



SOUTH BURNETT
REGIONAL COUNCIL

AGENDA

Infrastructure Standing Committee Meeting Wednesday, 1 June 2022

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

Date: Wednesday, 1 June 2022

Time: 9.00am

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

**Mark Pitt PSM
Chief Executive Officer**

Order Of Business

1	Opening	4
2	Leave of Absence / Apologies	4
3	Recognition of Traditional Owners	4
4	Declaration of Interest	4
5	Confirmation of Minutes of Previous Meeting	5
5.1	Minutes of the Infrastructure Standing Committee Meeting held on 4 May 2022	5
6	Notices of Motion	27
6.1	Notice of Motion - Emergency After-Hours Call Service	27
7	Portfolio – Roads & Drainage	28
7.1	Roads and Drainage Portfolio Report.....	28
7.2	Kingaroy Transformation Project Update.....	40
7.3	Bunya Highway Median and Roundabout Refurbishments.....	48
7.4	Regional Connectivity Program Feedback.....	89
7.5	Petition Investigation regarding Concerns with Kerb and Channelling on Kurtellen Crescent Kingaroy.....	92
7.6	Studies Undertaken using Cementitious Materials as part of our Risk Analysis....	103
7.7	Project Prioritisation Process - Birt Road and Lanigan Road.....	105
7.8	Options for Capital Costs Associated with Improved Storm Water Drainage in Leopard Court Kingaroy	110
7.9	Addressing Bunya Mountains.....	113
7.10	Efficiency of Council's Claim Lodgement and Payment Systems.....	119
7.11	Detailed Statistics regarding Harris Road, Clark and Swendson Road, Edenvale North Road Usage.....	125
7.12	Lanscaping and other Feature Structures in Council Roundabouts	127
7.13	Stage Two Wondai Industrial Estate.....	130
7.14	Black Spot Funding Program 2023/24.....	131
7.15	Transport Infrastructure Development Scheme - Local Roads of Regional Significance (LRRS) Nominations	134
8	Portfolio - LDMG, Water & Wastewater	141
8.1	Local Disaster Management Portfolio Report	141
8.2	Water and Wastewater Portfolio Report	143
9	Questions on Notice	148
9.1	Questions on Notice	148
10	Confidential Section	150
11	Closure of Meeting	150

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 4 MAY 2022

File Number: 01/06/2022

Author: Executive Assistant

Authoriser: Chief Executive Officer

OFFICER'S RECOMMENDATION

That the Minutes of the Infrastructure Standing Committee Meeting held on 4 May 2022 be received.

ATTACHMENTS

- 1. Minutes of the Infrastructure Standing Committee Meeting held on 4 May 2022**



MINUTES

Infrastructure Standing Committee Meeting

Wednesday, 4 May 2022

Order Of Business

1	Opening	4
2	Leave of Absence / Apologies	4
3	Acknowledgement of Traditional Owners	4
4	Declaration of Interest	4
5	Confirmation of Minutes of Previous Meeting	4
5.1	Minutes of the Infrastructure Standing Committee Meeting held on 6 April 2022.....	4
6	Notices of Motion	5
6.1	Notice of Motion - Highway Slashing	5
6.1.1	Question on Notice – Highway Slashing Inspection.....	6
6.2	Notice of Motion - Seat for Mark Smith	6
7	Portfolio – Roads & Drainage	6
7.1	Roads and Drainage Portfolio Report.....	6
7.1.1	Flood Money Impacts	8
7.2	George Street Car Park Kingaroy - Concept Design	8
7.3	Notice of Motion - LRCI Funding Allocation Phase 3 - 2022	8
7.4	Regional Connectivity Program Round 2 Outcome	10
7.4.1	Question on Notice - Regional Connectivity Program Round 2 Outcome Feedback	10
7.5	Detailed Information around Unformed Roads that have Existing Residential Land Holders who have made Enquiries to Council	11
7.5.1	Question on notice - Signed Roads	11
7.12	Consideration of Accepting Property Access on Kingaroy Cooyar Road Tarong servicing Lots 3 - 7 RP178853 as a Council Road Asset.....	12
7.6	Review of Request for Speed Hump on Edward Street Wondai	13
7.7	Harris Road / Clark and Swendson Road / Edenvale North Road Intersections Kingaroy.....	14
7.7.1	Harris Road / Clark and Swendson Road / Edenvale North road Intersections Kingaroy.....	14
7.8	Application for the Surrender of a Permit to Occupy for the Western Portion of Piggery Road Murgon adjacent to 148FY268 and 171FY2461	15
7.9	Quote SBRCQ-21/22-40 - Purchase of one (1) Backhoe to replace Plant No. 1515.....	16
7.10	Quote SBRCQ-21/22-42 - Purchase of one (1) Loader to replace Plant No. 1501	16
7.11	Quote SBRCQ-21/22-43 - Purchase of one (1) Grader to replace Plant No. 1504.....	17
8	Portfolio - LDMG, Water & Wastewater	18
8.1	Local Disaster Management, Water and Wastewater Portfolio Report	18
8.2	Appointment of Chairperson LDMG.....	18

9	Questions on Notice	19
9.1	Questions on Notice	19
9.2	Questions on Notice	20
10	Confidential Section	20
10.1	Release of Sewage December 2021 at Alice Street Kingaroy	21
11	Closure of Meeting.....	21

**MINUTES OF SOUTH BURNETT REGIONAL COUNCIL
INFRASTRUCTURE STANDING COMMITTEE MEETING
HELD AT THE WARREN TRUSS CHAMBER, 45 GLENDON STREET, KINGAROY
ON WEDNESDAY, 4 MAY 2022 AT 9.00AM**

PRESENT:**Councillors:**

Cr Brett Otto (Mayor), 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), Tim Low (Acting General Manager Infrastructure), Peter O'May (General Manager Community), James Darcy (Manager Infrastructure Planning), Kevin Searle (Manager Works), Donna Brown (Coordinator Infrastructure Support), Joanne Newbery (Communications Officer), Brandon Orchard (Fleet Scheduler), Lee Hoad (Coordinator Plant and Fleet), Adam Branch (Acting Manager Water and Wastewater), Michael Lisle (Acting Manager Planning and Environment), Bree Hunt (Executive Assistant)

1 OPENING

The Mayor opened the meeting with the Lords Prayer and welcomed all attendees.

