF CHRISTMAS TREE IN WONDAI**

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#### **RESOLVED 2021/68**

Report on the location of the Christmas Tree in Wondai to be brought to the October General Council Meeting.

### **6.8 POTENTIAL RENEWAL PROJECT FOR FISHER STREET AND MOORE STREET KINGARROY**

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#### **COMMITTEE RESOLUTION 2021/69**

Moved: Cr Kirstie Schumacher

Seconded: Cr Danita Potter

That South Burnett Regional Council notes the report for the potential renewal project for Fisher Street and Moore Street, Kingarroy.

In Favour: Crs Brett Otto, Roz Frohloff, Gavin Jones, Danita Potter, Kirstie Schumacher, Scott Henschen and Kathy Duff

Against: Nil

**CARRIED 7/0**

### **6.9 ROAD MAINTENANCE PROCESS**

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#### **COMMITTEE RESOLUTION 2021/70**

Moved: Cr Kirstie Schumacher

Seconded: Cr Scott Henschen

That Council note the previous advice and that a further update on the development of Council's Road Maintenance Management System will be presented to the November Infrastructure Standing Committee meeting along with the requested report on pothole patching processes.

In Favour: Crs Brett Otto, Roz Frohloff, Gavin Jones, Danita Potter, Kirstie Schumacher, Scott Henschen and Kathy Duff

Against: Nil

**CARRIED 7/0**

#### **Attendance:**

At 10:35 am, Cr Danita Potter left the meeting.

At 10:35am Manager Works Kevin Searle left the meeting.

At 10:37 am, Cr Danita Potter returned to the meeting.

At 10:37 am, Cr Kirstie Schumacher left the meeting.

At 10:39 am, Manager Works Kevin Searle returned to the meeting.

At 10:40 am, Cr Kirstie Schumacher returned to the meeting.

## **7 PORTFOLIO - LDMG, WATER & WASTEWATER**

### **7.1 LOCAL DISASTER MANAGEMENT, WATER AND WASTEWATER PORTFOLIO REPORT**

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#### **COMMITTEE RESOLUTION 2021/71**

Moved: Cr Roz Frohloff

Seconded: Cr Danita Potter

That Councillor Frohloff's Local Disaster Management, Water and Wastewater Portfolio report to Council be received for information.

In Favour: Crs Brett Otto, Roz Frohloff, Gavin Jones, Danita Potter, Kirstie Schumacher, Scott Henschen and Kathy Duff

Against: Nil

**CARRIED 7/0**

### **7.2 REVIEW OF CURRENT WATER RESTRICTIONS**

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#### **COMMITTEE RESOLUTION 2021/72**

Moved: Cr Roz Frohloff

Seconded: Cr Scott Henschen

That the committee recommends to Council:

That Council remain on level three (3) Water restrictions and that the Water and Wastewater Department review monthly.

In Favour: Crs Brett Otto, Roz Frohloff, Gavin Jones, Danita Potter, Kirstie Schumacher, Scott Henschen and Kathy Duff

Against: Nil

**CARRIED 7/0**

### **7.3 WIDE BAY BURNETT URBAN WATER ALLIANCE (WBBUWA) UPDATE**

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#### **COMMITTEE RESOLUTION 2021/73**

Moved: Cr Roz Frohloff

Seconded: Cr Danita Potter

That South Burnett Regional Council notes the Wide Bay Burnett Urban Water Alliance (WBBUWA) Update for information.

In Favour: Crs Brett Otto, Roz Frohloff, Gavin Jones, Danita Potter, Kirstie Schumacher, Scott Henschen and Kathy Duff

Against: Nil

**CARRIED 7/0**



**7.4 BUILDING OUR REGIONS GUIDELINES AND TIMING**

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**COMMITTEE RESOLUTION 2021/74**

Moved: Cr Kirstie Schumacher  
Seconded: Cr Danita Potter

That the committee recommends to Council:

That Council receives and notes the report on the Building Our Regions Round Six (6) Guidelines and timing and considers both the Gordonbrook off-stream storage and Mt Wooroolin Projects as shovel ready projects for this round of funding.

In Favour: Crs Brett Otto, Roz Frohloff, Gavin Jones, Danita Potter, Kirstie Schumacher, Scott Henschen and Kathy Duff

Against: Nil

**CARRIED 7/0**

**7.4.1 QUESTION ON NOTICE - BUILDING BETTER REGIONS**

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Question on notice from Mayor Otto:

How would we construct an application. If we said we wanted to pursue both projects, do we have to nominate the amounts or at this stage can we just put an expression of interest in both without actually having to nominate \$ amounts before 23 November?

**8 QUESTIONS ON NOTICE**

**8.1 QUESTIONS ON NOTICE**

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**COMMITTEE RESOLUTION 2021/75**

Moved: Cr Kirstie Schumacher  
Seconded: Cr Scott Henschen

That the responses to the questions raised be received and noted.

In Favour: Crs Brett Otto, Roz Frohloff, Gavin Jones, Danita Potter, Kirstie Schumacher, Scott Henschen and Kathy Duff

Against: Nil

**CARRIED 7/0**

**9 CONFIDENTIAL SECTION**

**10 CLOSURE OF MEETING**

The Meeting closed at 11.10am.

The minutes of this meeting were confirmed at the Infrastructure Standing Committee Meeting held on 3 November 2021.

.....  
CHAIRPERSON

**6 PORTFOLIO – ROADS & DRAINAGE****6.1 ROADS AND DRAINAGE PORTFOLIO REPORT****File Number:** 03-11-2021**Author:** Councillor**Authoriser:** Chief Executive Officer**PRECIS**

Roads and Drainage Portfolio Report

**SUMMARY**Councillor Jones presents his Roads and Drainage Portfolio to Council.

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**OFFICER'S RECOMMENDATION**

That Councillor Jones's Road and Drainage Portfolio Report to Council be received for information.

**BACKGROUND**

N/A

**ATTACHMENTS**

1. Roads and Drainage Portfolio Report [!\[\]\(3dc92c626ede9fa1b47e2e010104b5c4\_img.jpg\) !\[\]\(71e9a2c5583c3d2a2fe005f4239e5d39\_img.jpg\)](#)

## ROADS AND DRAINAGE PORTFOLIO REPORT

### Current Design and Planning Projects

#### Key Projects

Name	Description	Status
<b>Maidenwell Bunya Mountains Road, Wengenville</b>	Detailed design for TMR	Design 10% complete
<b>Kumbia Streetscape, Kumbia</b>	Rehabilitation of CBD	Community consultation finished. Detailed design commenced
<b>Kumbia Road, Kumbia</b>	Road widening and pavement overlay	Design 90% complete
<b>Youngman Street Median Treatments, Kingaroy &amp; Wondai</b>	Repair and upgrade of median and roundabouts	Package one – 100% complete Package two – Community consultation complete and design 30% complete Package three – Community consultation complete and design 30% complete.
<b>Oliver Bond Carpark, Kingaroy</b>	Upgrade carpark and lighting facilities	Design 30% complete
<b>Wondai Industrial Estate, Wondai</b>	Upgrade pavement and intersections to allow for B-double access to industrial estate	Design 80% complete
<b>Gordonbrook Offsite Storage/Mt Wooroolin Reservoir, Gordonbrook</b>	Concept earthworks design for funding application	Design 70% complete

#### Minor Projects

Name	Description	Status
<b>St Mary's Catholic College, Kingaroy</b>	Road widening and safety upgrades. Install new footpath.	Design 90% complete
<b>Wondai State School, Wondai</b>	Safety improvements to school traffic environment	Design 50% complete
<b>Kingaroy State High School, Kingaroy</b>	Footpath, crossing and linemarking to Williams and Avoca Streets	Design 50% complete
<b>Palmer Street, Murgon</b>	Kerb & Channel works	Design 30% complete
<b>John Street, Kingaroy</b>	Kerb & Channel works Pavement rehabilitation	Design commenced
<b>Haly Street, Kingaroy Footpath</b>	Install new footpath and rehabilitate existing footpath from PCA to Andersons	Design commenced

## Current / Planned Works for November - As of 14 October 2021

## Capital Works

Name	Description	Expected Start Date	Expected Completion Date	Budget Amount	Actual
<b>Blackbutt CBD</b>	Blackbutt CBD Footpath renewal. Procurement currently underway.	January	May 2022	\$1,305,000	\$96,891
<b>Harris Road, Kingaroy</b>	Pavement rehabilitation works underway.	October	October	\$300,000	\$55,908
<b>Jorgensens Road, Glenview</b>	Pavement rehabilitation works underway.	October	November	\$61,500	\$3,117
<b>Kingaroy Transformation Project</b>	Kingaroy CBD upgrade.	January 2021	October 2022	Refer to KTP report	
<b>Memerambi Barkers Creek Road, Corndale</b>	Upgrade a section from unsealed to sealed standard between chainage 14.5km to 15.5 km.	November	March	\$864,000	\$3,936
<b>Springs Road, Chelmsford</b>	Sealed pavement reconstruction.	October	November	\$169,500	\$6,743
<b>Weckers Road, Wooroolin</b>	Sealed pavement reconstruction.	November	November	\$172,500	\$4,371
<b>Wondai Industrial Estate</b>	Pavement rehabilitation and upgrade.	November	December	\$970,000	\$9,452
<b>Bitumen Reseal</b>	Procurement evaluation currently underway.	November	March	\$1,149,789	\$103,292

## Gravel Resheeting

Name	Description	Expected Start Date	Expected Completion Date
<b>Benair Road, Benair</b>	Gravel Resheet	November	December
<b>Boldery Road, Brooklands</b>	Gravel Resheet	September	October
<b>Hazeldean Road, South Nanango</b>	Shoulder Resheet	September	October
<b>Major Road, South Nanango</b>	Shoulder Resheet	October	October
<b>McNamara Road, Brooklands</b>	Gravel Resheet	October	October
<b>Perretts Road, Booie</b>	Gravel Resheet,	November	November
<b>Smith Road, Booie</b>	Shoulder Resheet	November	November

**Patrol Grading**

Locality	Description	Expected Start Date	Expected Completion Date
<b>Booie</b>	Reinbotts Road, Haydens Road, Jorgensens Road, Radunzs Road, Redvale Road, Schellbachs Road, Haydens Road	November	November
<b>Brooklands</b>	Peron Road	October	October
<b>Coolabunia</b>	Franklin Road	November	November
<b>Goodger</b>	Boonenne Road	October	October
<b>Gordonbrook</b>	Weens, Wicks Road, Slattery Road, Holts Road, Pointons Road, Linds Road, Cooleys Road, Carews Road	October	October
<b>Haly Creek</b>	Flagstone Road, Findlays Road, Bookless Road, Haly Creek Road	November	November
<b>Hivesville</b>	Wilsons Road, Ten Chain Road	October	October
<b>Keysland</b>	Dip Road, The Bluff Road	October	October
<b>Kingaroy</b>	Bethany Street, Railway Road, Lankowskis Road, Meiers Road	October	November
<b>Kinleymore</b>	Stumkes Road, Kinleymore School Road, Meyhar Road, Middle Road, Back Road	October	October
<b>Maidenwell</b>	Trapp Road, Copper Creek Road, Harland Road	October	November
<b>Memerambi</b>	Lamperds Road, Memerambi Cemetery Road, Oil Seeds Road, Meehans Road	October	November
<b>Mt McEuen</b>	Hoffmans Road, Mt McEuen Road	October	October
<b>Neumgna</b>	Rocky Glen Road, Bishop Road, Hobdell Road	October	October
<b>Okeden</b>	Parishs Road, Mantheys Road, Okeden Byanda Road	October	November
<b>Pimpimbudgee</b>	Tanduringie School Road, Soldier Settlement Road, Connolly Road, Middle Creek Cooyar Road, Clapperton Road, Cause Road, Behan Road, Pimpimbudgee Road	October	November
<b>Proston</b>	The Weir Road, Blanches Road, Moloneys Road	October	October
<b>Stalworth</b>	Fitzgerald Road	October	October
<b>Tarong</b>	Tarong Railway Road, Pincott Lane	October	October
<b>Wengenville</b>	Dugdell Road, Wengen Creek Road, Saddletree Creek Road, Red Ceder Drive, Silky Oak Drive, Maidenwell Glencliffe Road	November	November
<b>Wondai</b>	Keates Road	October	October

**Roadside Slashing / Boom Mowing**

The recommencement of the general slashing program is weather dependant and is currently being planned to start delivery in November. Isolated slashing is currently underway targeting the higher growth areas as per the completed works table for October.

**Completed Works for Noting – October****Design and Planning Projects**

Name	Description	Status
<b>Memerambi Barkers Creek Road, Wattlecamp</b>	Upgrade road to sealed standard	100%
<b>Taabinga State School, Kingaroy</b>	Regrade and seal drop off zone Drainage issues in carpark	100%
<b>Gore Street, Murgon</b>	Rehabilitate existing footpath	100%

**Capital Works**

Name	Description	Budget Amount	Actual
<b>Williams Road, Benarkin</b>	Upgrade from unsealed to sealed standard. Project nearing completion, awaiting line marking.	\$100,000 (20/21) <u>\$450,000 (21/22)</u> \$550,000 (total)	\$559,609

**Gravel Resheeting**

Name	Description
<b>Mundubbera Durong Road, Durong</b>	Shoulder Resheet

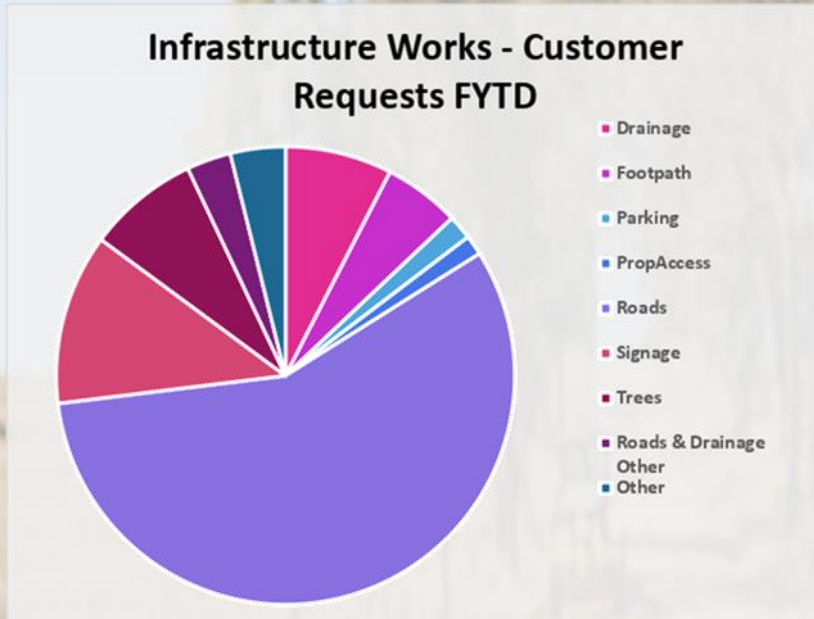
**Patrol Grading**

Locality	Description
<b>Abbeywood</b>	Farmers Road, Gayndah Abbeywood Road, Farmers Road
<b>Benair</b>	Morrisseys Road
<b>Booie</b>	Goldsworthy Road
<b>Brooklands</b>	Greenslade Road
<b>Goodger</b>	Weeks Road
<b>Hivesville</b>	Ten Chain Road, Gayndah Hivesville Road
<b>Inverlaw</b>	Hoopers Road, Ten Chain Road, Woodalls Road, Beils Road, Barrons Road South, Rattenburys Road
<b>Kingaroy</b>	Hoopers Road, Bridget Carroll Road, Borcharts Road, Mount Wooroolin Road, Weens Road
<b>Maidenwell</b>	Maidenwell Upper Yarraman Road
<b>Neumgna</b>	Tarong Yarraman Road, Ryan Reagon Road, Henderson Road, Nystrom Duffey Road
<b>Speedwell</b>	Byanda Road, Speedwell Road, Speedwell School Road, K Hansens Road, Howard Road, Roberts Road
<b>Stalworth</b>	Back Creek Road

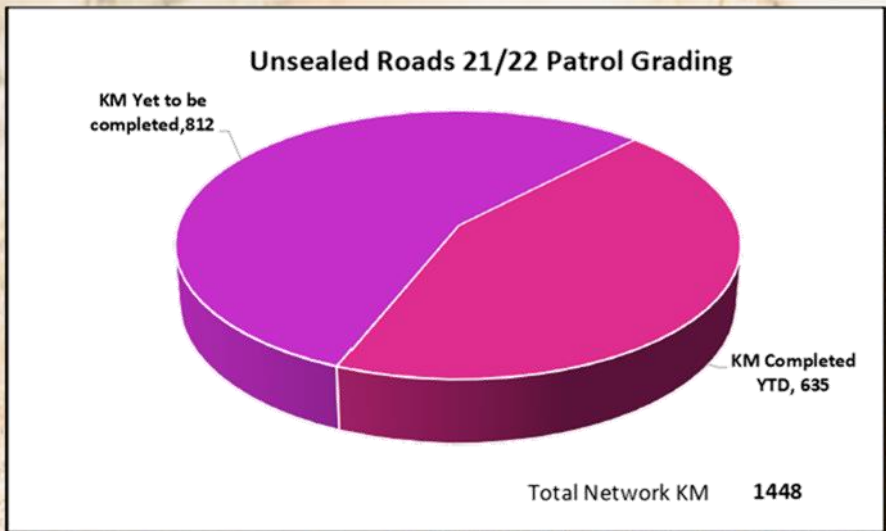
<b>Taabinga</b>	Boonenne Ellesmere Road, Boonenne Road, Railway Road, Toomeys Road
<b>Tablelands</b>	Smiths Road
<b>Wigton</b>	Foxs Road

**Roadside Slashing**

<b>Locality</b>	<b>Description</b>
<b>Brooklands</b>	Boldery Road, Nanango Brooklands Road
<b>Bullcamp</b>	Bullcamp Road
<b>East Nanango</b>	East Nanango Road, Mt Stanley Road
<b>Kingaroy</b>	Ivins Street
<b>Manyung</b>	Reifs Road, Hetheringtons Road (Manyung), Reifs Road
<b>Merlwood</b>	Pringles Hill Road
<b>Stonelands</b>	Etheringtons Road
<b>Tablelands</b>	Daniels Road, Hebbel Drive, Levers Road, Smiths Road, Uptons Road



**Roads and Drainage Other** - includes street furniture, animals, bridges, gates and grids.  
**Other** – includes airports, buildings, council buildings, dams, economic development, mowing, parks and gardens, rates valuation, telecoms, toilets, waste and weeds.



*NB: it was noted in the October Standing Committee meeting that the pie graph was for a one-month period only. The above data reflects Council's Patrol Grading completed this financial year as of 14 October 2021.*





A Pave-liner truck is used to complete specific types of pothole and edge break defects. The truck operates by discharging compressed pressurised air to spray bitumen emulsion material from an arm at the front of the truck. From there the truck passes over the sprayed section leaving a layer of aggregate.

This machine is used for shallow sealed rehabilitation repairs including potholes between 5mm and 75mm in depth and minor edge breaks.

It can also be used to temporarily seal a finished pavement repair or hold a pavement surface together to allow traffic accessibility until a final seal can be undertaken.



**6.2 KINGAROY TRANSFORMATION PROJECT UPDATE****File Number:** 03-11-2021**Author:** Personal Assistant Infrastructure**Authoriser:** Chief Executive Officer**PRECIS**

Kingaroy Transformation Project Update

**SUMMARY**

At March's Infrastructure Standing Committee, it was requested that monthly updates on the Kingaroy Transformation Project be presented to future Infrastructure Standing Committees.