2 LEAVE OF ABSENCE / APOLOGIES

Nil

3 ACKNOWLEDGEMENT OF TRADITIONAL OWNERS

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

4 DECLARATION OF INTEREST

Nil

5 CONFIRMATION OF MINUTES OF PREVIOUS MEETING**5.1 MINUTES OF THE INFRASTRUCTURE STANDING COMMITTEE MEETING HELD ON 6 APRIL 2022**

COMMITTEE RESOLUTION 2022/166

Moved: Cr Kathy Duff

Seconded: Cr Scott Henschen

That the Minutes of the Infrastructure Standing Committee Meeting held on 6 April 2022 be received.

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

Against: Nil

CARRIED 6/0

6 NOTICES OF MOTION

Attendance:

At 9:06am, Manager Corporate Services Carolyn Knudsen entered the meeting (online).

At 9:07am, Manager Corporate Services Carolyn Knudsen left the meeting (online).

At 9:11am, Personal Assistant Finance and Corporate Wendy Kruger entered the meeting (online).

6.1 NOTICE OF MOTION - HIGHWAY SLASHING

COMMITTEE RECOMMENDATION

Moved: Cr Brett Otto

Seconded: Cr Kathy Duff

That the Committee recommend to Council that:

Contractors be engaged to complete a further round of roadside slashing be undertaken on the following state roads prior to 30 June 2022, with funds being allocated from the existing budget within the works department RMPC surplus:

- Burnett Highway;
- Bunya Highway;
- D'Aguilar Highway.

AMENDMENT

Moved: Cr Kirstie Schumacher

Seconded: Cr Gavin Jones

That the Committee recommend to Council:

That inspections be undertaken or reviewed to determine if road sides on the Burnett Highway, Bunya Highway and D'Aguilar Highway have reached or exceeded intervention level and if so as per the RMPC contract a third round of slashing be undertaken prior to 30 June 2022 and charged to the department of Main Roads.

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

Against: Nil

CARRIED 6/0

The Amendment became the resolution.

COMMITTEE RESOLUTION 2022/167

Moved: Cr Brett Otto

Seconded: Cr Kathy Duff

That the Committee recommend to Council:

That inspections be undertaken or reviewed to determine if road sides on the Burnett Highway, Bunya Highway and D'Aguilar Highway have reached or exceeded intervention level and if so as per

the RMPC contract a third round of slashing be undertaken prior to 30 June 2022 and charged to the department of Main Roads.

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

Against: Nil

CARRIED 6/0

6.1.1 QUESTION ON NOTICE – HIGHWAY SLASHING INSPECTION

Question on Notice from Cr Brett Otto:

When was the last inspection done?

Attendance:

At 9:47am, Communications Officer Joanne Newbery left the meeting.

At 9:49am, Communications Officer Joanne Newbery returned to the meeting.

6.2 NOTICE OF MOTION - SEAT FOR MARK SMITH

COMMITTEE RESOLUTION 2022/168

Moved: Cr Kathy Duff

Seconded: Cr Gavin Jones

That the Committee recommend to Council that:

Council arrange a seat in front of Mark Smith Menswear funded by the Murgon Business and Development Association Inc.

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

Against: Nil

CARRIED 6/0

7 PORTFOLIO – ROADS & DRAINAGE

Attendance:

At 9:50am, Cr Danita Potter left the meeting.

At 9:53am, Cr Danita Potter returned to the meeting.

7.1 ROADS AND DRAINAGE PORTFOLIO REPORT

COMMITTEE RESOLUTION 2022/169

Moved: Cr Gavin Jones

Seconded: Cr Scott Henschen

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

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

Against: Nil

CARRIED 6/0

COMMITTEE RESOLUTION 2022/170

Moved: Cr Kathy Duff

Seconded: Cr Danita Potter

That the Committee recommends to Council:

That Main Roads be contacted and a permanent job be done to fix the pot hole on the Bunya Highway approximately 500 metres past the Cherbourg turn off North bound.

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

Against: Nil

CARRIED 6/0

ADJOURN MORNING TEA

COMMITTEE RESOLUTION 2022/171

Moved: Cr Brett Otto

Seconded: Cr Scott Henschen

That the meeting adjourn for morning tea.

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

Against: Nil

CARRIED 6/0

RESUME MEETING

COMMITTEE RESOLUTION 2022/172

Moved: Cr Brett Otto

Seconded: Cr Scott Henschen

That the meeting resume at 10:52am.

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

Against: Nil

CARRIED 6/0

MOTION

COMMITTEE RESOLUTION 2022/173

Moved: Cr Kathy Duff

Seconded: Cr Danita Potter

That the Committee recommend to Council:

That the pot hole on 39 Boat Mountain Road, Murgon be fixed as a matter of urgency due to community safety concerns.

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

Against: Cr Gavin Jones

CARRIED 5/1**7.1.1 FLOOD MONEY IMPACTS**

A report to be brought back to the Executive and Finance & Corporate Standing Committee Meeting on the impacts of the flood money.

7.2 GEORGE STREET CAR PARK KINGAROY - CONCEPT DESIGN

COMMITTEE RESOLUTION 2022/174

Moved: Cr Danita Potter

Seconded: Cr Gavin Jones

That the Committee recommends to Council:

That Council adopt the concept design for the George Street Carpark and make allowance for additional \$75,000 (10%) from LRCI Phase 3 in cost escalation due to the impact of current construction industry inflation.

In Favour: Crs Gavin Jones, Danita Potter, Kirstie Schumacher and Scott Henschen

Against: Crs Brett Otto and Kathy Duff

CARRIED 4/2**7.3 NOTICE OF MOTION - LRCI FUNDING ALLOCATION PHASE 3 - 2022**

COMMITTEE RESOLUTION 2022/175

Moved: Cr Danita Potter

Seconded: Cr Kirstie Schumacher

That the matter be lifted from the table and discussed.

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

Against: Nil

CARRIED 6/0

COMMITTEE RECOMMENDATION

Moved: Cr Kathy Duff

Seconded: Cr Scott Henschen

That the Committee recommends to Council:

That Council allocate \$2,238,930 from the Local Roads and Community Infrastructure (LRCI) phase three (3) programme to a roads rehabilitation and renewals program as outlined in the attached list.

AMENDMENT

Moved: Cr Roz Frohloff

Seconded: Cr Danita Potter

That the Committee recommends to Council:

That Council allocate \$2,238,930 from the Local Roads and Community Infrastructure (LRCI) phase three (3) programme to a roads rehabilitation and renewals program as outlined in the amended attached list:

- That Birt Road Stage 1 of Chain 2.142 to Chain 3.627 at the cost of \$950,000 be put back on the LRCI Funding agenda.

In Favour: Crs Gavin Jones, Danita Potter, Kirstie Schumacher and Scott Henschen

Against: Crs Brett Otto and Kathy Duff

CARRIED 4/2**The Amendment became the resolution.**

AMENDMENT

Moved: Cr Kirstie Schumacher

Seconded: Cr Danita Potter

That the Committee recommends to Council:

That Council allocate \$2,163,930 from the Local Roads and Community Infrastructure (LRCI) phase three (3) programme to a roads rehabilitation and renewals program as outlined in the amended attached list:

- That Birt Road Stage 1 of Chain 2.142 to Chain 3.627 at the cost of \$1,250,000 be completed as part of this program on the LRCI Funding agenda.

In Favour: Crs Gavin Jones, Danita Potter, Kirstie Schumacher and Scott Henschen

Against: Crs Brett Otto and Kathy Duff

CARRIED 4/2**The Amendment became the resolution.**

COMMITTEE RESOLUTION 2022/176

Moved: Cr Kathy Duff

Seconded: Cr Scott Henschen

That the Committee recommends to Council:

That Council allocate \$2,163,930 from the Local Roads and Community Infrastructure (LRCI) phase three (3) programme to a roads rehabilitation and renewals program as outlined in the amended attached list:

- That Birt Road Stage 1 of Chain 2.142 to Chain 3.627 at the cost of \$1,250,000 be completed as part of this program on the LRCI Funding agenda.

In Favour: Crs Gavin Jones, Danita Potter, Kirstie Schumacher and Scott Henschen

Against: Crs Brett Otto and Kathy Duff

CARRIED 4/2

Attendance:

At 11:47am, Fleet Scheduler Brandon Orchard left the meeting.

At 11:49am, Fleet Scheduler Brandon Orchard returned to the meeting.

At 12:08pm, Coordinator Infrastructure Support Donna Brown left the meeting.

At 12:13pm, Coordinator Infrastructure Support Donna Brown returned to the meeting.

7.4 REGIONAL CONNECTIVITY PROGRAM ROUND 2 OUTCOME

COMMITTEE RESOLUTION 2022/177

Moved: Cr Kirstie Schumacher

Seconded: Cr Danita Potter

That this report be noted.

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

Against: Nil

CARRIED 6/0

7.4.1 QUESTION ON NOTICE - REGIONAL CONNECTIVITY PROGRAM ROUND 2 OUTCOME FEEDBACK

Question on Notice from Cr Kirstie Schumacher:

Has there been any feedback received about the outcome of the Regional Connectivity Program Round 2?

Attendance:

At 12:23pm, Communications Officer Joanne Newbery left the meeting.

At 12:26pm, Communications Officer Joanne Newbery returned to the meeting.

7.5 DETAILED INFORMATION AROUND UNFORMED ROADS THAT HAVE EXISTING RESIDENTIAL LAND HOLDERS WHO HAVE MADE ENQUIRIES TO COUNCIL

COMMITTEE RESOLUTION 2022/178

Moved: Cr Kirstie Schumacher
Seconded: Cr Danita Potter

That Council note the information in the report provided to assist in future discussions regarding the consideration of reclassification of road upgrades, associated maintenance and financial impacts.

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

Against: Nil

CARRIED 6/0

COMMITTEE RESOLUTION 2022/179

Moved: Cr Brett Otto
Seconded: Cr Kathy Duff

That the Committee recommends to Council:

That Council reclassify Whelan Street and Millards Road as formed roads and undertake formation and maintenance works as part of the 22/23 works program and that a report be brought to the Capital Budget Deliberations for 2022/2023 as preliminary estimated costs of formation grading on the remaining roads listed as attachment 4 updated to include any further roads that customers have submitted requests.

In Favour: Crs Brett Otto, Danita Potter, Kirstie Schumacher and Kathy Duff

Against: Crs Gavin Jones and Scott Henschen

CARRIED 4/2

7.5.1 QUESTION ON NOTICE - SIGNED ROADS

Question on Notice from Cr Brett Otto:

Are there other roads that have been signed under the same or similar circumstances as Millards Road?

Attendance:

At 12:37pm, Fleet Scheduler Brandon Orchard left the meeting.

At 12:37pm, Coordinator Plant and Fleet Lee Hoad left the meeting.

At 12:37pm, Fleet Scheduler Brandon Orchard returned to the meeting.

ADJOURN LUNCH

COMMITTEE RESOLUTION 2022/180

Moved: Cr Brett Otto
Seconded: Cr Scott Henschen

That the meeting adjourn for lunch and resume at 1:30pm.