---

**OFFICER'S RECOMMENDATION**

That Council note the attached Kingaroy Transformation Project Update report for information.

**BACKGROUND**

Refer to the attached Kingaroy Transformation Project Update report.

**ATTACHMENTS**

1. Kingaroy Transformation Project Update [↓](#) 

**KINGAROY TRANSFORMATION PROJECT UPDATE****Construction Progress and Budget Update**

October has seen major construction underway in Haly Street for the Kingaroy Transformation Project. Multiple crews are working concurrently on both the Northern and Southern sides with construction of stormwater, telco conduits, kerb, footpath and road construction. Progress has been on track with program expectations however the teams have been challenged by a large amount of services and adverse weather.





Crews will be opening up a second site on Haly Street from Glendon Street to Kingaroy Street on the weekend 23 October with demolition and commencement of telco and stormwater works. The project team has currently programmed asphalt works for both Alford Street and Haly Street for the last two weeks in November. It is expected that the majority of civil works will shut down during December with landscaping and minor footpath pours only during this period.

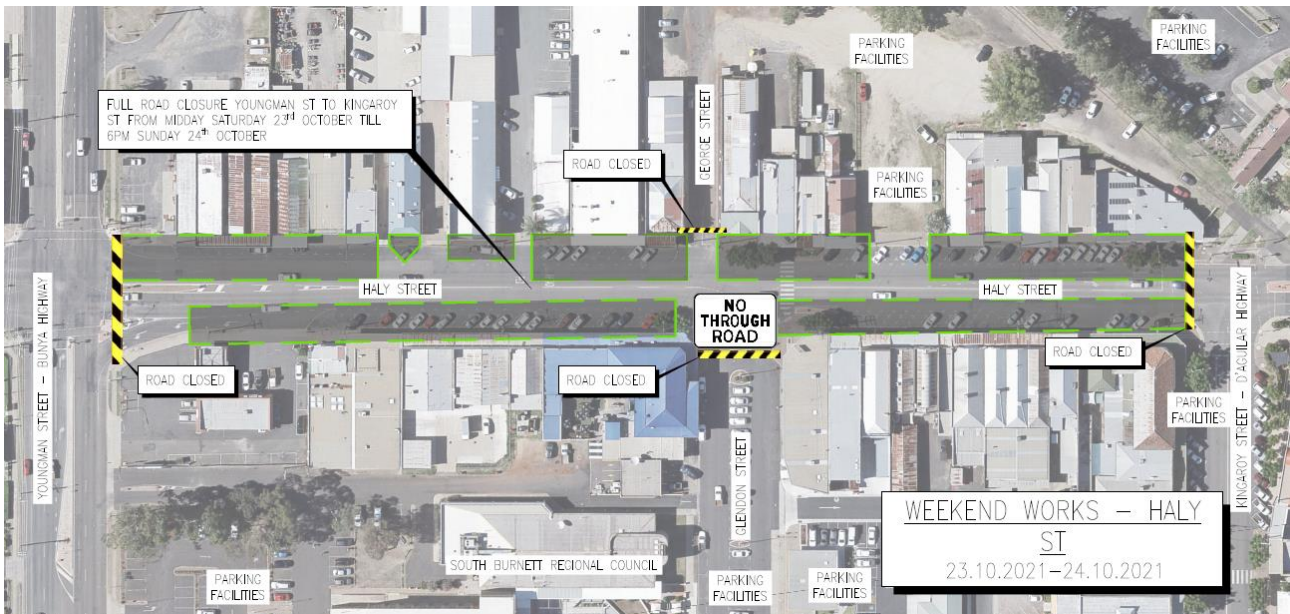
Council's water and parks teams have continued landscaping and irrigation works in Alford Street over the past month with mulch currently being added to established gardens.



Council's Team and Divisional Councillors have undertaken regular consultation with businesses across the KTP precinct to provide regular updates and seek feedback on construction impact. Businesses have been outstanding with their support and flexibility for program changes and we look forward to a strong program delivery between now and December. Council's regular videos to the community on access updates as well as progress will continue and have been well received.



**Map of Works**



Note\* Haly Street continues to be open to one way traffic during weekdays

**Alford Street (Youngman – Glendon) Construction Progress**

<i>Estimated Construction Progress Oct</i>										
% complete	10	20	30	40	50	60	70	80	90	100
Site Establishment & Prelims'										
Provision for Traffic										
Demolition										
Environmental										
Project Support										
Stormwater Drainage										
Kerb and Channel										
Footpaths and Concrete works										
Earthworks										
Water & RW Water Main										
Pavements										
Surfacing & Line Marking										
Street Furniture										
Landscaping (Hard and Soft)										
Signage										
Traffic Signals / CCTV										
Electrical / Comms										
Telstra Pit replacement										
Street Lighting Relocation and Removal										
Feature Lighting										
Street Lighting										
Irrigation										

**Alford Street (Glendon – Kingaroy) Construction Progress**

<i>Estimated Construction Progress</i>										
% complete	10	20	30	40	50	60	70	80	90	100
Site Establishment & Prelims'										
Provision for Traffic										
Demolition										
Environmental										
Project Support										
Stormwater Drainage										
Kerb and Channel										
Footpaths and Concrete works										
Earthworks										
Water & RW Water Main										
Pavements										
Surfacing & Line Marking										
Street Furniture										
Landscaping (Hard and Soft)										
Signage										
Traffic Signals / CCTV										
Electrical / Comms										
Telstra Pit replacement										
Street Lighting Relocation and Removal										
Feature Lighting										
Street Lighting										
Irrigation & Planting										

**Haly Street (Youngman – Kingaroy) Construction Progress**

<i>Estimated Construction Progress</i>										
% complete	10	20	30	40	50	60	70	80	90	100
Site Establishment & Prelims'										
Provision for Traffic										
Demolition										
Environmental										
Project Support										
Stormwater Drainage										
Kerb and Channel										
Footpaths and Concrete works										
Earthworks										
Water & RW Water Main										
Pavements										
Surfacing & Line Marking										
Street Furniture										
Landscaping (Hard and Soft)										

Signage									
Traffic Signals / CCTV									
Electrical / Comms									
Telstra Pit replacement									
Street Lighting Relocation and Removal									
Feature Lighting									
Street Lighting									
Irrigation									

## Expenditure and Budget Summary

Current stage by stage expenditure to 20 October 2021 actuals and includes current estimated final cost (EFC) and budget is shown in the table below:

Item	1 Haly St - Youngman Glendon	2/3 Haly St - Glendon Kingaroy	4 Glendon inc Shared Zone	5 Kingaroy St - Haly to Alford	6 Alford St - Youngman Glendon	7/8 Alford St - Glendon to Short	Totals
<b>Expenditure</b>							
<b>Actual Exp</b>	\$ 1,100,643.50	\$ 790,370.50	\$ 135,653.00	\$ 368,414.00	\$ 1,865,747.00	\$ 2,727,915.00	<b>6,988,743.00</b>
<b>EFC</b>	\$ 2,167,011.00	\$ 3,689,494.00	\$ 1,145,752.00	\$ 1,951,591.00	\$ 2,132,871.00	\$ 4,014,580.00	<b>\$ 15,101,299.00</b>
<b>EFC %</b>	100%	100%	100%	100%	102%	100%	
<b>Budget</b>							
<b>Estimate inc O/H</b>	\$ 2,167,011.00	\$ 3,689,494.00	\$ 1,145,752.00	\$ 1,951,591.00	\$ 1,982,871.00	\$ 3,814,580.00	<b>\$ 14,751,299.00</b>
<b>Conting'y</b>					\$ 150,000.00	\$ 200,000.00	<b>\$ 447,885.00</b>
						<b>Total #</b>	<b>\$ 15,549,184.00</b>

\* the above budget now includes DTMR corridor and allocation of \$1.68M. The total Council budget is \$13.94M from shopping centre contribution to footpath access upgrade and gravel re-use. The current Council EFC is \$13.49M with the allocation of the contingency funds expected for contract 6,7,8 as these contracts approach completion. Council's increase in costs in Alford Street largely relates to project methodology and efficiency on the early stages and subgrade issues resulting in an increase in asphalt for compaction. Council's engineers have redesigned the remaining pavements for subgrade stabilisation prior to asphalt which significantly reduces risks to pavement asphalt works which will also prevent construction time losses. There has also been changes made to construction methodologies across the project which has been demonstrated in the reduction in the current construction time in Alford Street. The team continues to monitor the budget and progress extensively and there are some increases to contractor and specialists material costs starting to occur due to market competition as seen across the state.

## Project Risks and Variations

The team continue to manage project risks and variations as they arise through more efficient programming, engineering, procurement and community consultation. Council has extensive construction underway in Haly Street to target asphalt completion by end of November. Council has developed a forward program with its asphalt contractor to streamline works within the CBD over the last two weeks in November along with a level of contingency for weather impact during this period. Wet weather continues to increase the level of risk for shut for both project projection and the safety of staff.

There are some price rises starting to be seen across contractors and materials due to market demand and the project team is continuing to work with suppliers to minimise impacts where possible however these impacts will need to be monitored very closely as the project progresses.



Construction teams continue to work efficiently and there has been a reduction in unit rate costs since the initial Alford Street stages. Officers have redesigned the pavement to reduce the risk of subgrade within the CBD, currently there is a layer of cement treated base material being installed prior to EME2 asphalt which resulted in a variation cost of \$60 per m2 in Alford Street, the revised treatment has reduced this variation to \$35 per m2 along with reducing asphalt construction time.

Access to businesses also continues to be an ongoing challenge for construction teams and the increase in community consultation and engagement has greatly assisted not only business owners but the community in accessing the site areas. Council will continue to seek feedback and engage with businesses to mitigate impacts wherever possible along with continuation of construction update videos to assist the community.

### **Consultation and Communications Update**

The project team continue to work with the Divisional Councillors to consult daily with businesses on both current construction and forward program. The use of regular construction video updates has been successful in communicating the project and businesses continue to receive regular forward program updates for works in their area. The recent initiative to add local businesses to the videos has been well received and appreciated also.

#### ***Consultations:***

- Business advertising, directional and parking signage development continues as the need arises
- Scheduled visits continue to occur with Economic Development Officer, Divisional and Portfolio Councillors
- Regular contact with Haly Street businesses regarding scheduling and construction impacts
- Regular Councillor videos recorded – KTP update, pedestrian movement, parking access and the importance of supporting local business
- Fortnightly Project Update Media Release
- Fortnightly KTP Mail Chimp E-Newsletter sent to business owners and building owners
- Notice of Road Closure Media Releases
- Rotary Club of Kingaroy Shared Spaces Consultation
- Construction Impact meetings with businesses experiencing challenges

#### ***Common Themes:***

- Impact on trade for businesses on the western side of Kingaroy Street when the northern side of Alford Street is closed
- Businesses are surprised with the speed of construction
- Concern around wet weather delays



**6.3 KENT STREET, KINGAROY STREET AND HALY STREET, KINGAROY FOOTPATH****File Number:** 03-11-2021**Author:** Manager Infrastructure Planning**Authoriser:** Chief Executive Officer**PRECIS**

Kent Street, Kingaroy Street and Haly Street, Kingaroy Footpath

**SUMMARY**

Kent Street, Kingaroy and Haly Street, Kingaroy Footpath projects have been removed from the proposed Safe School Travel (SafeST) funding program with Council request to present a detailed report. It is requested presentation of this report be postponed to the December Infrastructure Standing Committee meeting.

---

**OFFICER'S RECOMMENDATION**

That the report detailing Kent Street, Kingaroy Street and Haly Street, Kingaroy Footpath projects be presented to the December Infrastructure Standing Committee meeting.

**BACKGROUND**

Infrastructure Planning presented to Council during the 6 October Infrastructure Standing Committee meeting, the 2025/26 Safe School Travel (SafeST) Funding Nominations Report. It was resolved that the Kent Street, Kingaroy and Haly Street, Kingaroy footpath projects would be removed from the proposed project considerations for SafeST funding and added to Council's forward Capital Works Footpath program.

Due to limited resources, available officers have not been able to complete this task and associated reporting, therefore further time to permit completion of this work is requested.

**ATTACHMENTS****Nil**

## 6.4 HEAVY VEHICLE ROUTES - KINGAROY

**File Number:** 03-11-2021

**Author:** Manager Infrastructure Planning

**Authoriser:** Chief Executive Officer

### PRECIS

Heavy Vehicle Routes – Kingaroy

### SUMMARY

Infrastructure Planning is currently investigating heavy vehicle traffic movements within Kingaroy and its CBD for the optimisation of heavy vehicle routes for the benefit of local industry and the wider community as part of implementation of the 2021-22 SBRC Operational Plan. By investigating these movements, the aim is to reach the outcomes of the Operational Plan and to develop concept projects as required for future advancement when funding opportunities are presented. These investigations will be discussed within Council workshops to explore all opportunities and options.

### OFFICER'S RECOMMENDATION

That Council note that investigation of heavy vehicle traffic routes within Kingaroy has commenced and a workshop is currently being developed and will be delivered to discuss these options in detail.

### LINK TO CORPORATE/OPERATIONAL PLAN

2021-22 SBRC Operational Plan EC3 – Advocate to minimise the impact of heavy vehicle traffic in the CBD areas of major towns as appropriate

### COMMUNICATION/CONSULTATION (INTERNAL/EXTERNAL)

A deputation to the Director General of Transport and Main Roads occurred 20 October 2020 covering the main issues by the Mayor, Deputy Mayor and Chief Executive Officer.

The matter was recently raised at the September Infrastructure Standing Committee with a question on notice and the answer was provided at the October Infrastructure Standing Committee as follows:

**(Q1) Has there been any further discussions with stakeholders in relation to the heavy vehicle movements around Kingaroy CBD?**

Officers are organising discussions between industry, operators and road managers to understand heavy vehicle requirements around the South Burnett. This discussion will allow officers to further understand the current methods of travel and how this can be optimised to benefit industry and public safety on our roads.

At the Ordinary meeting of 22 September 2021, the following resolution was adopted:

## 10.01 MEETING WITH DIRECTOR GENERAL OF QUEENSLAND TRANSPORT AND MAIN ROADS

### RESOLUTION 2021/160

Moved: Cr Gavin Jones

Seconded: Cr Kirstie Schumacher

That

1. a meeting be organised in the South Burnett with the Director General of Queensland Transport and Main Roads, Mr Neil Scales, along with stakeholders in the South Burnett regarding movement of heavy vehicles out the Kingaroy CBD, looking at alternate routes to get into Kingaroy and businesses and also discussing options for road trains to come into our region.
2. Cr Jones as the portfolio holder be appointed by Council to lead strategic planning and advocacy with the Department in relation to the heavy vehicle movements including road trains across the region.

In Favour: Crs Brett Otto, Gavin Jones, Kathy Duff, Roz Frohloff, Danita Potter, Kirstie Schumacher and Scott Henschen

Against: Nil

**CARRIED 7/0**

By email dated 23 October 2021, the Chief Executive Officer issued an invitation to the District Director of Transport and Main Roads for the future planning for management of heavy/combination vehicles in Kingaroy's CBD. Dates are being finalised for this meeting to be progressed.

## **BACKGROUND**

Infrastructure Planning is currently investigating heavy vehicle traffic movements within Kingaroy and its CBD for the optimisation of heavy vehicle routes for the benefit of local industry and the wider community as part of implementation of the 2021-22 SBRC Operational Plan (*EC3 – Advocate to minimise the impact of heavy vehicle traffic in the CBD areas of major towns as appropriate*).

This investigation will involve a workshop with Council to understand existing heavy vehicle routes (including B-Double gazetted), routes used under permit to access major facilities, and future opportunities that could allow B-Double access outside of the Kingaroy CBD. Following this workshop, consultations with TMR and local industry will assist in development and further understanding of preferred routes and infrastructure upgrade requirements to achieve a successful outcome for heavy vehicle operations.

By investigating these options, the aim is to reach the outcomes of the Operational Plan and to develop concept projects as required for future advancement when funding opportunities are presented.

## **ATTACHMENTS**

**Nil**

## 6.5 PROJECT MANAGEMENT FRAMEWORK DEVELOPMENT UPDATE

**File Number:** 03-11-2021

**Author:** Manager Works

**Authoriser:** Chief Executive Officer

### PRECIS

Project Management Framework Development Update

### SUMMARY

Update on the development of Project Management Framework. The following report provides an updated overview of how this project is progressing.

---

### OFFICER'S RECOMMENDATION

That Council note the report and attachments.

### BACKGROUND

The below critical milestones have been achieved in the development of the Project Management Framework:

- Establishing Capital Project Hierarchies;
- Development and Implementation of a Capital Portfolio Management Tool;
- Providing Consistency in Capital Portfolio Management and delivery;
- Establishing Continual Review and Improvement strategies through Planning, Design and Delivery of Capital works;
- Robust Governance processes;
- Stakeholder Management Strategies; and
- Resource assessment and Staff Training to available resources.

### ATTACHMENTS

1. Infrastructure Project Management Update  



The slide features a central title 'Infrastructure Project Management Update' in a large, black, sans-serif font. Above the title are three images: a technical site plan on the left, a photograph of a dirt road under construction in the middle, and a photograph of a paved road with workers on the right. At the bottom left is the South Burnett Regional Council logo, which consists of a stylized swirl and the text 'SOUTH BURNETT REGIONAL COUNCIL'. At the bottom right is a process diagram with five overlapping circles containing the text: 'Sustainable services', 'End to end processes that work', 'Plan Do Check Act', 'Evidence based decisions', and 'Involve'. The entire content is framed by a thin black border.

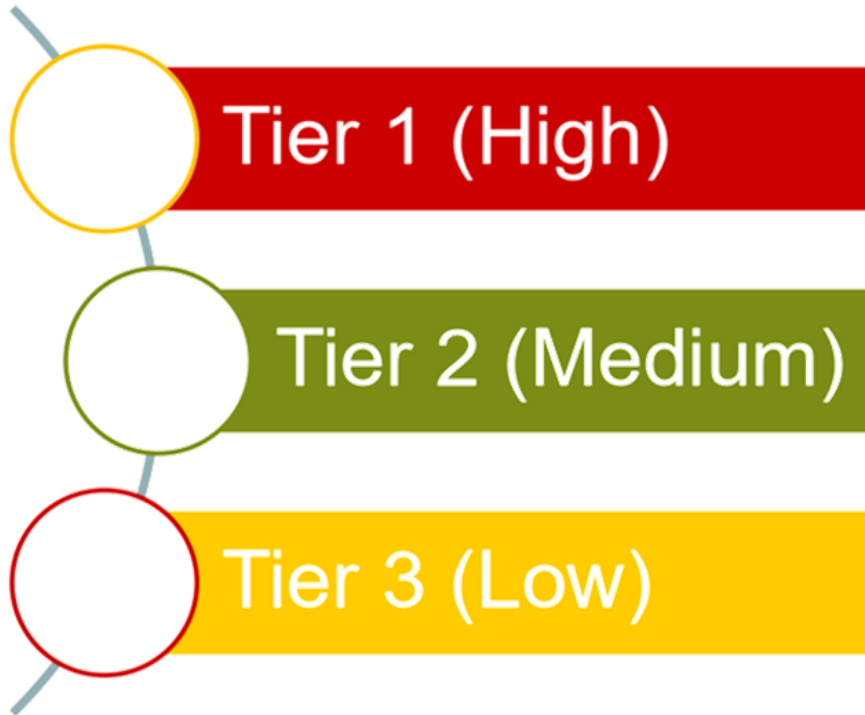
# Infrastructure Project Management Update



**SOUTH BURNETT**  
REGIONAL COUNCIL

Sustainable services  
End to end processes that work  
Plan Do Check Act  
Evidence based decisions  
Involve

## Tier Level Project Delivery



The project has a high degree of complexity and/or impact on the community. The project may require extensive project development, engineering, and community engagement. Risk of considerable scope changes through project delivery. Risk to budget.