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

Against: Nil

CARRIED 6/0

RESUME MEETING

COMMITTEE RESOLUTION 2022/181

Moved: Cr Brett Otto
Seconded: Cr Gavin Jones

That the meeting resume at 1:30pm.

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

Against: Nil

CARRIED 6/0

Attendance:

At 1:30pm, Coordinator Plant and Fleet Lee Hoad returned to the meeting.

At 1:42pm, General Manager Community Peter O'May returned to the meeting.

At 1:46pm, Acting Manager Water and Wastewater Adam Branch left the meeting.

7.12 CONSIDERATION OF ACCEPTING PROPERTY ACCESS ON KINGAROY COOYAR ROAD TARONG SERVICING LOTS 3 - 7 RP178853 AS A COUNCIL ROAD ASSET

COMMITTEE RESOLUTION 2022/182

Moved: Cr Gavin Jones
Seconded: Cr Kathy Duff

Procedural Motion:

That the matter be lifted from the table.

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

Against: Nil

CARRIED 6/0

COMMITTEE RESOLUTION 2022/183

Moved: Cr Kirstie Schumacher

Seconded: Cr Scott Henschen

That the Committee recommend to Council -

That South Burnett Regional Council:

1. Accepts the “service road” providing access to Lots 3, 4, 5, 6 and 7 RP178853 Kingaroy Cooyar Road, Tarong as a Council asset and adds the asset to Council’s Road Register;
2. Accepts maintenance liability of the “service road”, and provides written advice to impacted landholders; and
3. Considers any capital improvements required as part of its 2022/2023 annual capital budget considerations

In Favour: Crs Brett Otto, Gavin Jones, Kirstie Schumacher, Scott Henschen and Kathy DuffAgainst: Cr Danita Potter**CARRIED 5/1****Attendance:**

1:49pm, Coordinator Infrastructure Support Donna Brown left the meeting.

7.6 REVIEW OF REQUEST FOR SPEED HUMP ON EDWARD STREET WONDAI

COMMITTEE RESOLUTION 2022/184

Moved: Cr Scott Henschen

Seconded: Cr Danita Potter

That the Committee recommends to Council:

That Council notes the report and the speed limit on Edward Street, Wondai remains at 50km/hr with no modifications to the profile of the street.

In Favour: Crs Brett Otto, Gavin Jones, Danita Potter, Kirstie Schumacher, Scott Henschen and Kathy DuffAgainst: Nil**CARRIED 6/0****Attendance:**

At 1:51pm, Acting Manager Water and Wastewater Adam Branch returned to the meeting.

At 1:55pm, Coordinator Infrastructure Support Donna Brown returned to the meeting.

At 2:06pm, Acting Manager Water and Wastewater Adam Branch left the meeting.

At 2:23pm, Manager Works Kevin Searle left the meeting.

At 2:25pm, Manager Works Kevin Searle returned to the meeting.

7.7 HARRIS ROAD / CLARK AND SWENDSON ROAD / EDENVALE NORTH ROAD INTERSECTIONS KINGAROY

COMMITTEE RESOLUTION 2022/185

Moved: Cr Kirstie Schumacher
Seconded: Cr Danita Potter

That the Committee notes this report as presented.

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

Against: Nil

CARRIED 6/0

COMMITTEE RESOLUTION 2022/186

Moved: Cr Kathy Duff
Seconded: Cr Kirstie Schumacher

That the Committee recommend to Council:

That Council seeks to partner with DTMR to develop and present options about heavy vehicle routes around Kingaroy for discussion with stakeholders as part of our 22/23 operational plan.

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

Against: Nil

CARRIED 6/0

7.7.1 HARRIS ROAD / CLARK AND SWENDSON ROAD / EDENVALE NORTH ROAD INTERSECTIONS KINGAROY

A report to be brought back with detailed statistics and information of the Harris Road / Clark and Swendson Road / Edenvale North Road drivers/users.

Attendance:

At 2:50pm, Coordinator Infrastructure Support Donna Brown left the meeting.

At 2:51pm, Plant Scheduler Brandon Orchard left the meeting.

At 2:54pm, Plant Scheduler Brandon Orchard returned to the meeting.

At 2:58pm, Acting Manager Water and Wastewater Adam Branch returned to the meeting.

At 3:00pm, Coordinator Infrastructure Support Donna Brown returned to the meeting.

MOTION

COMMITTEE RESOLUTION 2022/187

Moved: Cr Kathy Duff

Seconded: Cr Gavin Jones

A report be brought to the next Infrastructure Standing Committee Meeting in relation to the issues and estimated design cost associated with stage 2 of the Wondai Industrial Estate.

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

Against: Nil

CARRIED 6/0

7.8 APPLICATION FOR THE SURRENDER OF A PERMIT TO OCCUPY FOR THE WESTERN PORTION OF PIGGERY ROAD MURGON ADJACENT TO 148FY268 AND 171FY2461

COMMITTEE RESOLUTION 2022/188

Moved: Cr Kathy Duff

Seconded: Cr Danita Potter

That the Committee recommends to Council:

1. That South Burnett Regional Council advise the applicant and the Department of Natural Resources and Mines that:
 - (a) It accepts the application for surrender of the current permit to occupy for the portion of Piggery Road that runs along the eastern boundary of lot 148FY268 and through lot 171FY2461 as shown in Attachment one (1).
 - (b) Should the Department of Natural Resources and Mines approve the surrender of the Permit to Occupy, that there be no cost to Council associated with the change.
2. Delegates authority under section 257 of the Local Government Act 2009 to the Chief Executive Officer or their delegate to finalise any and all matters associated with the application.
 - (a) Execute, as road manager, form Part C 'Statement in relation to an application under the Land Act 1994 over State land' for the proposed surrender of the permit to occupy

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

Against: Nil

CARRIED 6/0

Attendance:

At 3:07pm, Acting General Manager Infrastructure Tim Low left the meeting.

At 3:08pm, Manager Works Kevin Searle left the meeting.

At 3:10pm, Acting General Manager Infrastructure Tim Low returned to the meeting.

7.9 QUOTE SBRCQ-21/22-40 - PURCHASE OF ONE (1) BACKHOE TO REPLACE PLANT NO. 1515

OFFICER'S RECOMMENDATION

That the Committee recommends to Council:

That South Burnett Regional Council purchase one (1) John Deere 315SL for \$215,266.17 excluding GST from RDO Australia.

COMMITTEE RESOLUTION 2022/189

Moved: Cr Kirstie Schumacher

Seconded: Cr Kathy Duff

That the Committee recommends to Council:

That South Burnett Regional Council purchase (1) New Holland B110B for **\$216,700.00 excluding GST** from South Burnett Machinery. Reasons that the New Holland has more power, more fuel capacity, that we accept a higher fuel consumption based on these reasons, has the cheapest servicing costs, has a bigger bucket and has a marginal 10mm difference in the stabiliser width, the machine scored the highest specific suitability score and that Council accept the lesser warranty term of 3 years in comparison to the recommendation that offered 5 years. The grounds are purely that most trucks, heavy machinery and yellow fleet are unable to be purchased locally due to limited supplies and that the costs of the machine is considered reasonable in comparison to the other tender provided.

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

Against: Nil

CARRIED 6/0

Attendance:

At 3:27pm, Executive Assistant Bree Hunt left the meeting.

At 3:29pm, Executive Assistant Bree Hunt returned to the meeting.

7.10 QUOTE SBRCQ-21/22-42 - PURCHASE OF ONE (1) LOADER TO REPLACE PLANT NO. 1501

OFFICER'S RECOMMENDATION

That the Committee recommends to Council:

That South Burnett Regional Council purchase one (1) John Deere 544K II for **\$316,000.00 excluding GST** from RDO Australia.

COMMITTEE RESOLUTION 2022/190

Moved: Cr Kirstie Schumacher

Seconded: Cr Kathy Duff

That the Committee recommends to Council:

That South Burnett Regional Council purchase one (1) New Holland W130D for **\$309,500.00 excluding GST** from South Burnett Machinery. The reasons that the machine is comparable to the John Deere 544K, that the assessment conducted demonstrated purchasing the machine locally was cheaper, that the specification suitability and whole of life value for money scores were comparable.

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

Against: Nil

CARRIED 6/0

Attendance:

At 3:50pm, Manager Infrastructure Planning James Darcy left the meeting.

At 3:52pm, Coordinator Infrastructure Support Donna Brown left the meeting.

7.11 QUOTE SBRCQ-21/22-43 - PURCHASE OF ONE (1) GRADER TO REPLACE PLANT NO. 1504

COMMITTEE RESOLUTION 2022/191

Moved: Cr Gavin Jones

Seconded: Cr Danita Potter

That the Committee recommends to Council:

That South Burnett Regional Council purchase one (1) Komatsu GD655-5 for **\$399,800.00 excluding GST** from Komatsu.

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

Against: Nil

CARRIED 6/0

ADJOURN AFTERNOON TEA

COMMITTEE RESOLUTION 2022/192

Moved: Cr Brett Otto

Seconded: Cr Scott Henschen

That the meeting adjourn for afternoon tea.

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

Against: Nil

CARRIED 6/0

Attendance:

At 4:06pm, General Manager Community Peter O'May left the meeting.

At 4:06pm, Plant and Fleet Coordinator Lee Hoard left the meeting.

At 4:06pm, Fleet Scheduler Brandon Orchard left the meeting.

RESUME MEETING

COMMITTEE RESOLUTION 2022/193

Moved: Cr Brett Otto
Seconded: Cr Kathy Duff

That the meeting resume at 4:06pm.

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

Against: Nil

CARRIED 6/0

Attendance:

At 4:06pm, Manager Infrastructure Works James Darcy returned to the meeting.

8 PORTFOLIO - LDMG, WATER & WASTEWATER**8.1 LOCAL DISASTER MANAGEMENT, WATER AND WASTEWATER PORTFOLIO REPORT**

COMMITTEE RESOLUTION 2022/194

Moved: Cr Kathy Duff
Seconded: Cr Danita Potter

That the Local Disaster Management, Water and Wastewater Portfolio report to Council be received for information.

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

Against: Nil

CARRIED 6/0

Attendance:

At 4:18pm, Acting Manager Planning and Environment Michael Lisle entered the meeting.

8.2 APPOINTMENT OF CHAIRPERSON LDMG

COMMITTEE RESOLUTION 2022/195

Moved: Cr Brett Otto
Seconded: Cr Kirstie Schumacher

That the Committee recommends to Council:

Pursuant to *Disaster Management Act 2003*, Council appoint a Chair (Cr Danita Potter) and Deputy Chair (Deputy Mayor Gavin Jones) for the South Burnett Local Disaster Management Group (LDMG).

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

Against: Nil

CARRIED 6/0

COMMITTEE RESOLUTION 2022/196

Moved: Cr Kirstie Schumacher

Seconded: Cr Gavin Jones

That the Committee recommends to Council:

Pursuant to *Disaster Management Act 2003*, Council appoint a Chair (Cr Kathy Duff) and Deputy Chair (Cr Scott Henschen) for the South Burnett Local Recovery Management Group.

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

Against: Nil

CARRIED 6/0**9 QUESTIONS ON NOTICE****9.1 QUESTIONS ON NOTICE**

COMMITTEE RESOLUTION 2022/197

Moved: Cr Danita Potter

Seconded: Cr Kathy Duff

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

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

Against: Nil

CARRIED 6/0**MOTION**

COMMITTEE RESOLUTION 2022/198

Moved: Cr Brett Otto

Seconded: Cr Danita Potter

That item 9.2 be included on the agenda.