It is likely the project impacts will be accepted by much of the community however the project may carry risk and require significant engineering design. Consultation would be expected to be conducted locally as required.

Project carries minimal complexity and can be generally estimated based on engineering assumption and unit rates. The estimate is still subject to risk however the likelihood is below that of Tier 1 and Tier 2. Simplified construction methodology achieving the expected outcome and local consultation generally through notification of works

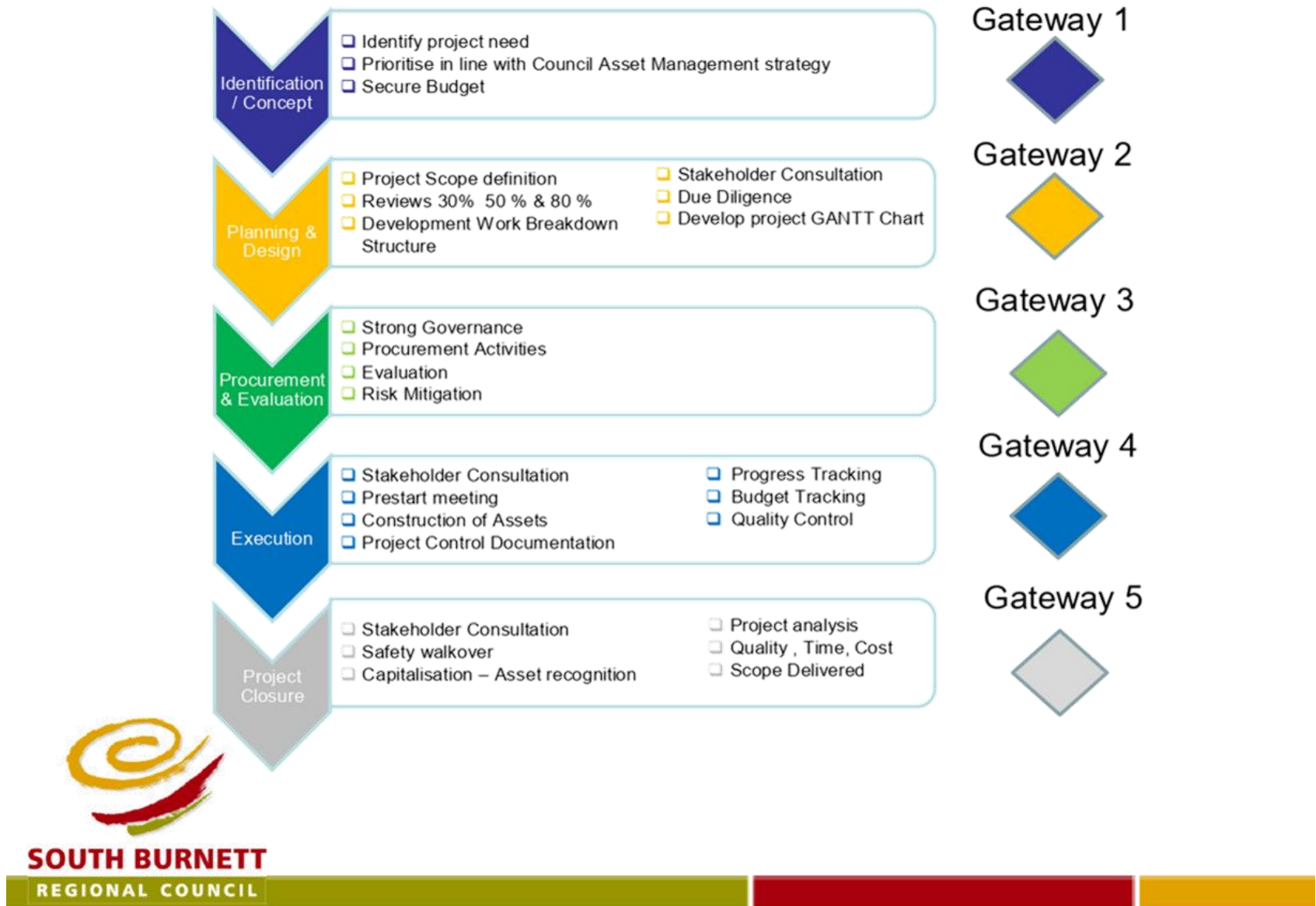
## Risk Mitigation



**SOUTH BURNETT**  
REGIONAL COUNCIL







# Capital Portfolio Management Tool



**Development**



**Implementation**

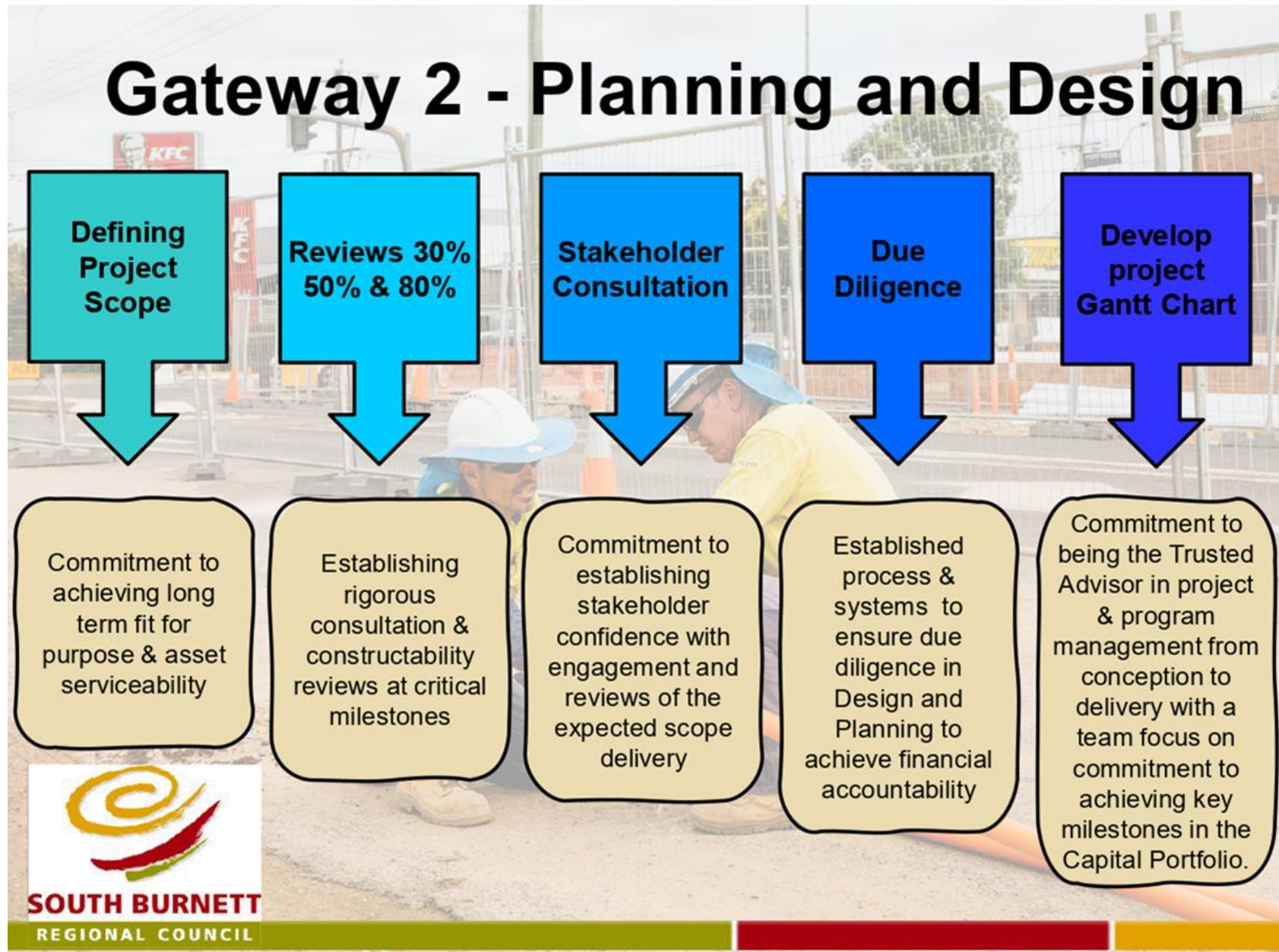
Merlwood	Elbow Road, Merlwood - Pavement Rehabilitation	20%	92 days	Mon 23/08/21	Thu 13/01/22					\$150,000
	Elbow Merlwood Design	100%	5 days	Mon 23/08/21	Fri 27/08/21	Design	James Le			
	Design Pre-Start Meeting	100%	0.5 days	Mon 23/08/21	Mon 23/08/21	Design		45		
	Survey	100%	0.5 days	Mon 23/08/21	Mon 23/08/21	Design		179		
	Pavement Investigations	100%	0.5 days	Tue 24/08/21	Tue 24/08/21	Design		180		
	Design - 30%	100%	0.5 days	Tue 24/08/21	Tue 24/08/21	Design		181		
	Design - 50%	100%	1 day	Wed 25/08/21	Wed 25/08/21	Design		182		
	Design - 80%	100%	1 day	Thu 26/08/21	Thu 26/08/21	Design		183		
	Issue for Construction	100%	0.5 days	Fri 27/08/21	Fri 27/08/21	Design		184		
	Handover to Construction	100%	0.5 days	Fri 27/08/21	Fri 27/08/21	Design		185		
	Elbow Rd Procurement	100%	0 days	Fri 27/08/21	Fri 27/08/21	Procurement		186		
	Elbow Rd Evaluation	100%	0 days	Fri 27/08/21	Fri 27/08/21	Procurement		187		
	Elbow Rd Construction	0%	15 days	Wed 1/12/21	Thu 6/01/22	Construction	Geoff Waldron -	188,5		
	Elbow Rd Completion	0%	5 days	Fri 7/01/22	Thu 13/01/22	Admin		189		



# ESTABLISHING THE CAPITAL PROJECT HIERARCHY

## GATEWAY 1 - IDENTIFICATION / CONCEPT





# Gateway 3 – Procurement & Evaluation

- Strong Governance
- Effective Procurement

Strong document & control systems have been implemented to provide transparency and rigorous governance principals with controls to procurement and financial management.

- Diligent Evaluation
- Risk Mitigation

Team focus on review of key operational activities and risk assessment to achieve efficient portfolio delivery & the ability of Council's performance in achieving the expectations of stakeholders.



# Gateway 4 – Execution

- Stakeholder Engagement
- Commitment to key milestones & expectations
- Quality control systems in Construction of Assets
- Key Project Controls
- Process Tracking
- Budget Tracking
- Quality Control

Increased stakeholder engagement initiating project delivery.



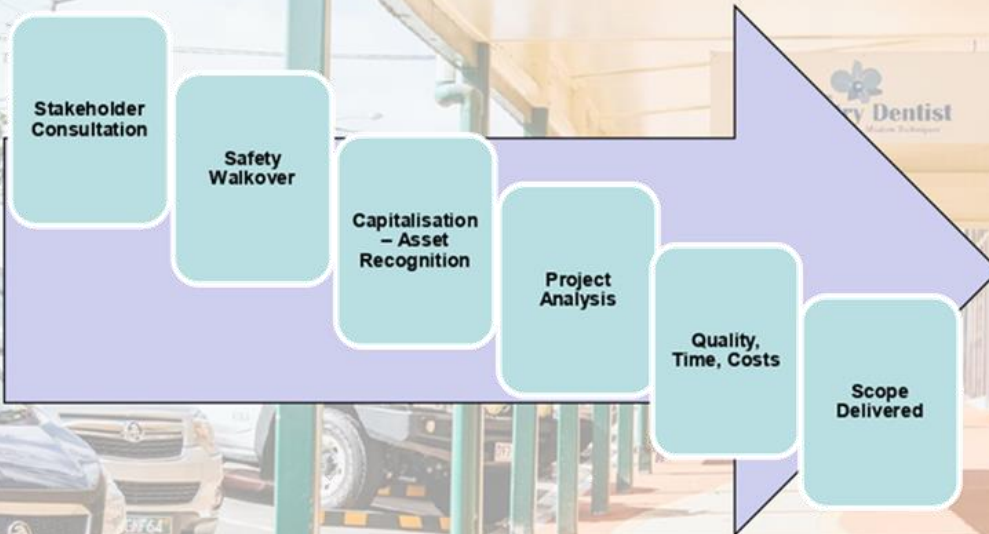
Delivery of the Capital Works Portfolio inline with stakeholder expectations and operational activities with performance outcomes.



Implementation of up-to-date project performance and critical milestone achievements baselined against financial and quality control systems.



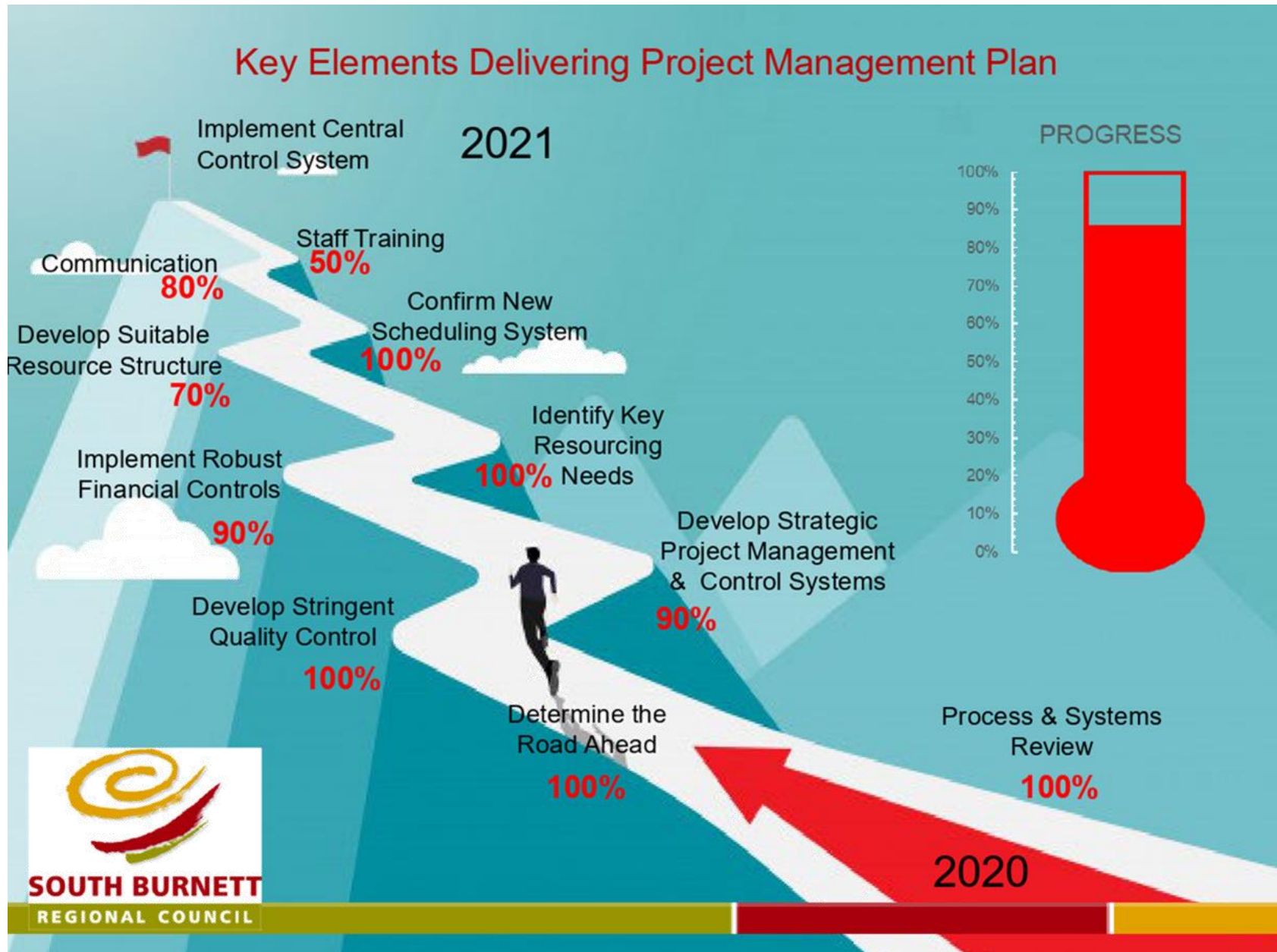
# Gateway 5 – Project Closure



Implementing project hierarchies, establishing consistency in stakeholder communications, providing awareness to operational activities.

Continual review process delivering the capital portfolio & project performance emphasising strategic management of time, cost & quality in the delivery of capital projects.







# Timeline – PM System Development



**Review of Existing Systems**  
 •QM Controls  
 •Quality Review Systems

**Identify improvement opportunities**  
 • Process  
 • QM Documentation  
 • Systems  
 • WBS  
 • Resources

**Implementation Plan**  
 • Centralised Capital Program Development

**Execute Implementation Plan**  
 • System Deployment  
 • System Training

**Continual Review**  
 • Reporting  
 • Maintenance

	Nov-20	Dec-20	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21
<b>Phase 1</b>	█													
<b>Phase 2</b>		█												
<b>Phase 3</b>			█											
<b>Phase 4</b>				█										
<b>Phase 5</b>											█ Ongoing			

**6.6 ROAD MAINTENANCE MANAGEMENT SYSTEM UPDATE****File Number:** 03-11-2021**Author:** Manager Works**Authoriser:** Chief Executive Officer**PRECIS**

Road Maintenance Management System Update

**SUMMARY**

It was requested at the August Infrastructure Standing Committee meeting that an update be provided on the road maintenance management review and investigation into new technologies being utilised by other Councils such as Toowoomba Regional Council.

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**OFFICER'S RECOMMENDATION**

That Council note the attached report on Road Maintenance Management System Update.

**BACKGROUND**

Refer to the attached report.

**ATTACHMENTS**

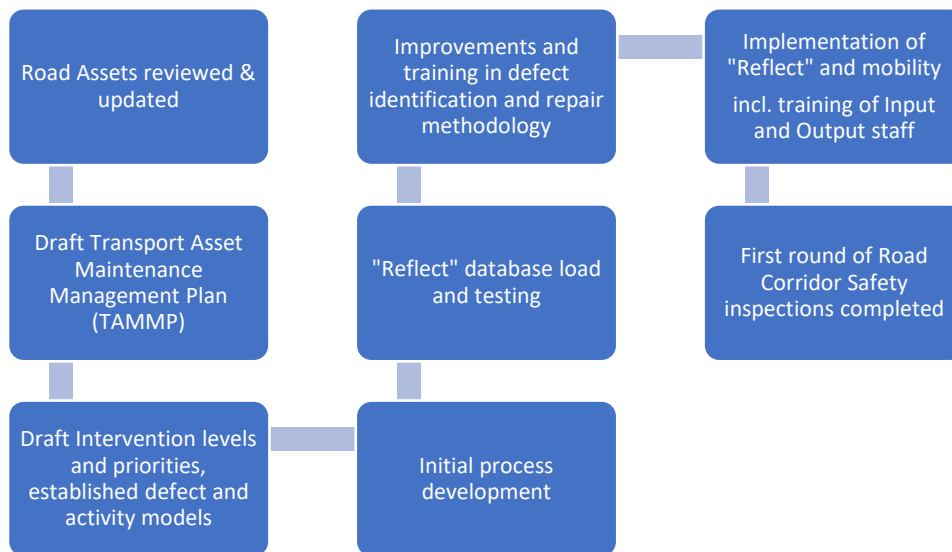
1. **Works Maintenance Management Project Update** [↓](#) 

## **Works Maintenance Management Project update (Oct 2021)**

Council continues the implementation of the maintenance management system for transport assets. A maintenance management approach has been an operational plan objective for Council and looks to combine a risk and asset management approach to inspections, defect management, repair methodology, and customer requests.