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

Against: Nil

CARRIED 6/0

9.2 QUESTIONS ON NOTICE

COMMITTEE RESOLUTION 2022/199

Moved: Cr Kathy Duff

Seconded: Cr Danita Potter

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

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

Against: Nil

CARRIED 6/0

Attendance:

At 4:39pm, Communications Officer Joanne Newbery left the meeting.

10 CONFIDENTIAL SECTION

COMMITTEE RESOLUTION 2022/200

Moved: Cr Danita Potter

Seconded: Cr Gavin Jones

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*:

10.1 Release of Sewage December 2021 at Alice Street Kingaroy

This matter is considered to be confidential under Section 254J - e and 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 legal advice obtained by the local government or legal proceedings involving the local government including, for example, legal proceedings that may be taken by or against the local government and 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.

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

Against: Nil

CARRIED 6/0

Attendance:

At 5:30pm, Coordinator Infrastructure Support Donna Brown left the meeting.

At 5:30pm, Manager Infrastructure Planning James Darcy left the meeting.

At 5:32pm, Coordinator Infrastructure Support Donna Brown returned to the meeting.

At 5:32pm, Manager Infrastructure Planning James Darcy returned to the meeting.

At 5:33pm, Coordinator Infrastructure Support Donna Brown left the meeting.

At 5:33pm, Manager Infrastructure Planning James Darcy left the meeting.

COMMITTEE RESOLUTION 2022/201

Moved: Cr Brett Otto
Seconded: Cr Kathy Duff

That Council moves out of Closed Council into Open Council.

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

Against: Nil

CARRIED 6/0

10.1 RELEASE OF SEWAGE DECEMBER 2021 AT ALICE STREET KINGAROY

COMMITTEE RESOLUTION 2022/202

Moved: Cr Brett Otto
Seconded: Cr Danita Potter

That the matter lay on the table until the May General Council Meeting.

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

Against: Nil

CARRIED 6/0

11 CLOSURE OF MEETING

The Meeting closed at 5:40pm.

The minutes of this meeting were confirmed at the Infrastructure Standing Committee Meeting held on 1 June 2022.

.....
CHAIRPERSON

6 NOTICES OF MOTION**6.1 NOTICE OF MOTION - EMERGENCY AFTER-HOURS CALL SERVICE****File Number: 1/6/2022**

I, Councillor Kathy Duff, give notice that at the Infrastructure Standing Committee Meeting of Council to be held on 1 June 2022, I intend to move the following motion:

MOTION

That the Committee recommend to Council that:

That when we are in a declared disaster that we change to a local model response for our after-hours call service.

RATIONALE

Under the current set up when there is a Disaster such as the recent floods because it is often in areas across the State the time for Peak Services to respond to urgent requests has been over 30 mins. This is causing safety concerns because some of the issues are urgent. It has also caused lack of trust in the after-hours service and damage to Council's reputation.

CORPORATE PLAN

EC 15 – Continue to provide pro-active support to the Local Disaster Management Group

I commend this Notice of Motion to Council.

ATTACHMENTS

Nil

7 PORTFOLIO – ROADS & DRAINAGE

7.1 ROADS AND DRAINAGE PORTFOLIO REPORT

File Number: 01-06-22

Author: Councillor

Authoriser: Chief Executive Officer

PRECIS

Roads and Drainage Portfolio Report

SUMMARY

Councillor Jones presents his Roads and Drainage Portfolio to Council.

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  

ROADS AND DRAINAGE PORTFOLIO REPORT

Current Design and Planning Projects

Key Projects

Name	Description	Status
Maidenwell Bunya Mountains Road, Wengenville	Detailed design for TMR	Design 85% complete
Kumbia Streetscape, Kumbia	Rehabilitation of CBD	Design 50% complete
George Street Car Park, Kingaroy	Detailed design of new car park to cater for Kingaroy CBD and Kingaroy to Kilkivan Rail Trail users	Design 70% complete

Minor Projects

Name	Description	Status
Corndale Road, Memerambi	Detailed design of road widening	Design 10% complete
River Road Siphon	Design for W&WW project	Design 30% complete
Leopard Court, Kingaroy	Stormwater Drainage Investigations	Design 10% complete
Gordonbrook Water Storage	Design for W&WW project	Design 40% complete

Current / Planned Works for June

As of 19 May 2022

Capital Works

Name	Description	Expected Start Date	Expected Completion Date	Budget Amount	Actual as at 21 April 2022
Blackbutt CBD	Blackbutt CBD update – attached.	February	June	\$1,605,000	\$586,375
Elbow Road, Merlwood	Pavement Rehabilitation works and reseal between Ch.1900 to Ch.2900	May	June	\$150,000	\$ 23,298
Glendon Street/ Markwell Street	Round-a-bout construction at the intersection of Glendon and Markwell Streets.	April	June	\$353,000	\$162,173
Kingaroy Transformation Project	Kingaroy CBD upgrade.	January 2021	October 2022	Refer to KTP report	
Kent Street, Wondai	Upgrade to school crossing and line marking.	May	June	\$73,500	\$ 20,221
Oliver Bond Street, Kingaroy	Upgrade of carpark, kerb and channel, and drainage.	February	June	\$245,000	\$165,403
Palmer Street East, Murgon	Renewal of a section kerb & channel between Perkins Street and Watt Street.	June	July	\$45,000	\$ 5,361
Weckers Road, Wooroolin	Pavement Rehabilitation works and reseal between Ch.1900 to Ch.2900	June	June	\$172,500	\$ 53,656
William Street, Kingaroy	Upgrade to pedestrian crossing on Williams Street	June	June	\$73,500	\$36,876

Gravel Resheeting

Name	Description	Expected Start Date	Expected Completion Date	Budget Amount	Actual as at 21 April 2022
Mount McEuen Road, Mt McEuen	Gravel & shoulder resheeting	May	June	\$183,742	\$ 31,037
Reidys Road, Woorooden	Gravel resheeting	May	June	\$30,018	\$ 4,914
Smiths Road, Boobie	Shoulder resheeting	May	June	\$107,967	\$ 18,466
Stonelands Road, Stonelands	Gravel & shoulder resheeting	May	June	\$133,589	\$ 4,792

Patrol Grading

Locality	Description	Expected Start Date	Expected Completion Date
<p>Prior to the most recent significant rainfall across the region, an interim patrol grading program had been established to allow crews to commence on roads that were unaffected by past weather events. Council's road network has again sustained damage to the unsealed network through its fourth weather event. Emergency works inspections across the network have commenced and crews are being prioritised to roads across the region.</p>			

Roadside Slashing / Boom Mowing

Locality	Description	Expected Start Date	Expected Completion Date
Abbeywood	Basin Road, Cridlands Road	May	June
Ballogie	T H Burns Road	May	June
Barkers Creek Flat	Mcnamara Road	June	June
Blackbutt	Boobir Dam Road, Bunya Way, Greenhills Drive, Griffin Road, Janice Court, Jones Road, Railway Street	May	June
Blackbutt South	Blackbutt Crows Nest Road, Brett Road, Haynes Kite Miller Road, Ogilvie Road	May	June
Booie	Booie Road, Burkes Road, Burtons Road, Faulkners Road, Franklins Road, Malar Crescent, Radunzs Road, Smith Road	June	June
Brigooda	Rankins Road	May	June
Brooklands	Boldery Road, Darley Crossing Road, Langan Road, Nanango Brooklands Road	June	June
Bullcamp	Bullcamp Road	June	June
Bunya Mountains	Bunya Highway	May	June
Chapingah	Burra Burri Road	May	June
Crawford	Siefert Street	June	June
East Nanango	Brights Road, East Nanango Road, Greenwood Creek Road, Lowry Road, Mercer Springate Road, Mt Stanley Road, North Kerton Road, South Kerton Road	June	June
Glan Devon	Chapel Road, Cobby Road, Heights Road, Locke Lane	June	June
Hivesville	Hivesville Township, Mt McEuen North	May	June
Hodgleigh	Hodgleigh North Road	May	June
Johnstown	Johnstown Road	June	June
Kingaroy	Bunya Highway	May	June
Kinleymore	Dionysius Road, Kinleymore School Road, Middle Road	May	June
Kunioon	Kunioon Road	June	June
Nanango	Bushnells Road, Camp Creek Road, Carbeen Crescent, Finlay Road, George Street, Golf View Drive, Gs Wilson Road, Hicken Way, Kurrajong Drive, Lanes Road, Millis Way, Muller Street, Old Esk North	June	June

	Road, Old Rifle Range Road, Oliver Road, Parsons Road, Phipps Street East, Phipps Street West, Ridley Street, Rural Road, Tara Avenue, Templeton Road, Burnett Highway, D'Aguilar Highway		
Proston	Butler Drive, Susan Court, Wondai Proston Road, Okeden Road	May	June
Runnymede	Brazier Road, Runnymede Estate Road, Runnymede Road, Scotts Lane, Thompson Road	June	June
Sandy Ridges	Manumbar Road, Manumbar Wansbeck Road, Robin & Lee Road, Sandy Ridges Road	June	June
South East Nanango	Diggings Road, Hamilton Road, Muir Drive	June	June
South Nanango	Anderson Road, Bucklands Road, Izzards Road, Kassulke Road, Majors Road, Old Yarraman Road, Pitts Road, Tom Smith Drive	June	June
Speedwell	Okeden Byanda Road, Speedwell Road	May	June
Stalworth	Back Creek Road, Proston Abbeywood Road, Range Road, Speedwell Abbeywood Road, Stalworth Road	May	June
Teelah	Scotts Close	May	June
Wattle Camp	Birch Road, Brocklehurst Road, Farr Court, Franklin Road, Granite Crescent, Maguire Road, McClymont Road, McNicol Road, Memerambi Barkers Ck Road, Wattle Camp Road	May	June
Wigton	Gayndah Hivesville Road	May	June

Completed Works for Noting – May

Design and Planning Projects

Name	Description	Status
Apex Park, Kingaroy	Car Park upgrade	Design 100% complete
Kingaroy Hospital Entrance, Kingaroy	Detailed design for TMR	Design 100% complete
Birdie Street, Nanango	Design for W&WW project	Design 100% complete
Eagle Street, Nanango	Design for W&WW project	Design 100% complete

Capital Works

Name	Description	Expected Start Date	Expected Completion Date	Budget Amount	Actual as at 21 April 2022
Kumbia Road, Kumbia	Road widening and reconstruction from	February	May	\$502,124	\$284,221

	chainage 19.1km to 19.8km – awaiting final seal and line marking.				
Memerambi Barkers Creek Road, Corndale	Upgrade a section from unsealed to sealed standard between chainage 14.5km to 15.5km. Awaiting line marking.	November	May	\$864,000	\$703,377