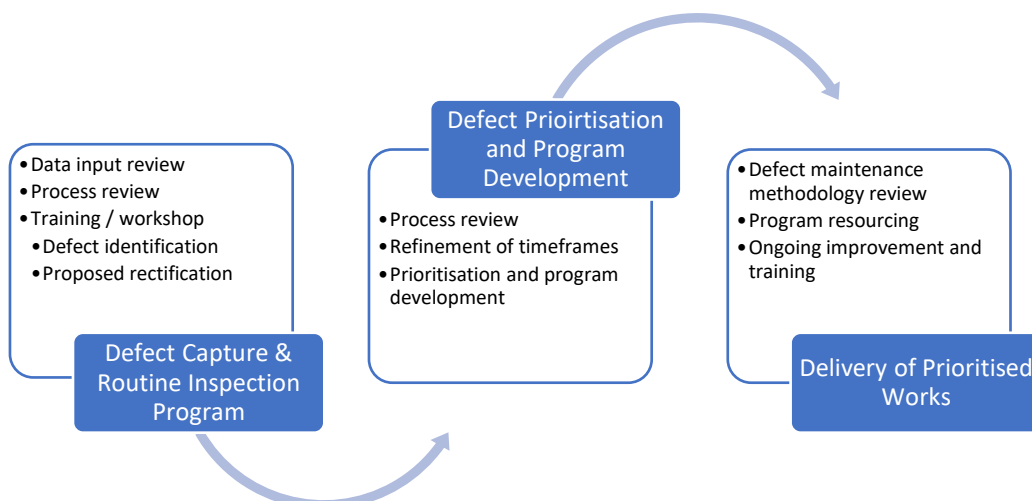
### **Key System Implementation Milestones Completed**

Several significant key tasks have been completed as follows:



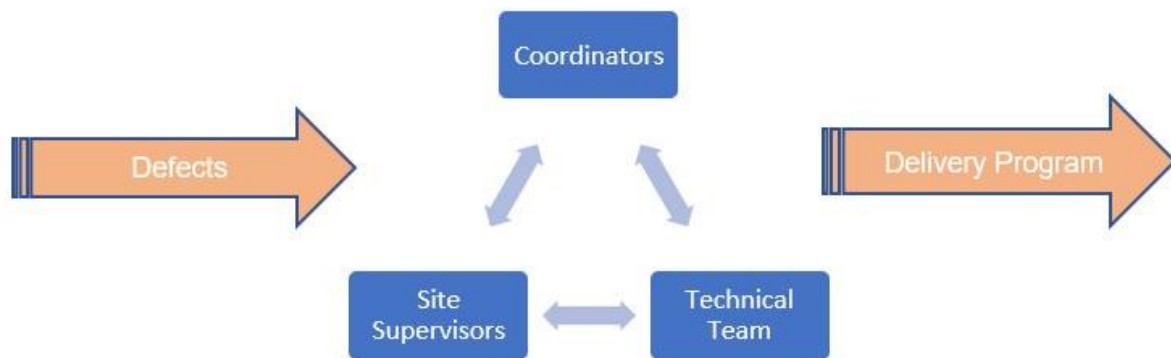
### **Current Implementation Focus**

Since the initial implementation of the software, officers continue to work on improvement of data quality and the development of prioritised delivery programs. Reviewing of the inputs and outputs in the software is required to ensure the management objectives are met in programming the delivery. Key elements of the implementation will assist in the ongoing improvement of the maintenance management system.



As part of the ongoing improvement and implementation of the system, the teams are participating in review workshops and training to improve processes and data quality to inform and assist in prioritisation of the maintenance delivery programs.

Joint team meetings are held for programming the repair of priority defects within a zonal approach to work towards efficient delivery of the program.



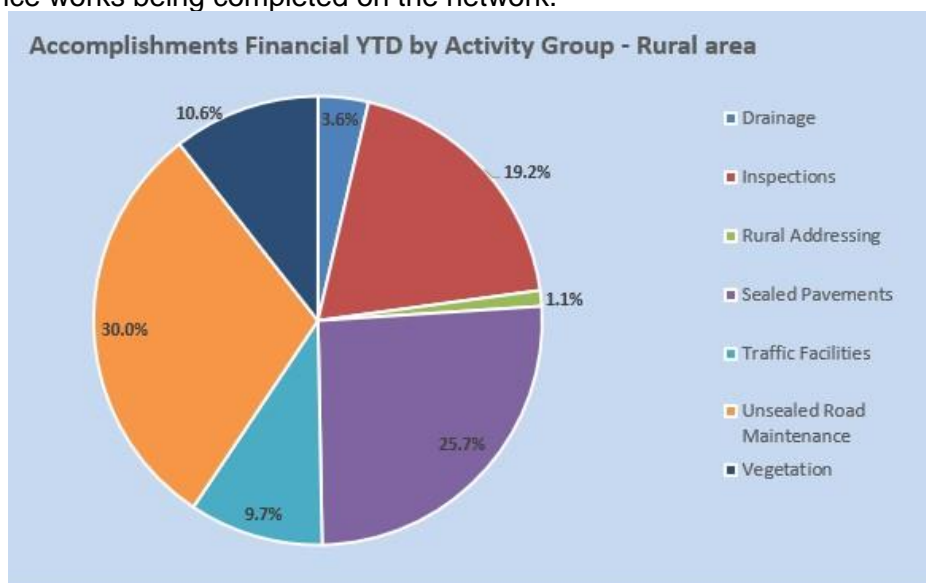
Along with priority safety defects, the team look at some lower priority defects raised through inspection of customer requests, to decide if these fit into the current budget and within the immediate priority driven program of works.

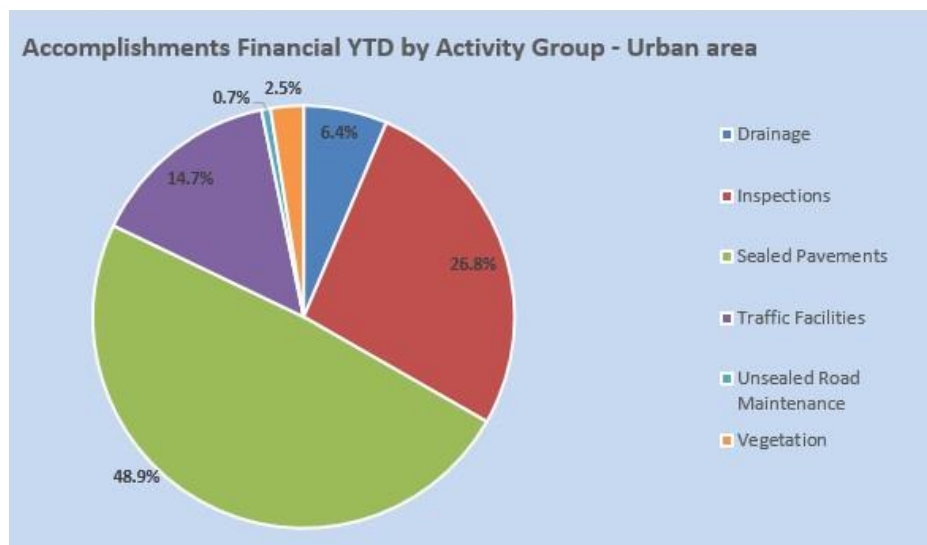
**Defect Priorities**

Safety Defects		Asset Maintenance Defects		
Defects > 60 km/hr	Defects ≤ 60 km/hr	Reactive Maintenance	Preventative Maintenance	Miscellaneous & Aesthetic
P1	P2	P3	P4	P5

**Improvements in Knowledge of Our Network**

Using our new mobile software solution, reports are being generated to gain information on maintenance works being completed on the network.





The two previous charts show the financial year to date accomplishments logged by the maintenance teams in both the rural and urban networks. Over time we will have access to better asset maintenance data to enable better maintenance decisions.

### Sealed Road Surface improvements

A recent workshop for our technical and front line sealed maintenance teams enabled a review of the sealed surface patching products and repair methodology. The workshop was facilitated with the assistance of experts from Fulton Hogan and highlighted that the procedure that SBRC has currently, requires minor updating to assist in achieving the methodology and use of different products that can be selected for patching repairs. The workshop provided the team an opportunity to review the current processes, understand the science behind the products that are being used and upskill and adopt an accepted procedure to increase the longevity of the maintenance repairs.

The teams have been trialling commercial quantities of a cold mix product branded EZY street asphalt over the past few months. The product does not contain volatiles normally found in conventional cold mix to keep the material loose and workable for up to three months. This can lead to, in some circumstances, the failure of patching repairs. The trial product is engineered to become a longer lasting repair. Understanding the situations where the products can be used, assists in managing costs and may achieve a more enduring repair in some circumstances. Often pavement surrounding the area can fail, whilst the pothole repair remains intact. Issues such as product shelf life and cost versus benefit are being assessed to attain the most effective and appropriate repair of sealed surface defects on the network. As the EZY Street product is more expensive than conventional cold mix, officers are currently working to finalise a revised mix to lower the diesel content in the conventional mix to improve its cost effectiveness and resilience.

The patching teams have recently commenced working through a zonal program, which sees the trucks operate on a draft prioritised program within a zone before moving on to the next zone. This approach will seek to minimise the amount of reactive, unprioritised works that the crews attend to and will assist in management of the recorded and prioritised safety defects across the region. The program will make allowances for unprogrammed reactive works. The program is in its infancy and like any implementation, will require fine tuning as they work around the region.

### Toowoomba Regional Council Road Maintenance Practices

As per Roads and Drainage Committee resolution 2021/15 SBRC staff contacted Toowoomba Regional Council to investigate TRC sealed road maintenance practices, technologies and systems.

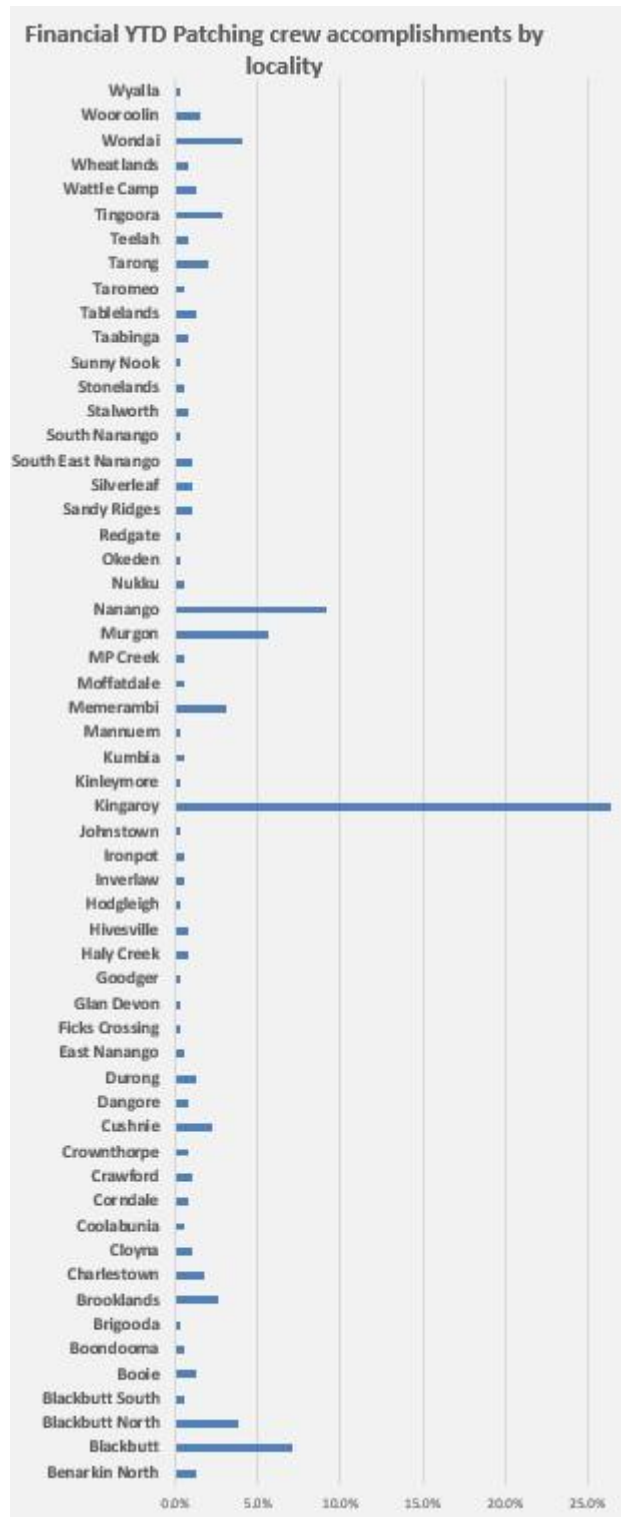
**TRC practices** – Toowoomba Regional Council advised that they use cold mix asphalt and emulsion/aggregate mix for regional areas, and hot asphalt for pothole patching in the City area. This is the same practice as used by SBRC other than SBRC does not have daily access to hot mix plants, and thus does not use hot mix asphalt on a regular basis.

TRC advised that they have approximately 3,000 kilometres of sealed roads within their network, and own 1 x Jet patcher, 2 x pave lines, and 6 x Flocon trucks. TRC has approximately 140 front line sealed road maintenance staff.

In comparison, SBRC has 1,400 kilometres of sealed road network, maintained by 2 x pave lines, and 1 x Flocon truck. SBRC has approximately 30 front line sealed road maintenance staff.

TRC has bobcat profilers and asphalt attachments for the placement of asphalt patches. SBRC has none of these machines due to the distance from asphalt plants with SBRC, and the working time for hot asphalt restricting this practice to locations nearby the plant.

**TRC systems** – Road inspectors (7) inspect the road network in a “zonal” manner to meet the inspection hierarchy-frequency requirements. SBRC has 2 inspectors. Once the road defects have been recorded, TRC has 3 x schedulers/planners who liaise with the TRC Works Coordinator to program the work. The work is prioritised and allocated to work crews again on a zonal/work type manner. This is similar to the system currently in the process of being implemented by SBRC.

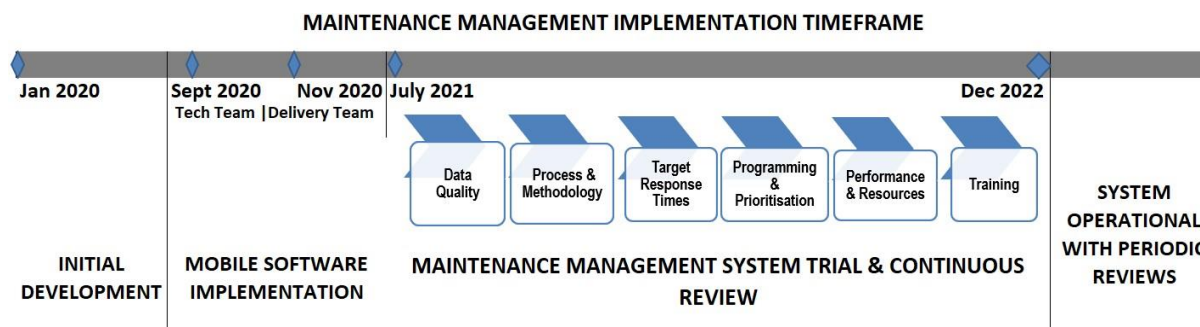


Overall, the practices and technologies at both Councils are similar in nature, particularly once the recently implemented “zonal” work allocation and programming of sealed roads maintenance works is bedded in at SBRC. There are differences in materials (TRC has access to hot mix – SBRC is trialling EZY street asphalt), and TRC uses Tech1 and SBRC has “Reflect”. However, it is the systems at TRC which appear to be proportionally better

resourced than currently exist at SBRC, particularly in the planning-scheduling functions. This item has previously been identified and is part of the current Works structure review taking place to improve the delivery of the sealed road maintenance function.

### System Trial and Full Implementation

The introduction of a maintenance management system has commenced this financial year with a soft implementation on sealed roads. Trialling the system will allow Council to build a quality backlog to better understand its' network, improve efficiency of works and decision making, improve customer service and generally make the network safer for road users.



The system will continue to be implemented with data and process reviews to improve accuracy along with establishment of target response times and budget needs until fully operational. The implementation of the maintenance management system is expected to undergo some reviews and changes to further develop the system. Overall the project has seen significant implementation, which is largely thanks to the dedication and belief of our staff to see the benefits in the improvements being made.

**6.7 AUDIT PROCESS AND TRACKING OF COSTS RMPC AND RPC****File Number: 03-11-2021****Author: Manager Works****Authoriser: Chief Executive Officer****PRECIS**

Audit Process and Tracking of Costs – RMPC and RPC

**SUMMARY**

At Council's General Meeting of Council held on 20 October 2021, it was resolved that a report be brought back to the November Infrastructure Standing Committee Meeting in relation to the audit process and tracking of costs for RMPC and RPC.

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**OFFICER'S RECOMMENDATION**

That Council note this report and that the report detailing the requested information be brought back to the December Infrastructure Standing Committee meeting.

**BACKGROUND**

To allow sufficient time for Council officers to respond, a report detailing the requested information will be brought back to the December Infrastructure Standing Committee Meeting.

**ATTACHMENTS****Nil**



**6.8 CAMPING FACILITIES AT KUMBIA & UPGRADE APEX PARK****File Number:** 3-11-21**Author:** Acting Manager NRM & Parks**Authoriser:** Chief Executive Officer**PRECIS**

Consideration of future capital works for the establishment of camping ground facilities including dump point at Kumbia and the renewal of Apex Park facilities.

**SUMMARY**

Capital works costs for the establishment of new camping grounds at Kumbia are presented for consideration, together with an estimate to renew Apex Park, if existing free camping is re-located.

**OFFICER'S RECOMMENDATION**

That the report be received and noted.

**BACKGROUND**

At the Infrastructure Standing Committee on Wednesday 1 September 2021, it was moved that a preliminary report be prepared in relation to future capital works on the establishment of camping ground facilities including dump point at Kumbia and the renewal of Apex Park facilities. It was intended this report be presented to the October Standing Committee, however, it required some investigation, hence the delay in finalising the report.

**FUTURE CAPITAL WORKS – CAMPING GROUND FACILITIES**

If a new camping ground was to be established at Kumbia, a review of available land would be required that considers the proposed use and what approvals may be required. Initial inspections indicate that there are possibly two available sites with sufficient area to cater for camping facilities, however, further detailed land investigations would be required considering the following:

- Land tenure;
- Review State Government Caravan Park policies and requirements;
- Development approval requirements/advice;
- Possible changes to local laws.

In relation to onsite facilities and services required for a proposed camping ground, involving capital works, the following items would be required, including indicative costs:

<b>Description</b>	<b>Estimate</b>
All-weather vehicle access	\$35,000
Amenities (Male, Female & showers)	\$105,000
Dump Point (incl 10,000 litre holding tank)	\$15,000
Secondary stage effluent disposal (21EP)	\$65,000
Site works (eg concreting, bollards, earthworks, drainage etc)	\$25,000
Power connection (Amenities, effluent disposal & lighting)	\$15,000
Signage	\$2,500
Permits & approvals	\$10,000
<b>Total</b>	<b>\$272,500</b>

Annual maintenance and operational costs for the camping grounds are estimated to be approximately \$40,000 per year consisting of cleaning toilets, dump point disposal, gas refills and ground maintenance.

Council's *Sport and Recreation Infrastructure and Strategic Plan 2018-2028* lists various priority actions for Kumbia which includes options pertaining to the camping grounds. The priority actions are as follows:

*KU3 Engage the community to collaborate redesign APEX Park to separate internal pedestrian paths of travel from vehicle movement, particularly between playground and toilet.*

*KU4 As an alternative to KU3, consider relocating the overnight motor home and camping to the sports ground.*

In December 2019, discussions were held between Council and residents pertaining to the relocation of the camping grounds. Actions that were discussed included checking land tenure, design for dump point, access to tennis club toilets and the hall committee applying for funding for the dump point.

### **RENEWAL OF APEX PARK FACILITIES**

If Apex Park was to be renewed, the following works are suggested:

<b>Description</b>	<b>Estimate</b>
New turf	\$15,000
Renovate existing structures	\$10,000
Bollards	\$5,000
Signage	\$2,000
<b>Total</b>	<b>\$32,000</b>

Further possible works that may alleviate the perceived risks, to separate vehicles and pedestrians is to seal the carpark and install bollards for an estimated cost of \$50,000 - \$60,000.

### **ATTACHMENTS**

**Nil**

## 6.9 OPTIONS ON GRADING WHELAN STREET HIVESVILLE

**File Number:** 03-11-2021

**Author:** Manager Works

**Authoriser:** Chief Executive Officer

### PRECIS

Options on Grading Whelan Street Hivesville

### SUMMARY

A request was received at the October Infrastructure Standing Committee for a report outlining options for grading Whelan Street, Hivesville. The following report provides options to maintain Whelan Street.

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### OFFICER'S RECOMMENDATION

That the Committee recommends to Council:

That Council considers the upgrade of Whelan Street, Hivesville to unsealed gravel road standard during preparation of Council's 2022/23 capital works program and subject to delivery of the capital upgrade required, that Whelan Street, Hivesville is added to Council's road maintenance program.

### BACKGROUND

Whelan Street, Hivesville is a 200m section of unformed, unconstructed road reserve that intersects with Wondai Proston Road in Hivesville in which Council historically has not provided any maintenance on.

Council's Works Coordinator has been an employee with Council for the last 17 years and has indicated that during this time there has been no road maintenance work carried out on Whelan Street.

Council officers have undertaken an inspection of Whelan Street to determine options for the grading and maintenance should Council choose to commence maintaining this access.

The road reserve is approximately 10m wide with known encroachments into the reserve consisting of power poles, trees and shrubs, gardens, and with underground services currently unknown. This is a very narrow width, being about half the width of other road reserves within Hivesville, and it is expected that it will be difficult to have a grader and water truck undertake appropriate maintenance works within this space. It is likely that a more effective strategy is to utilise smaller equipment such as a backhoe to undertake spot maintenance and repairs as necessary and to a lower standard than patrol grading.

The access is currently unformed and has no formal drainage. Should patrol grading be the preferred maintenance method, then caution is advised as there is likely to be a poorer outcome on completion of grading compared with the current access conditions, unless the access was initially constructed to a formed profile with drainage considerations. Given that there are a number of dwellings and infrastructure in close proximity to the access then particular care should be exercised with stormwater drainage.

By way of an initial cost estimate to improve the current formation of the road and stormwater drainage, and to make it more suited to regular maintenance, a cost in the order of \$40,000 is envisaged.

### ATTACHMENTS

1. **Map of Whelan Street, Hivesville** [↓](#) 
2. **Photos of Existing Unformed Road** [↓](#) 









**7 PORTFOLIO - LDMG, WATER & WASTEWATER****7.1 LOCAL DISASTER MANAGEMENT, WATER AND WASTEWATER PORTFOLIO REPORT****File Number:** 03-11-2021**Author:** Councillor**Authoriser:** Chief Executive Officer**PRECIS**

Local Disaster Management, Water and Wastewater Portfolio Report

**SUMMARY**

Councillor Frohloff presented her Local Disaster Management, Water and Wastewater Portfolio Report to Council.

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**OFFICER'S RECOMMENDATION**

That Councillor Frohloff's Local Disaster Management, Water and Wastewater Portfolio report to Council be received for information.

**BACKGROUND**

N/A

**ATTACHMENTS**

1. **Local Disaster Management, Water and Wastewater Portfolio Report** [↓](#) 



## LOCAL DISASTER MANAGEMENT GROUP UPDATE

Queensland Fire and Emergency Services held an Awards Ceremony and Equipment Handover on 9 October 2021. Members from the South Burnett SES Unit were awarded for their commendable achievements. We congratulate all SES members for the awards received at this presentation.

The Human and Social Recovery Group held their quarterly meeting on 14 October 2021.



Arthur Dawson receiving Assistant Commissioner Award



South Burnett SES Members receiving National Emergency Medal

### WATER & WASTEWATER BRANCH PORTFOLIO REPORT

The following are current/planned works  
 Updated as of 20/10/2021

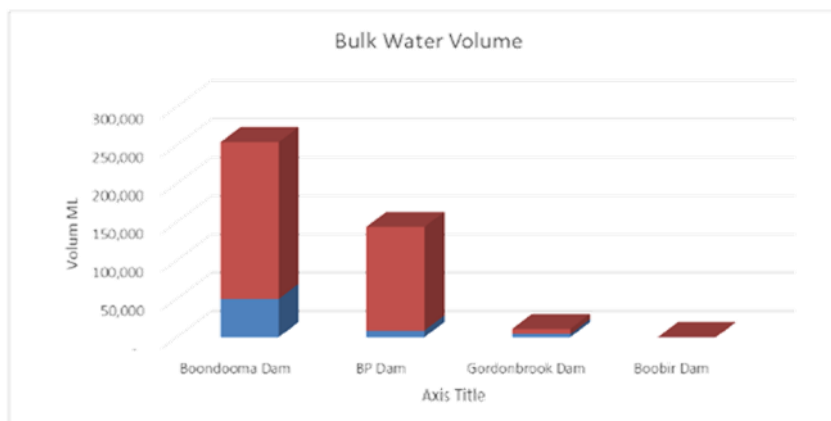
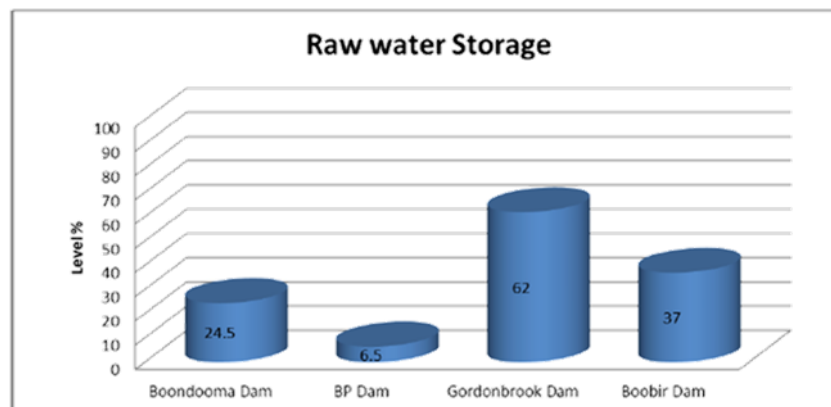
#### Capital Works 21/22 and Current Water Main Replacements

Name	Description	Expected Start	Expected Completion	Budget Amount	Actual
<b>SCADA and Cyber Security Updates</b>	Replace existing SCADA to regionalise system	July 2021	June 2022	\$350000	\$49800
<b>KTP - Kingaroy (Alford - Haly St) WMR</b>	water main replacement.	Nov 2021	Dec 2021	\$317000	\$87000

All other 21/22 CapEx works are under planning.

#### Restriction & Dam Levels at 20/10/2021

All towns remain on level three (3) Water Restrictions.



Sunwater supply scheme	Water storage	Schemes supplied	FSL (m)	Current level	FS Volume (ML)	Current Volume (ML)	Current capacity (%)	High Priority water Allocation	Medium Priority Allocation
Boyne River & Tarong	Boondooma Dam	Boondooma Scheme, Proston Rural scheme, Kingaroy, Blackbutt	280.4	265.35	204,200	49,988	24.5	100%	0%
Barker Barambah	BP Dam	Wondai, Murgon	307.3	295.28	134,900	8,836	6.5	100%	0%
	Gordonbrook Dam	Kingaroy	391.5	390.26	6,800	4,106	62	N/A	N/A
	Boobir Dam	Blackbutt	434	430.3	170	50	37	N/A	N/A

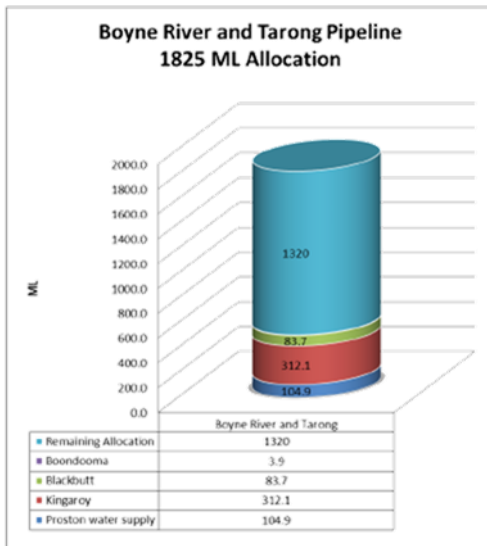
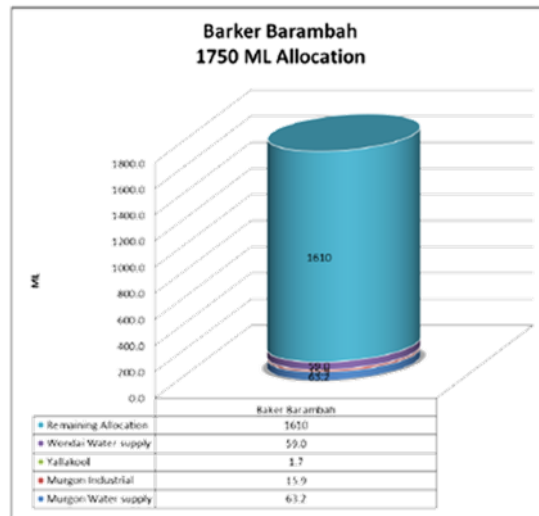
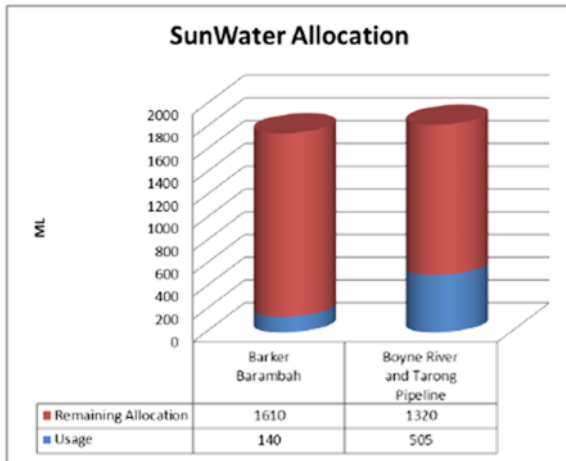
### Key Highlights

- The Acting Deputy Director-General, for the Department of Regional Development Manufacturing and Water along with the Director of Dam Safety and the Principal Engineer for Dam Safety had a site visit to Gordonbrook Dam back on the 23 September 2021, to meet with operational staff to discuss the regulatory requirements for Gordonbrook Dam. Departmental staff have offered technical assistance with scope preparation for upcoming hydrological modelling for spillway upgrade.
- Council continues to monitor water storage throughout the region. Current levels are: Boondooma 24.5%, BP Dam 6.5%, Gordonbrook Dam 62% Boobir Dam 37%

### Water Allocations and Financial Year Consumption

Recorded at 20/10/2021

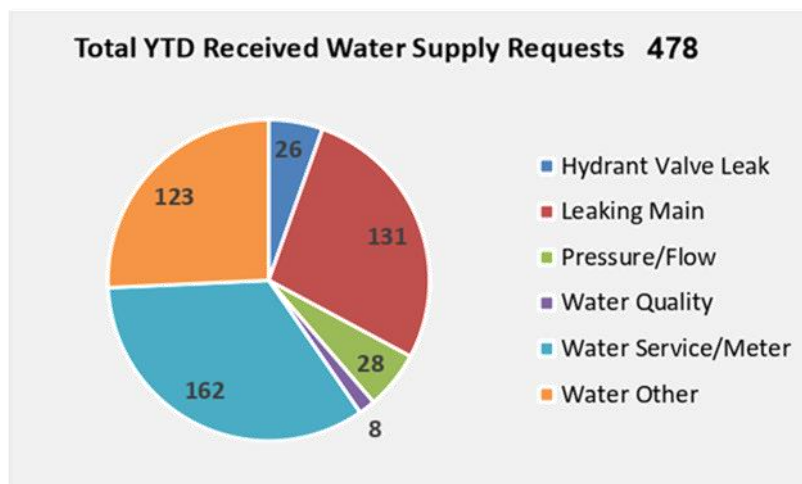
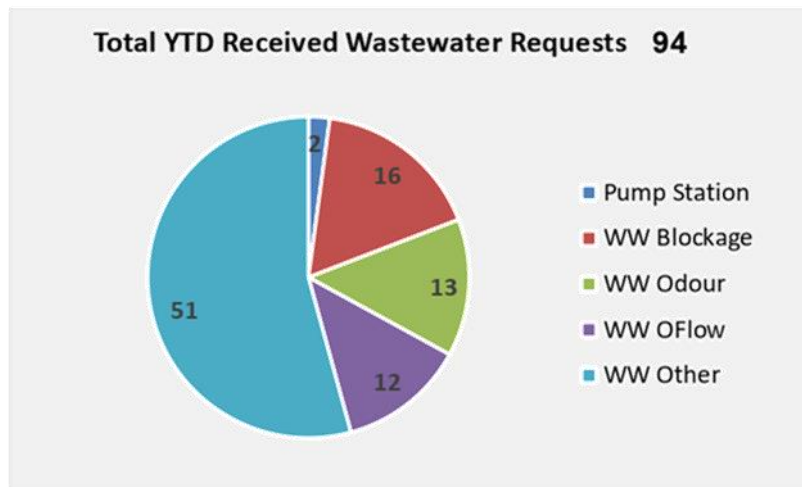
Water allocation SunWater scheme	Location / Allocation	Usage to date (ML)	Annual Allocation (ML)	Remaining Allocation (ML)	Remaining Allocation in (%)	Year remaining in (%)
Barker Barambah	Murgon Water supply	63.2	1400	1319.3	94%	70%
	Murgon Industrial	15.9				
	Yallakool	1.7				
	Wondai Water supply	59.0	350	291.05	83%	
	<b>Sub Total</b>	<b>140</b>	<b>1750</b>	<b>1610</b>	<b>92%</b>	
Boyne River and Tarong Pipeline	Proston water supply	104.9	500	395.1	79%	
	Kingaroy	312.1	1110	797.9	72%	
	Blackbutt	83.7	200	116.3	58%	
	Boondooma	3.9	15	11.1	74%	
	<b>Sub Total</b>	<b>505</b>	<b>1825</b>	<b>1320</b>	<b>72%</b>	



\*Annual allocations are for the financial year

**Reactive Work - Financial Year to Date**

Town	Sewer Blockages	Other Sewer issues	Water Main Breaks	Other water issues
Kingaroy	7	17	8	185
Murgon	0	2	1	11
Wondai	2	3	1	9
Nanango	2	6	10	69
Blackbutt	0	0	0	19
Proston	0	0	0	2
Proston Rural	NA	NA	3	7
Kumbia	NA	NA	0	3
Wooroolin	NA	NA	1	8



**Completed Capital Works for Noting**

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Name	Description	Expected Start	Expected Completion	Budget Amounts	Actuals
KTP Haly Street	200mm dia water main replacement.	July 2021	Aug 2021	\$485000	\$472000
KTP Alford Street	Water Main Replacement (Glendon - Short Street)	May 2021	July 2021	\$270000	\$263500
Wondai Haly Street	Water Main Replacement (Hodge/Scott Streets)	April 2021	July 2021	\$300000	\$299800



### Andy Goes to Tassie

Longford in Tasmania is currently commissioning a new Nereda Wastewater treatment plant. Aquatec Maxcon has engaged the services from South Burnett Regional Council's Water and Wastewater team. SBRC is providing Andy Watson to perform commissioning of the Nereda instruments and training for the TasWater operations team.



Longford is the second Nereda granular activated sludge process in Australia behind Kingaroy.

Andy was recently on site during the recent cold snap. He enjoyed the fresh 2°C and 42 km/hr winds.



South Burnett Regional Council - Positive outcomes from my training & travel so far,

- SBRC will always be the lead Council in this operational technology, by promoting training in this field. Maintaining this position only enforces a positive environment to increase interest and benefit of operational learnings and outcomes.
- Ownership & accountability of plant ensures value for money through delivery of treatment, maintenance of plant & process.
- My training encourages interest and passion to treatment, this ensures operators become more curious to process which will grow solid work skills and encourage further training in operation which produces better outcomes for business and the treatment process.
- It is essential to have high standards and high efficiency to encourage ownership. With ownership the final outcome is a product that is safe and within licence for surface water release or be reused to benefit the environment,
- Professional relationships between operators and councils will prosper with a local establishment of an Australian Operations Nereda Group. (Andy is in current talks with this & it is promising).
- SBRC is already the envy to other councils throughout Australia and the world with this plant.
- My training and travel was at the expense of TasWater / Aquatec Maxcon.




Feedback so far all very positive! Even found some snow in the afternoon!  
Thank you



## 7.2 GORDONBROOK DAM ACCEPTABLE FLOOD CAPACITY (AFC) CONCEPT DESIGN, SAFETY REVIEW WORKS AND BUDGET REVIEW

**File Number:** 03-11-2021  
**Author:** Principal Engineer WWW  
**Authoriser:** Chief Executive Officer

### PRECIS

Gordonbrook Dam Acceptable Flood Capacity (AFC) Concept Design, Safety Review Works and Budget Review

### SUMMARY

Gordonbrook Dam's Spillway is required to achieve the minimum acceptable flood capacity (AFC) requirements as legislated under the *Water Supply (Safety and Reliability) Act 2008* Section 572 and *Guidelines on Acceptable Flood Capacity for Water Dams (2019 -DNRME)* and *Gordonbrook Dam (#0657) Dam Safety Condition Schedule*, in particular Condition DS16 by 1 October 2025.

This report provides details for the review of the Concept Design of the AFC spillway works and corresponding budget review from the previous concept design and budget provided in 2013.

### OFFICER'S RECOMMENDATION

That the committee recommends to Council;

1. That Council adopt the recommended concept design for Gordonbrook Dam Spillway AFC works and corresponding reviewed budget estimate, and ensure sufficient budget is provided into Council's Water and Wastewater Operational Budget and Forward Works Program to allow the AFC works to be completed by 1 October 2025;
2. That Council provide sufficient operational/capital budget during the 2021/2022 and 2022/2023 financial years to undertake the additional necessary assessment and reports (as stipulated in *Additional AFC Works Requirements* section) required by the regulator under the *Gordonbrook Dam (#0657) Dam Safety Condition Schedule* prior to the Gordonbrook Dam Spillway AFC works; and
3. That Council ensure sufficient capital is maintained in the current forward works budget to allow for additional Dam Safety items to be rectified as identified in the report.

### BACKGROUND

#### Gordonbrook Dam (#0657) Dam Safety Condition Schedule

Gordonbrook Dam (#0657) is classified as a referable dam under the *Water Supply (Safety and Reliability) Act 2008*. The Dam has a Failure Impact Rating Category or 1, with the following classifications:

- Population of Risk <10.
- Incremental Flood Hazard Category (IFHC) – High C
- Current Flood Discharge Capacity – 62% of AFC
- Time of Minimum Spillway Works – 1 October 2025

Under the *Gordonbrook Dam (#0657) Dam Safety Condition Schedule* and subsequent report requirements, several conditions relating to Dam Safety requirements have been recognised.

- **Condition DS16 – Minimum AFC Requirements**  
The AFC is the required Acceptable Flood Capacity determined under the *Guidelines on Acceptable Flood Capacity for Dams* in Queensland. The Dam Owner is to address the spillway deficiencies and complete the minimum required spillway works as identified in the following AFC assessment reports:

1. South Burnett Regional Council - Gordonbrook Dam Contract No. 558 – Spillway Adequacy Assessment (prepared by Worley Parsons in October 2008) or the subsequent revised version of this report.
  - The required dam safety works can be undertaken in one stage to safely pass one hundred percent (100%) of the AFC by 1 October 2025.
  - Alternatively, the minimum required spillway works referred to in Clause (1) above can be staged to occur no later than the following dates for minimum AFC compliance (as stated in Table 3 of the Guidelines on Acceptable Flood Capacity for Dams):
    - a. To safely pass 75% of the AFC by 1 October 2025.
    - b. To safely pass 100% of the AFC by 1 October 2035.
  - The purposes of the final completion of the required dam safety works for 100% of AFC compliance are to:
    - a. Ensure adequate spillway capacity to safely achieve the AFC in accordance with the Guidelines on Acceptable Flood Capacity for Dams.
    - b. Ensure the risk of failure of the dam when water levels approach the crest of the dam is reduced to an acceptable level.
    - c. Ensure the risk of erosion of the downstream toe and abutments of the dam during the extreme flood events, which may be caused by dam overtopping, is reduced to an acceptable level.
    - d. Ensure the risk of excessive erosion in the plunge pool of the spillway is reduced to an acceptable level.
  - The dam works are to be carried out in accordance with the current engineering best practice at the time the works commence.
  - The dam works shall be designed to progressively reduce or alleviate the risk of dam failure from all causes and, if relevant, satisfy the societal risk limit of tolerability set out in the Guidelines on Acceptable Flood Capacity for Dams.
  - The Dam Owner shall provide the following documents to the Dam Safety Regulator in accordance with the time limits set out below.
    - a. A revised AFC assessment prepared **not more than two years** prior to the construction works together with the concept design report and the cost estimate of the proposed works. These must be **submitted at least twelve (12) months** prior to the planned commencement of construction works.
    - b. A **program of works together with a planning report** detailing how the completion date is to be achieved, including how the risks of dam failure can be managed during the construction works so that any additional risk to the downstream communities can be minimised. The report must be submitted at **least six (6) months** prior to the planned commencement of construction works.
    - c. A **detailed design report** on the selected dam upgrade option must be **submitted at least two (2) months** prior to the planned commencement of construction works.
    - d. An update on the program of works and a report describing progress and costing up to date and the planned progress to the practical completion of the works, must be submitted at one (1) month intervals during construction.
    - e. An update of the final design report together with the as-constructed design documentation which reflects the works as actually undertaken, must be submitted within three (3) months after the practical completion of the works. The design reports and as-constructed documentation are to be prepared by a Registered Professional Engineer(s) in accordance with the Guidelines.

- **Condition DS12 – Safety Review**

The Dam owner must carry out a 20-year Safety Review in accordance with the Queensland Dam Safety Management Guidelines by 1 March 2013. This review was undertaken and included the review of the Failure Impact Assessment and Concept Design AFC works required to be undertaken as specified by Condition DS15. A Comprehensive Inspection was also undertaken to fulfill Condition DS11. Dam Safety items identified during the review and inspections requiring rectification have been listed under the items for Condition DS11 below.

- **Condition DS11 – Comprehensive Inspections**

The Dam Owner must carry out a Comprehensive Inspection of the dam in accordance with the Queensland Dam Safety Management Guidelines on or before the 1 March 2013 every fifth anniversary thereafter. The most recent Inspection was undertaken in 2018, with the next Comprehensive Inspection due by 1 March 2023.

The latest 2018 Comprehensive Inspection provides a combined list of Dam safety items requiring rectification, established from the previous Comprehensive Inspections and 20 year Safety Review. A number of these relate to minor operational and maintenance matters, however there are several items listed that require significant assessment, design and capital budget to complete.

1. Gordonbrook Dam Bathymetric Survey (Budgeted for 2022/2023)  
To establish the level of sediment in the dam and impact on capacity. Certain areas require dredging to provide better operational and water quality improvements. Survey is also required to adequately assess item four (4);
2. Gordonbrook Dam Safety Hazard Action Project - Drainage Holes in Abutments (Budgeted for 2024/2025)  
Design and install drainage holes in concrete abutment wall to provide more appropriate draining of moisture from behind the concrete walls;
3. Gordonbrook Dam Safety Hazard Action Project – Ogee Weir structural assessment (Budgeted for 2024/2025)  
This is a structural integrity assessment of the existing weir in the spillway and has been timed to coincide with the AFC works as this will include works on the weir as part of the project. Additional budget is to be provided on top of the AFC main works);
4. Gordonbrook Dam Safety Hazard Action Project – Fencing (Budgeted for 2025/2026)  
Replace fencing around spillway to prevent cattle from straying in and other wildlife causing erosion and around spillway and dam walls;
5. Gordonbrook Dam Safety Hazard Action Project - Drainage Tunnel (Budgeted for 2026/2027)  
Details assessment of the older drainage diversion tunnel which was installed when the original dam was built in 1942. This infrastructure will be 84 years old and nearing the end of its life. Inspection of condition and determination of where water is seeping into tunnel is paramount. In addition uncovering and inspections of the old river inlet works is required. This will require dredging of sediment to uncover the up stream headwall head wall;
6. Gordonbrook Dam Safety Hazard Action Project - Filter Blanket Construction Downstream Slope (Budgeted for 2027/2028)  
Design and construction of a new filter blanket on downstream face to bring dam up to current safety standards;

7. Gordonbrook Dam Safety Hazard Action Project - Riprap Installation Upstream Dam Wall (Budgeted for 2027/2028)  
Design and Install rock Ripwrap on grassed area on upstream face to protect wall form erosion caused by wave action; and
8. Gordonbrook Dam Safety Hazard Action Project - Seepage Monitoring Design (Budgeted for 2028/2029).  
Design and install monitoring for seepage from wall on downstream face and two. This area was the old sludge disposal area for the WTP prior to 1987 and currently contains 15m depth of sediment which needs to be excavated and appropriate mechanisms installed to allow for seepage monitoring.

A number of other items listed as recommendations from the 2013 Comprehensive Inspection report will be carried out in conjunction with the above projects as they are investigative only and require no construction works.

### **Acceptable Flood Capacity (AFC) Works**

All referable dams are required to have sufficient flood discharge capacity to pass the following:

- (a) acceptable flood capacity without failure of the dam
- (b) spillway design flood without any damage to the dam.

Where the selected spillway design flood discharge is less than the AFC, the potential impacts of floods in excess of the spillway design flood up to the magnitude of the acceptable flood capacity shall be identified, quantified and documented, including magnitude of the adopted spillway design flood and potential damage to the dam caused by these flows and how the energy from these flows is dissipated. When assessing the flood discharge capacity of existing dams, the existing flood discharge capacity shall be taken as the flood discharge capacity that can be discharged without failure of the dam in its current arrangement.

Failure Impact Assessment reports in 2008 and the Dam Safety Review undertaken in 2013 have assessed Gordonbrook Dam's current arrangement at 62% AFC. This means that any floods greater in flow than the spillway design flood has the potential to cause significant damage and potential failure of the Dam spillway and adjacent infrastructure.

The Concept Design Report and Cost estimate undertaken by SMEC in 2013 reviewed a number of possible concepts that would allow the spillway to pass the AFC. A final workshop was held with Council staff and Council portfolio members to undertake a risk assessment of the options and recommend the most appropriate, and less risk adverse option to take through for the final concept design and cost estimate. The option selected was to widen the existing weir in the spillway. Given the current budget still adopts the original cost estimate that was prepared nine years ago, a review of both the concept design and original estimate has been undertaken. A revised estimate is required to ensure adequate funds are provided to achieve the AFC works during the 23/24 and 24/25 financial years.

During the recent 20/21 review of the concept design and cost estimate undertaken by AT Consulting, a review of the Failure Impact Assessment and AFC hydraulic model was also undertaken. The outcome for this review indicated that the spillway had excess capacity in its existing arrangement, indicating that major works identified to meet the AFC requirement may not be necessary. Given the significance of this outcome, Council engaged a third party to provide a review of this modelling report. This review identified a number of items that should be further investigated before adopting the reviewed model outcomes. However, until a review of the AFC report can be completed the existing AFC work requirement are still conditioned. This will be resolved during the 2022/2023 year as described in ***Additional AFC Works Requirements***.

Attachment one (1) and two (2) provide the revised concept design and estimate to achieve these works. Some minor improvements to the original concept design have been added, such as providing permanent maintenance access ways into the spillway for future maintenance works.

The reviewed cost estimate has resulted in an increase to the AFC works from \$11.8 million to \$18.5 million. This is to be expected as simple CPI increases since 2013 account for most of the cost increase.

### **Additional AFC Works Requirements**

In addition to the AFC works themselves, a number of other Dam Safety condition items are to be completed in the lead up to the AFC construction phase need to be allowed for, including:

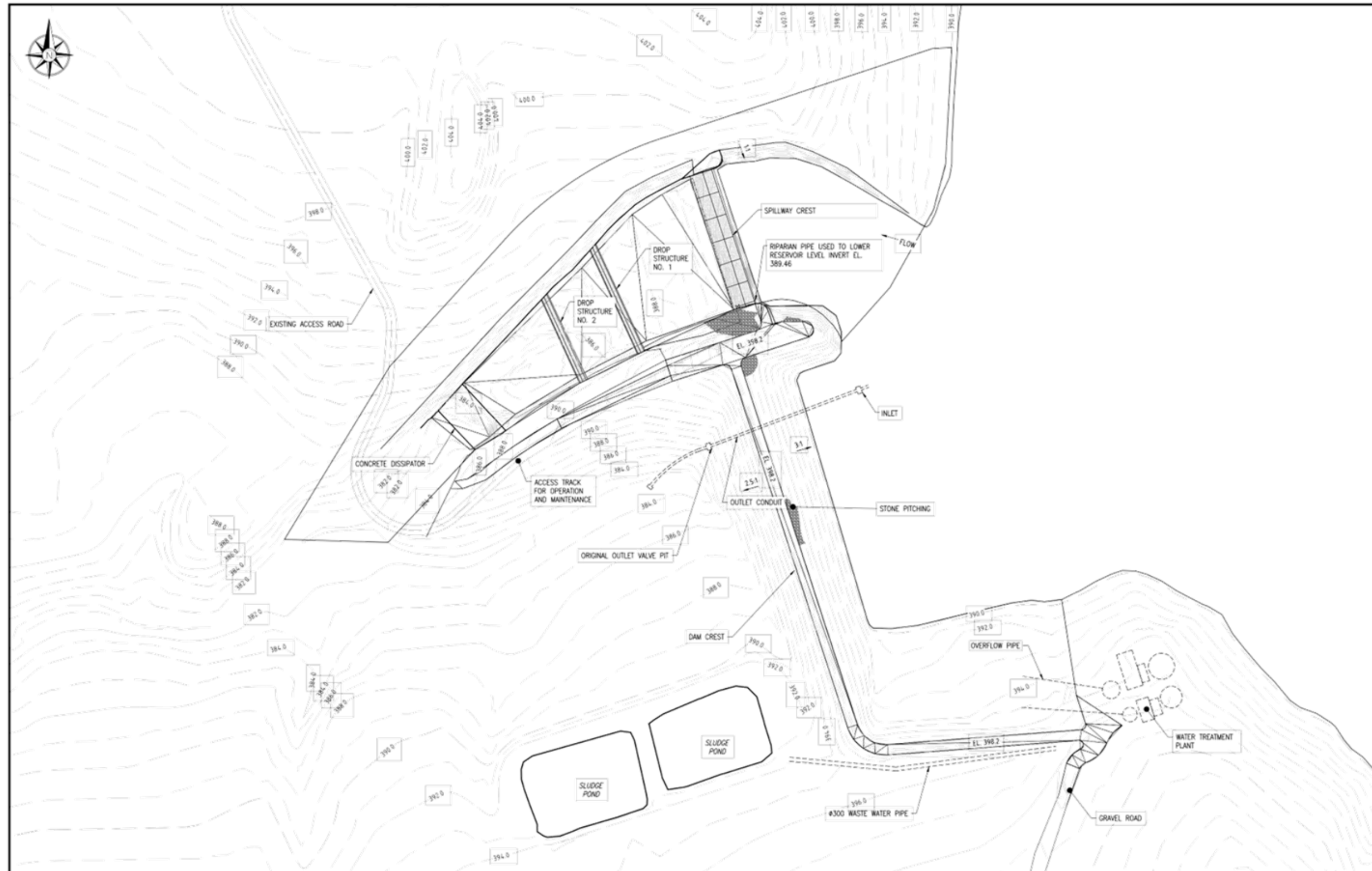
- Revised AFC assessment, not more than two (2) years prior to AFC construction works. To be submitted at least 12 months prior to construction works
  - a) Re-development of the Stuart River and Gordonbrook Dam Flood model for assessment repair in (b).
  - b) FIA and AFC Assessments
- Program of works together with a planning report detailing how completion date is to be achieved, including how risks of dam failure can be managed during construction works, to be submitted
- Detailed design report on AFC works to be submitted two months prior to planned commencement date
- Monthly Update reports during construction works
- Update of Final Design Report and as constructed design documentation, within three (3) months after construction completion.

The revised AFC assessment will need to be completed during 2022/2023 Financial year and be submitted by June 2023, but it is recommended to have this completed and submitted sooner. Sufficient operational budget will need to be provided during the current 2021/2022 financial year for model development, and 2022/2023 financial year for the AFC assessment to action this requirement.

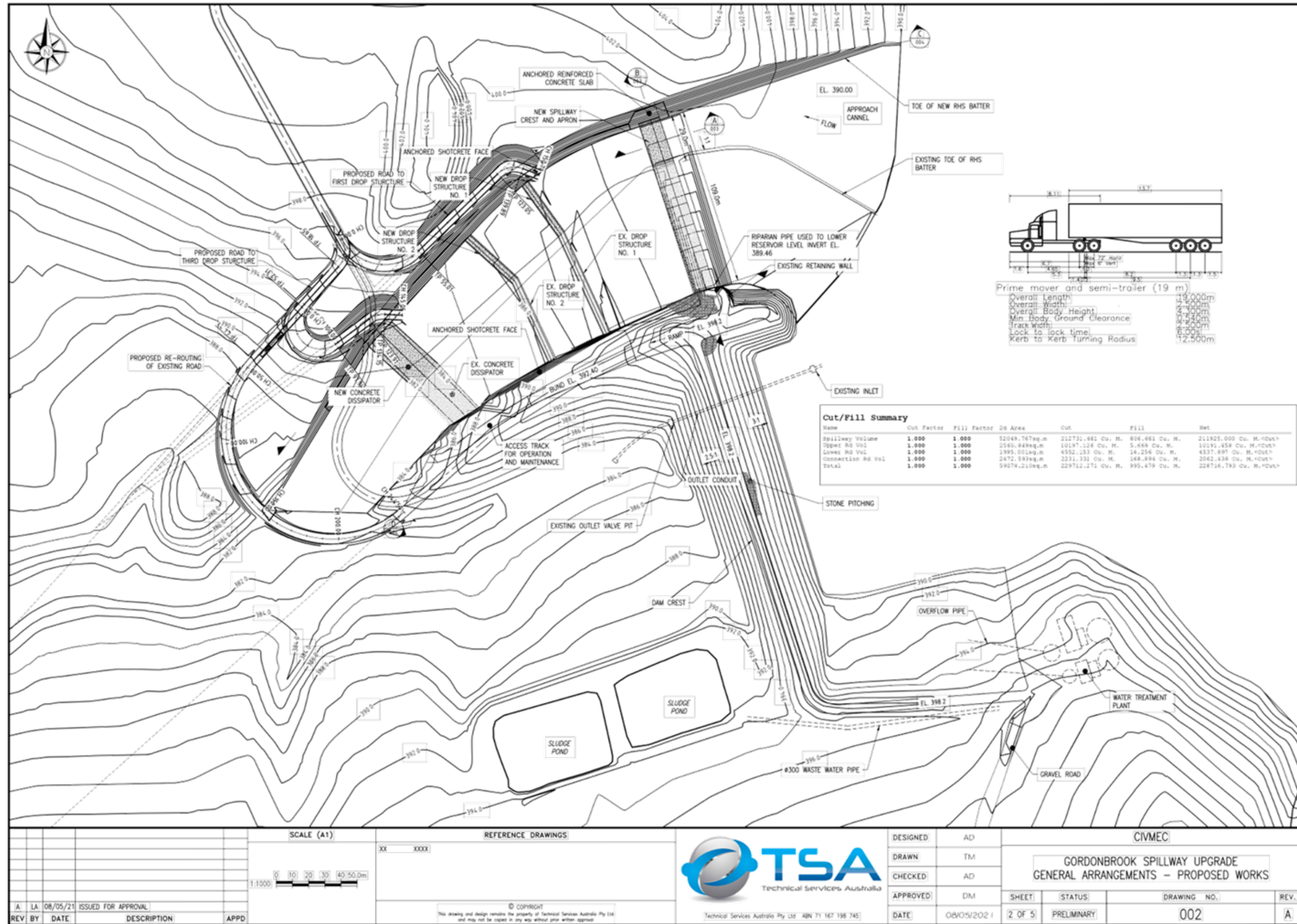
A budget of \$200,000 will be required during 2021/2022 to cover model reconstruction, as site investigations and surveys will be required to gather the necessary data to ensure the model is appropriate for the assessments. An additional \$90,000 will be required to undertake the FIA and AFC assessments for Gordonbrook Dam during 2022/2023. Due to the outcomes identified in the current model review, it is recommended to begin this process as soon as possible, namely in reconstructing the model to ensure it is acceptable for the assessment process.

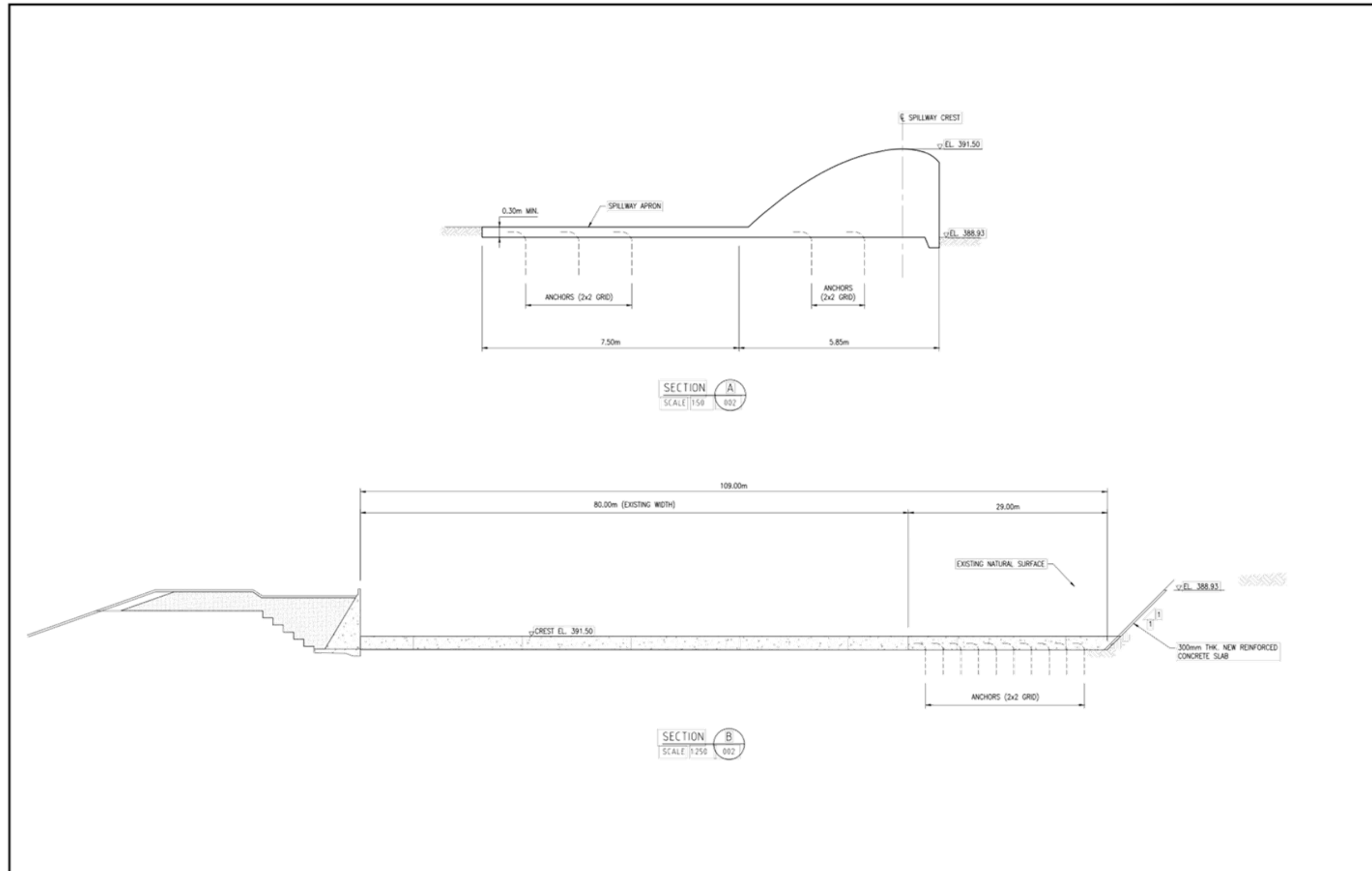
### **ATTACHMENTS**

1. **AFC Concept Design Plans** [↓](#) 
2. **AFC Concept Cost Estimate** [↓](#) 



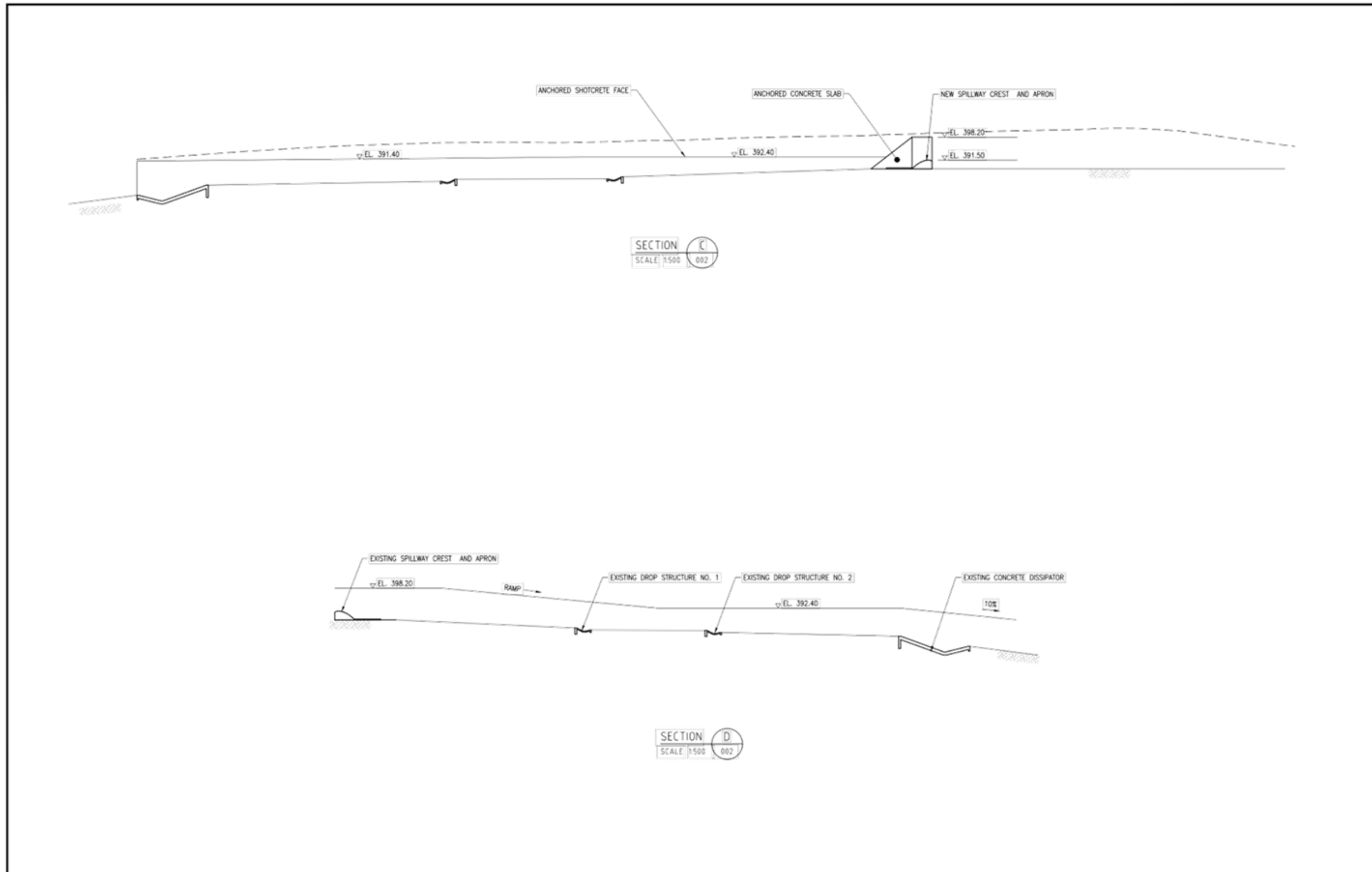
SCALE (A1)		REFERENCE DRAWINGS		 <p>Technical Services Australia ABN 71 167 198 745</p>	DESIGNED	AD	CIVMEC		
1:1000		XX XXXX			DRAWN	TM	GORDONBROOK SPILLWAY UPGRADE GENERAL ARRANGEMENTS – EXISTING WORKS		
				CHECKED	AD	SHEET	STATUS	DRAWING NO.	REV.
				APPROVED	DM	1 OF 5	PRELIMINARY	001	A
REV	BY	DATE	DESCRIPTION	APPD	DATE				
A	LA	08/05/21	ISSUED FOR APPROVAL		08/05/2021				



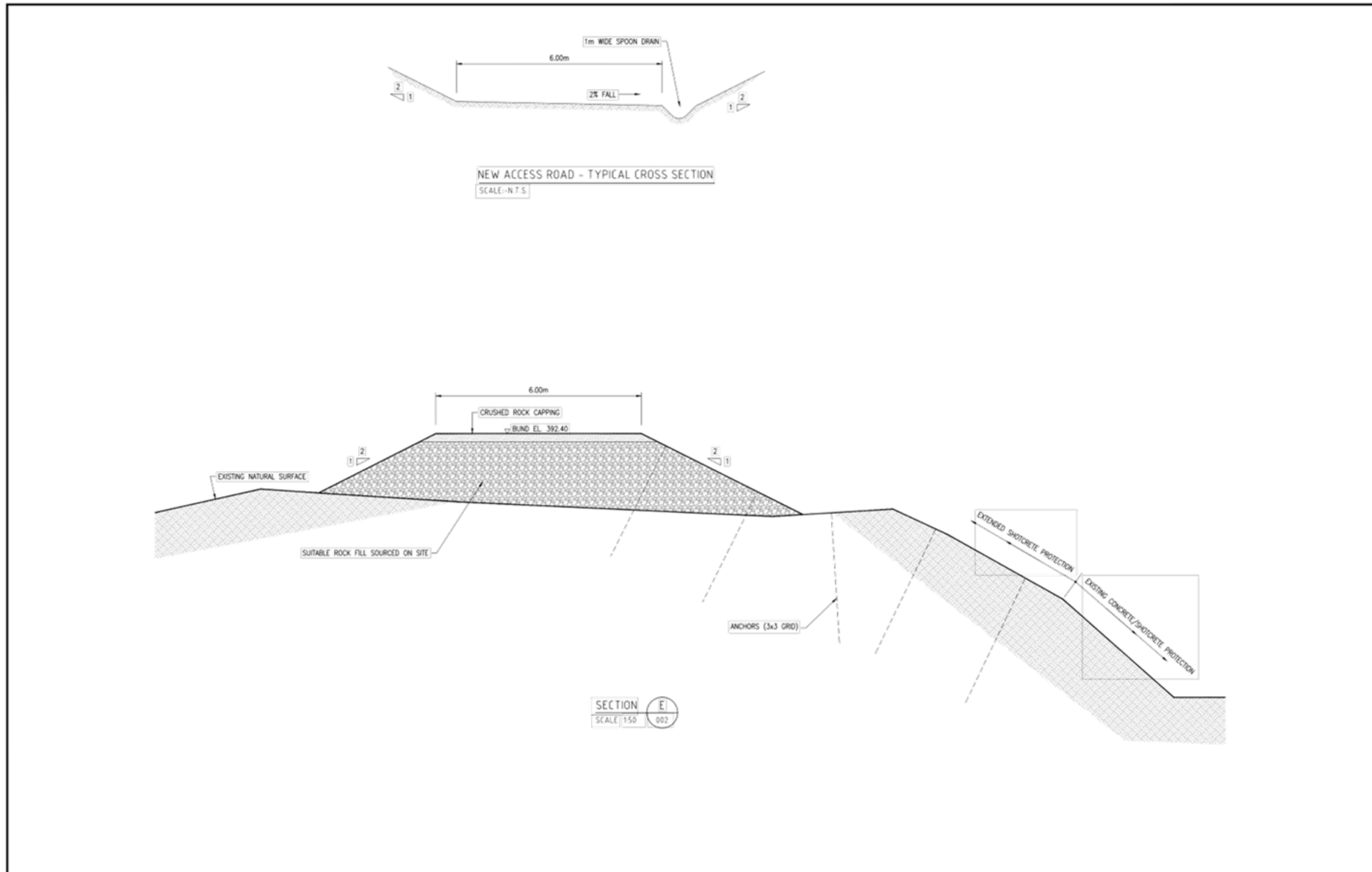


SCALE (A1)		REFERENCE DRAWINGS		 Technical Services Australia Technical Services Australia Pty Ltd ABN 71 167 198 745	DESIGNED	AD	CIVMEC			
1:1000 		XX XXXX			DRAWN	TM	GORDONBROOK SPILLWAY UPGRADE SPILLWAY CREST STRUCTURE - SECTIONS			
© COPYRIGHT This drawing and design remains the property of Technical Services Australia Pty Ltd and may not be copied in any way without prior written approval.				CHECKED	AD	SHEET	STATUS	DRAWING NO.	REV.	
A LA 08/05/21 ISSUED FOR APPROVAL APPD				APPROVED	DM	3 OF 5	PRELIMINARY	003	A	
REV BY DATE DESCRIPTION				DATE	08/05/2021					





SCALE (A1)		REFERENCE DRAWINGS		 <p>Technical Services Australia ABN 71 167 198 745</p>	DESIGNED	AD	CIVMEC		
		XXI XXXX			DRAWN	TM	GORDONBROOK SPILLWAY UPGRADE SPILLWAY STRUCTURE - SECTIONS		
1:1000		© COPYRIGHT This drawing and design remains the property of Technical Services Australia Pty Ltd and may not be copied in any way without prior written approval.		CHECKED	AD	SHEET	STATUS	DRAWING NO.	REV.
LA	08/05/21	ISSUED FOR APPROVAL	APPD	APPROVED	DM	4 OF 5	PRELIMINARY	004	A
REV	BY	DATE	DESCRIPTION	DATE	08/05/2021				



		SCALE (A1)	REFERENCE DRAWINGS	 <p>Technical Services Australia ABN 71 167 198 745</p>	DESIGNED	AD	CIVMEC		
			XI XXXX © COPYRIGHT This drawing and design remains the property of Technical Services Australia Pty Ltd and may not be copied in any way without prior written approval.		DRAWN	TM	GORDONBROOK SPILLWAY UPGRADE SPILLWAY STRUCTURE - SECTIONS		
				CHECKED	AD	SHEET	STATUS	DRAWING NO.	REV.
A LA 08/05/21 ISSUED FOR APPROVAL APPD				APPROVED	DM	5 OF 5	PRELIMINARY	005	A
REV BY DATE DESCRIPTION APPD				DATE	08/05/2021				





TSA Doc Number: 21-0055  
 Client Doc Number:


**Basis of Estimate Report**

**Title:** Gordonbrook Dam Spillway  
**Pjt No.** 21-0055  
**Rev No.** C  
**Date:** 13/09/21

Estimator: Adam Doyle

Rev	Date	Issued For	Author	Ckd	Approved
A	19/Aug/21	DRAFT	AD		
B	20/Aug/21	IFR	AD		
C	13/Sep/21	IFU	AD		

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		<b>Title:</b> <b>Pjt No.</b> <b>Rev No.</b> <b>Date:</b>		<b>Basis of Estimate Report</b> <b>Gordonbrook Dam Spillway</b> 21-0055 C 13-Sep-21	
<b>SCOPE OF WORK:</b>					
<p>Gordonbrook Dam is located approximately 15 km north-west of Kingaroy on the Stuart River and is the current water supply reservoir for the town of Kingaroy (population 9,500), supplying an average of 1300 ML/annum to the township. The reservoir has a capacity of 6,800 ML at Full Supply Level.</p> <p>A failure impact assessment of Gordonbrook Dam was recently completed (SMEC, 2013b). This assessment identified that the flood capacity of the storage did not meet the Acceptable Flood Capacity recommended in the Guidelines on Acceptable Flood Capacity for Water Dams (DNRM, 2013). Following the failure impact assessment, South Burnett Regional Council engaged SMEC to consider cost effective options for upgrading the spillway capacity at the dam and developing a concept design and cost estimates for the preferred option. Consideration of effective options has since been completed and is detailed in the Options Assessment Report (SMEC, 2013d).</p> <p>Preliminary designs of three effective options were completed, namely raising the embankment, widening the existing ogee crested spillway and the construction of a duckbill spillway crest structure. Of the three preliminary design options, widening of the existing ogee crested spillway to increase the spillway capacity was adopted as the preferred option and subsequently proceeded to concept design.</p>					
<b>Reference Number:</b>		21-0055			
<b>DOCUMENT VERIFICATION</b>					
<b>Responsible: Estimator and Project Engineer</b>					
<b>Name:</b>		<b>Position:</b>		<b>Signature:</b>	
Adam Doyle		Estimator			
<b>Accountable:</b>					
<b>Name:</b>		<b>Position:</b>		<b>Signature:</b>	
<b>Endorsed: Estimate Owner</b>					
<b>Name:</b>		<b>Position:</b>		<b>Signature:</b>	
<b>COST ESTIMATE INFORMATION</b>					
<b>Project Particulars</b>					
<b>Project Name / Identification:</b>					
<b>Project Location:</b>					
<b>Requestor Name:</b>		<b>Estimator/s:</b>		Adam Doyle	
		<b>Estimate Number:</b>			
<b>Cost Estimate</b>					
<b>Estimate Type:</b>		Concept		<b>GST:</b> Excluded	
<b>Estimate Basis Date:</b>		Aug-21		<b>Estimate Currency:</b> AUD	
<b>Expected Accuracy:</b>		Class 4 estimate with a target accuracy of -20% to +50%			
<b>Contingency:</b>		19%			
<b>Forward Escalation:</b>		Excluded			

	<p style="text-align: right;">Basis of Estimate Report Gordonbrook Dam Spillway</p> <p>Title: Pjt No. 21-0055 Rev No. C Date: 13-Sep-21</p>
<b>BASIS OF ESTIMATE</b>	
<b>Basis &amp; Assumptions</b>	
<b>General - Qualifications and assumptions</b>	
<ol style="list-style-type: none"> <li>1 The expected estimate accuracy is Class 4 -20% to +50% based on preliminary material take-offs.</li> <li>2 Estimate base date is August 2021</li> <li>4 Direct labour costs have been based typical crew rates for civil works in mining.</li> <li>5 No detail mobile crane &amp; rigging studies were completed.</li> <li>6 No formal logistics study has been completed.</li> <li>7 No project or construction schedules have been developed for the estimate.</li> <li>8 Constructability is Stick Built.</li> <li>9 It is assumed that the workforce completing the works for the spillway will be locally sourced and will therefor not require any allowances for accommodation.</li> <li>10 A Typical subcontractor distributable set has been selected for the development of the scope which is predominantly site development and civil works.</li> <li>11 The labour crew rates have been based on a typical civil crew.</li> <li>12 Quantities for these estimates have been based on the previous estimate developed by SMEC Dated 2013, subsequent designs have been updated by TSA but are believed to be similar to the previous design.</li> <li>13 Concrete supply has been based on a budget quote Hitech Concrete in Kingaroy and has been included in the estimate @ AUD 250 /m3 delivered to site. All other Bulk Material pricing has been based on historical projects and in-house data.</li> <li>14 A productivity Factor of 1.35 has been used for the estimate.</li> <li>15 Common distributable costs have been limited to site support services. It is assumed that all contractors will be supplying there own facilities for the duration of the work.</li> <li>16 Engineering and construction management has been included as and allowance of 20% of the direct costs. This includes engineering costs, construction management, commissioning and as built drawings.</li> <li>17 Contingency has been included at 19% of Direct and Indirect Costs. This calculation is based on a deterministic calculation derived from set parameters.</li> <li>18 The estimate includes a 5% design / growth allowance on direct costs.</li> <li>19 All material pricing includes delivery to site.</li> <li>20 Services such as water, fire mains, drainage are assumed to tie in close to the boundary of works.</li> </ol>	
<b>General - Exclusions</b>	
<ol style="list-style-type: none"> <li>1 No foreign exchange has been applied in this estimate.</li> <li>2 No allowance for any variation to the assumed scope of work.</li> <li>4 No allowances for deferred capital costs</li> <li>6 Finance and interest charges for project duration</li> <li>8 No allowance for salvage value for any demolished equipment and materials</li> <li>9 Any special environmental requirements</li> <li>10 Costs of environmental testing</li> <li>11 Any environmental requirement not identified in this estimate.</li> <li>12 Taxes / Import duties</li> <li>13 No allowance for abnormal weather conditions.</li> <li>14 No allowance has been made for soil remediation for any in situ contaminants if required.</li> <li>15 No allowance has been included for extended periods of industrial unrest.</li> </ol>	



Project : **Gordonbrook Dam Spillway**  
 Location : **QLD**  
 Target Accuracy : **Class 4 estimate with a target accuracy of -20% to +50%**  
 Revision : **C**

**13-Sep-21**  
**Adam Doyle**  
  
**AUD**

		Section A	
COST CATEGORY		Total in AUD	% of TIC
A	A. Site Development	902,335	
B	B. Earthworks	4,998,802	
C	C. Concrete	6,996,854	
D	D. Structural, Mechanical and Piping	-	
E	E. Architecture & Buildings	-	
I	I. Electrical and Instrumentation	-	
<b>DIRECT COST</b>		<b>12,897,991</b>	<b>69%</b>
V COMMON DISTRIBUTABLES		128,980	
X EPCM		2,579,598	
X OWNER'S		-	
<b>INDIRECT COST</b>		<b>2,708,578</b>	<b>15%</b>
Z DETERMINISTIC CONTINGENCY of Direct and Indirect		2,972,680	16%
<b>TOTAL PROJECT COST</b>		<b>18,579,249</b>	<b>100%</b>



Project: Concession Stand (Phase 1)  
 Project Number: 100  
 Project Location: Concession Stand (Phase 1) at the airport terminal

Contractor: JACOBS	5.0%
Subcontractor: JACOBS	5.0%
Construction: JACOBS	5.0%

Start Date: 1/1/2021	1/1/2021
End Date: 31/12/2021	31/12/2021

Project Manager: [Name]  
 Project Engineer: [Name]  
 Project Designer: [Name]  
 Project Checker: [Name]  
 Project Approver: [Name]

Item	Code	Description	Quantity	Unit	Unit Price	Material		Labor	Installation	Supply and Install	Unit Price
						Material	Waste				
1.00	CONCRETE	CONCRETE	1	m <sup>3</sup>	150.00	150.00	0.00	150.00	150.00	150.00	150.00
2.00	STEEL	STEEL	1	kg	2.50	2.50	0.00	2.50	2.50	2.50	2.50
3.00	PAINT	PAINT	1	kg	1.00	1.00	0.00	1.00	1.00	1.00	1.00
4.00	GLASS	GLASS	1	m <sup>2</sup>	100.00	100.00	0.00	100.00	100.00	100.00	100.00
5.00	WOOD	WOOD	1	m <sup>3</sup>	50.00	50.00	0.00	50.00	50.00	50.00	50.00
6.00	ELECTRICAL	ELECTRICAL	1	unit	10.00	10.00	0.00	10.00	10.00	10.00	10.00
7.00	MECHANICAL	MECHANICAL	1	unit	20.00	20.00	0.00	20.00	20.00	20.00	20.00
8.00	PLUMBING	PLUMBING	1	unit	15.00	15.00	0.00	15.00	15.00	15.00	15.00
9.00	ROOFING	ROOFING	1	unit	30.00	30.00	0.00	30.00	30.00	30.00	30.00
10.00	LANDSCAPE	LANDSCAPE	1	unit	10.00	10.00	0.00	10.00	10.00	10.00	10.00
11.00	CONCRETE	CONCRETE	1	m <sup>3</sup>	150.00	150.00	0.00	150.00	150.00	150.00	150.00
12.00	STEEL	STEEL	1	kg	2.50	2.50	0.00	2.50	2.50	2.50	2.50
13.00	PAINT	PAINT	1	kg	1.00	1.00	0.00	1.00	1.00	1.00	1.00
14.00	GLASS	GLASS	1	m <sup>2</sup>	100.00	100.00	0.00	100.00	100.00	100.00	100.00
15.00	WOOD	WOOD	1	m <sup>3</sup>	50.00	50.00	0.00	50.00	50.00	50.00	50.00
16.00	ELECTRICAL	ELECTRICAL	1	unit	10.00	10.00	0.00	10.00	10.00	10.00	10.00
17.00	MECHANICAL	MECHANICAL	1	unit	20.00	20.00	0.00	20.00	20.00	20.00	20.00
18.00	PLUMBING	PLUMBING	1	unit	15.00	15.00	0.00	15.00	15.00	15.00	15.00
19.00	ROOFING	ROOFING	1	unit	30.00	30.00	0.00	30.00	30.00	30.00	30.00
20.00	LANDSCAPE	LANDSCAPE	1	unit	10.00	10.00	0.00	10.00	10.00	10.00	10.00
21.00	CONCRETE	CONCRETE	1	m <sup>3</sup>	150.00	150.00	0.00	150.00	150.00	150.00	150.00
22.00	STEEL	STEEL	1	kg	2.50	2.50	0.00	2.50	2.50	2.50	2.50
23.00	PAINT	PAINT	1	kg	1.00	1.00	0.00	1.00	1.00	1.00	1.00
24.00	GLASS	GLASS	1	m <sup>2</sup>	100.00	100.00	0.00	100.00	100.00	100.00	100.00
25.00	WOOD	WOOD	1	m <sup>3</sup>	50.00	50.00	0.00	50.00	50.00	50.00	50.00
26.00	ELECTRICAL	ELECTRICAL	1	unit	10.00	10.00	0.00	10.00	10.00	10.00	10.00
27.00	MECHANICAL	MECHANICAL	1	unit	20.00	20.00	0.00	20.00	20.00	20.00	20.00
28.00	PLUMBING	PLUMBING	1	unit	15.00	15.00	0.00	15.00	15.00	15.00	15.00
29.00	ROOFING	ROOFING	1	unit	30.00	30.00	0.00	30.00	30.00	30.00	30.00
30.00	LANDSCAPE	LANDSCAPE	1	unit	10.00	10.00	0.00	10.00	10.00	10.00	10.00
31.00	CONCRETE	CONCRETE	1	m <sup>3</sup>	150.00	150.00	0.00	150.00	150.00	150.00	150.00
32.00	STEEL	STEEL	1	kg	2.50	2.50	0.00	2.50	2.50	2.50	2.50
33.00	PAINT	PAINT	1	kg	1.00	1.00	0.00	1.00	1.00	1.00	1.00
34.00	GLASS	GLASS	1	m <sup>2</sup>	100.00	100.00	0.00	100.00	100.00	100.00	100.00
35.00	WOOD	WOOD	1	m <sup>3</sup>	50.00	50.00	0.00	50.00	50.00	50.00	50.00
36.00	ELECTRICAL	ELECTRICAL	1	unit	10.00	10.00	0.00	10.00	10.00	10.00	10.00
37.00	MECHANICAL	MECHANICAL	1	unit	20.00	20.00	0.00	20.00	20.00	20.00	20.00
38.00	PLUMBING	PLUMBING	1	unit	15.00	15.00	0.00	15.00	15.00	15.00	15.00
39.00	ROOFING	ROOFING	1	unit	30.00	30.00	0.00	30.00	30.00	30.00	30.00
40.00	LANDSCAPE	LANDSCAPE	1	unit	10.00	10.00	0.00	10.00	10.00	10.00	10.00
41.00	CONCRETE	CONCRETE	1	m <sup>3</sup>	150.00	150.00	0.00	150.00	150.00	150.00	150.00
42.00	STEEL	STEEL	1	kg	2.50	2.50	0.00	2.50	2.50	2.50	2.50
43.00	PAINT	PAINT	1	kg	1.00	1.00	0.00	1.00	1.00	1.00	1.00
44.00	GLASS	GLASS	1	m <sup>2</sup>	100.00	100.00	0.00	100.00	100.00	100.00	100.00
45.00	WOOD	WOOD	1	m <sup>3</sup>	50.00	50.00	0.00	50.00	50.00	50.00	50.00
46.00	ELECTRICAL	ELECTRICAL	1	unit	10.00	10.00	0.00	10.00	10.00	10.00	10.00
47.00	MECHANICAL	MECHANICAL	1	unit	20.00	20.00	0.00	20.00	20.00	20.00	20.00
48.00	PLUMBING	PLUMBING	1	unit	15.00	15.00	0.00	15.00	15.00	15.00	15.00
49.00	ROOFING	ROOFING	1	unit	30.00	30.00	0.00	30.00	30.00	30.00	30.00
50.00	LANDSCAPE	LANDSCAPE	1	unit	10.00	10.00	0.00	10.00	10.00	10.00	10.00

Item	Code	Description	Quantity	Unit	Unit Price	Material	Labor	Installation	Supply and Install	Unit Price
1.00	CONCRETE	CONCRETE	1	m <sup>3</sup>	150.00	150.00	0.00	150.00	150.00	150.00
2.00	STEEL	STEEL	1	kg	2.50	2.50	0.00	2.50	2.50	2.50
3.00	PAINT	PAINT	1	kg	1.00	1.00	0.00	1.00	1.00	1.00
4.00	GLASS	GLASS	1	m <sup>2</sup>	100.00	100.00	0.00	100.00	100.00	100.00
5.00	WOOD	WOOD	1	m <sup>3</sup>	50.00	50.00	0.00	50.00	50.00	50.00
6.00	ELECTRICAL	ELECTRICAL	1	unit	10.00	10.00	0.00	10.00	10.00	10.00
7.00	MECHANICAL	MECHANICAL	1	unit	20.00	20.00	0.00	20.00	20.00	20.00
8.00	PLUMBING	PLUMBING	1	unit	15.00	15.00	0.00	15.00	15.00	15.00
9.00	ROOFING	ROOFING	1	unit	30.00	30.00	0.00	30.00	30.00	30.00
10.00	LANDSCAPE	LANDSCAPE	1	unit	10.00	10.00	0.00	10.00	10.00	10.00
11.00	CONCRETE	CONCRETE	1	m <sup>3</sup>	150.00	150.00	0.00	150.00	150.00	150.00
12.00	STEEL	STEEL	1	kg	2.50	2.50	0.00	2.50	2.50	2.50
13.00	PAINT	PAINT	1	kg	1.00	1.00	0.00	1.00	1.00	1.00
14.00	GLASS	GLASS	1	m <sup>2</sup>	100.00	100.00	0.00	100.00	100.00	100.00
15.00	WOOD	WOOD	1	m <sup>3</sup>	50.00	50.00	0.00	50.00	50.00	50.00
16.00	ELECTRICAL	ELECTRICAL	1	unit	10.00	10.00	0.00	10.00	10.00	10.00
17.00	MECHANICAL	MECHANICAL	1	unit	20.00	20.00	0.00	20.00	20.00	20.00
18.00	PLUMBING	PLUMBING	1	unit	15.00	15.00	0.00	15.00	15.00	15.00
19.00	ROOFING	ROOFING	1	unit	30.00	30.00	0.00	30.00	30.00	30.00
20.00	LANDSCAPE	LANDSCAPE	1	unit	10.00	10.00	0.00	10.00	10.00	10.00
21.00	CONCRETE	CONCRETE	1	m <sup>3</sup>	150.00	150.00	0.00	150.00	150.00	150.00
22.00	STEEL	STEEL	1	kg	2.50	2.50	0.00	2.50	2.50	2.50
23.00	PAINT	PAINT	1	kg	1.00	1.00	0.00	1.00	1.00	1.00
24.00	GLASS	GLASS	1	m <sup>2</sup>	100.00	100.00	0.00	100.00	100.00	100.00
25.00	WOOD	WOOD	1	m <sup>3</sup>	50.00	50.00	0.00	50.00	50.00	50.00
26.00	ELECTRICAL	ELECTRICAL	1	unit	10.00	10.00	0.00	10.00	10.00	10.00
27.00	MECHANICAL	MECHANICAL	1	unit	20.00	20.00	0.00	20.00	20.00	20.00
28.00	PLUMBING	PLUMBING	1	unit	15.00	15.00	0.00	15.00	15.00	15.00
29.00	ROOFING	ROOFING	1	unit	30.00	30.00	0.00	30.00	30.00	30.00
30.00	LANDSCAPE	LANDSCAPE	1	unit	10.00	10.00	0.00	10.00	10.00	10.00





Project : **Gordonbrook Dam Spillway**  
 Location : **QLD**  
 Target Accuracy : **Class 4 estimate with a target accuracy of -20% to +50%**  
 Revision : **C**

## Quality

Code	Quantity Basis	A\$ 000	% of Direct
A	IFC	-	0%
B	Detailed Design	-	0%
C	Preliminary Design	12,074	94%
D	Concept	-	0%
E	Allowances	824	6%
	<b>Total</b>	<b>12,898</b>	<b>100%</b>

Code	Pricing Basis	A\$ 000	% of Direct
A	Awarded/Project Commercial Bid	-	0%
B	Budget Quote/Past Project Award	-	0%
C	In-House Historical	12,074	94%
D	Factored from Bid/Quote	-	0%
E	Allowance	824	6%
	<b>Total</b>	<b>12,898</b>	<b>100%</b>

Code	Installation Basis	A\$ 000	% of Direct
A	Vendor Norms	-	0%
B	Estimated detailed	-	0%
C	Industry Norms	12,074	94%
D	Factored	-	0%
E	Allowance	824	6%
	<b>Total</b>	<b>12,898</b>	<b>100%</b>

### 7.3 STORM DAMAGE TO MT WOOROOLIN RESERVOIR ROOF

**File Number:** 03-11-2021

**Author:** Manager Water & Wastewater

**Authoriser:** Chief Executive Officer

#### PRECIS

Storm Damage to Mt Wooroolin Reservoir Roof

#### SUMMARY

Significant damage occurred to the roof on the Mt Wooroolin Reservoir during a recent storm. Water Infrastructure Services have inspected the damaged roof structure and recommend replacement as soon as possible. The reservoir roof has been tarped as a temporary measure.

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#### OFFICER'S RECOMMENDATION

That the committee recommends to Council:

That Council Officers investigate options for the roof replacement and arrange the replacement roof as a matter of urgency.

#### BACKGROUND

Mt Wooroolin reservoir forms part of the Kingaroy water supply scheme. On the evening of 18 October 2021, a storm passed through causing damage to the roof with one section completely ripped off the reservoir.

This reservoir is the main treated water storage to supply Kingaroy. With extensive damage to the roof, treated water would be exposed to the elements and potential water contamination. Due to the potential risk to water quality, Council Officers reported the incident to the Water Regulator and Queensland Health. Both agencies are happy with the current temporary arrangements but will be monitoring progress on a permanent solution.

At short notice, Council engaged Water Infrastructure Services (WIS), as specialise reservoir company, to temporarily tarp up the structure to reduce any risk to water quality. WIS also conducted a structural assessment of the remaining roof structure and recommended the replacement of the entire roof as soon as possible.

WIS have previously been engaged by council to replace the roof on Orana and Scott St reservoirs and also previously tendered to replace the Mt Wooroolin Reservoir roof however budget constraints did not permit this work to proceed at the time.

As Council intend to temporarily bypass the damaged reservoir while repairs are made, Council officers are investigating availability of general commercial builders / roof contractors aiming for significant cost savings through working in an empty reservoir avoiding any issues maintaining water quality.

The specialist quote from our previous contractor almost doubled from the 2019 tender price.

#### ATTACHMENTS

1. **Mt Wooroolin Reservoir Photo** [↓](#) 



## 8 QUESTIONS ON NOTICE

### 8.1 QUESTIONS ON NOTICE

**File Number:** 03-11-2021

**Author:** Personal Assistant Infrastructure

**Authoriser:** Chief Executive Officer

The following questions on notice were received at September's General Meeting held on Wednesday 22 of September 2021 and Infrastructure Standing Committee Meeting held on Wednesday 6 October 2021.

#### Questions

1. How would we construct an application? If we said we wanted to pursue both projects, do we have to nominate the amounts or at this stage can we just put an expression of interest in both without actually having to nominate amounts before 23 November?
2. Is it possible to get patrol grading on Darley Crossing Road?
3. What is the process for prioritising the locations for the Mobile Blackspot Programme application?

#### Responses

1. Responses are contained in the attachments of the report.

### RECOMMENDATION

That the responses to the questions raised be received and noted.

### ATTACHMENTS

1. **November Infrastructure Questions on Notice Responses** [↓](#) 

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**Infrastructure's Questions on Notice**

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**(Q1) How would we construct an application? If we said we wanted to pursue both projects, do we have to nominate the amounts or at this stage can we just put an expression of interest in both without actually having to nominate amounts before 23 November?**

The substance of the Question on Notice has been subject to Council's further consideration and Council Resolution 2021/219.

In response to the query, steps initially require submission of an Expression of Interest in line with Program guidelines. The guidelines permit multiple applications provided that Council identifies the projects in priority order and commit to any balance of funding. The Expression of Interest application process requires significant details upon which the application is assessed, including design and cost details.

**(Q2) Is it possible to get patrol grading on Darley crossing road?**

Council general patrol grading commitments include one patrol grade each financial year. A council officer has reinspected Darley Crossing Road. This road is due for grading week starting 18 October 2021, weather permitting.

Below is a table outlining the maintenance on Darley Crossing Road, Brooklands in the past few years.

10/06/2019	Gravel Resheet
17/03/2020	Patrol Grade
20/01/2021	Patrol Grade
11/05/2021	Patrol Grade
18/10/2021	Planned Patrol Grade

**(Q3) What is the process for prioritising the locations for the Mobile Blackspot Programme application?**

The Federal Government's Mobile Black Spot Program is one of the largest ever expansions of mobile coverage in regional and remote Australia. Starting with 'Round 1' in 2015, multiple new areas have received mobile network coverage with 'Round 5A' most recently announced in July 2021.

During the previous rounds of the Mobile Black Spot Program, Council has submitted expressions of interest and advocated for funding for mobile black spots in various locations as indicated on the 'National Map' (developed by the Federal Government and in partnership with Telstra) and through customer requests received via Council and those forwarded from Member for Maranoa, David Littleproud's office.

These areas were then investigated with Council's former Economic Development Team and consultation is undertaken with affected community members and organisations in order to develop the expression of interest to be submitted for the current round of funding.

Outside of the current round submission periods, Black Spot requests are recorded on a register for future funding opportunities and then consultation and investigation occurs once the next round of funding is released for applications.

Funding will be available through 'Mobile Black Spot Program – Round 6' and the 'Regional Connectivity Program – Round 2'. Council are currently waiting for each program round to commence accepting submissions.

**9 CONFIDENTIAL SECTION**

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**OFFICER'S RECOMMENDATION**

That Council considers the confidential report(s) listed below in a meeting closed to the public in accordance with Section 254J of the *Local Government Regulation 2012*:

**9.1 Construction of a formed road to Lot 29 RP36980 and Lot 10 M5421 Memerambi**

This matter is considered to be confidential under Section 254J - g of the Local Government Regulation, and the Council is satisfied that discussion of this matter in an open meeting would, on balance, be contrary to the public interest as it deals with negotiations relating to a commercial matter involving the local government for which a public discussion would be likely to prejudice the interests of the local government.

**10 CLOSURE OF MEETING**