Roadside Slashing

Locality	Description
Alice Creek	Glenclyffe Road
Benarkin	Bygrave Street
Benarkin North	Almond Road, Grant Road, Hardgrave Road, Hilary Road, Martin Crescent, McLaughlan Road, Simpson Road, Williams Road
Blackbutt	Blackbutt Crows Nest Road, Greenhills Drive, Railway Street, Reservoir Service Road
Blackbutt North	Anita Road, Bowman Road, Cameron Road, Crumpton Drive, Enid Court, Gilliland Crescent, Langton Road, Lorna Court, Myrtle Court, Packer Road, Taromeo Court
Boondooma	Brownless Road, Krugers Road, Manar Road, Pincotts Road, West Boondooma Road
Boyneside	Niagara Road
Brooklands	Forest View Drive, Kumbia Road
Byee	Frieberg's Road, Sempfs Road, Byee Road
Chahpingah	Hodges Dip Road
Charlestown	Tingoora Charlestown Road, Transmitter Road, Weckers Road
Chelmsford	Jacksons Road, Old Chelmsford Road, Red Hill Road
Cloyna	Bicks Road
Cushnie	Birds Road, Cushnie Road, G Andersons Road, Magnussens Road, Mcallisters Road, Olsens Road, Pedersons Road, Reillys Road, Reinkes Road, Schloss Road, Teschs Road
Durong	Aberdeen Avenue, Hoares Boundary Road, Shellytop Road, Stubbs Armstrong, Swains Road, Woolletts Road
Ellesmere	Acacia Drive, Gannon Road, Hilltop Drive, Lilian Avenue, Parker Road
Fairdale	Springs Road
Goodger	Cairns Road, Goodger Gully Road, Goodger Kunioon Road, Weeks Road
Gordonbrook	Oakdean Road
Greenview	Jorgensens Road
Haly Creek	Ellesmere Road, Haly Creek Road, Stuart Valley Drive
Hivesville	Hivesville Road
Ironpot	Greystonlea Road, Jarail Road
Kawl Kawl	Kawl Kawl Road
Kumbia	Janetzki Street, Stuart Street
Memerambi	Meehans Road, Quarry Road, Recreation Drive
Mondure	Farrers Road, McConnel Way, Mondure Road
Mount McEuen	Mt McEuen Road

MP Creek	Fairdale Road, MP Creek Road
Murgon	Silverleaf Road, Murgon Gayndah Road, Murgon Barambah Road
Nanango	Silverleaf Road
Okeden	Old Proston Road
Silverleaf	Campbells Road
Stonelands	Stonelands Road
Taabinga	Boonenne Ellesmere Road, Lankowskis Road
Taromeo	Boobir Creek Road, David Road, Emerson Road, Franks Road, Marrington Close, Old Esk Road, Sutherland Drive, Taromeo Rise, Wild Deer Drive
Teelah	Stretton Drive
Tingoora	Tingoora Loop Road
Wheatlands	Flats Road, Mondure Wheatlands Road, Wheatlands Loop Road
Wondai	Greenview Road, Kemp Street, Lysdale Road, Wesslings Road, Wondai Charlestown Road, Wondai Industrial Area, Old Dip Road, Bunya Avenue,
Wooroolin	Cants Road, Denmark Road, Dunfords Road, East Wooroolin Road, Logans Road, Sportsground Road, Wellers Road, West Wooroolin Road



Recently Completed Upgrade Projects



Figure 1- Recent upgrade from unsealed to sealed standard on Memerambi Barkers Creek Road



Figure 2- Kumbia Road - Road widening and reconstruction project from chainage 19.1km to 19.8km

Recent storm damage and flood response

The region was again impacted by heavy rain and flooding resulting in a fourth activation under the jointly funded Commonwealth – State Disaster Recovery Funding Arrangements (DRFA) following the Southern Queensland Flooding, 6 – 20 May 2022 (May Event). The region was activated for Counter Disaster Operations on 13 May 2022. Council has requested activation for Reconstruction of Essential Public Assets. Council is in discussions with Queensland Reconstruction Authority (QRA) with an attempt to reduce the impact on Council's budget with four activations currently requiring four Trigger Point payments of \$212,168.

Council crews were nearing completion of Emergency Works under the February Event. Once again, the network is being reinspected under the May Event with all Emergency Works to be completed by early August 2022.

So far, more than 240 sites have been identified as requiring Emergency Works from the May Event. In some instances, these sites have been repaired three times already following the previous events. Since the first severe weather event in November 2021, more than 2,600 sites have been repaired under Emergency Works.

One sub-contractor crew continues to clear blocked road culverts as part of the Immediate Reconstruction Works response.

The damage assessment phase to allow the long-term Restoration of Essential Public Assets (REPA) continues, however will require checks to be made across assessments completed to date for any new damage.

An external Contract to complete the 16 priority roads has been awarded to Yesberg Earthmoving and commenced in early May. Works have been delayed due to the recent wet weather. Refer Table 1 below.

Burra Burri Road	Jerrards Road	Memerambi Barkers Creek Road	Smith Road
Darley Estate Road	Manar Road	Nanango Brooklands Road	Springs Road
Edenvale South Road	Manumbar Road	Old Proston Road	Weens Road
Ironpot Road	Melrose Road	Red Hill Road	Wicks Road

Table 1 – External contract

A second submission containing 36 roads was recently submitted to the QRA, with the approval phase nearing completion. Refer Table 2 below.

Armstrongs Road	Findowie Road	Meehans Road	Shailers Road
Barrons Road	Hodges Road	Mount Wooroolin Access Road	Slatterys Road
Barrons Road	Hoggs Road	Mount Wooroolin Road	Smiths Road
Beils Road	Holts Road	Ogilvys Road	Ten Chain Road
Borcharts Road	Hoopers Road	Old Wondai Road	Trouts Road
Bridget Carroll Road	Jacobsons Road	Raineys Road	Wenzels Road
East Wooroolin Road	Lamperds Road	Recreation Drive	Wilsons Road
Ellwoods Road	Liesangs Road	Ritchings Road (Eastbound)	Wingfields Road
Findowie Road	Luck Road	River Road	Woodalls Road

Table 2 – Second submission to QRA

To date approximately \$2.6 Million has been spent across the three Events. The QRA has provided grant advances and a 30% payment on the first REPA submission totalling approximately \$2.9 Million.

The Emergency Works and Immediate Reconstruction Works claims are currently being prepared for submission to QRA.

Council has completed the additional RACAS road inspections to further capture evidence of damage across the network, which will support DRFA submissions. A review of data is underway to identify whether any roads will need to be reinspected due to the May event.

The current Works capital program and some of the operational programs such as patrol grading are being impacted, and our team are working through appropriate delivery solutions to address this in conjunction with the flood damage task.



Blackbutt CBD Streetscape and Footpath Upgrade – Update 20th May 2022

The new concrete footpath is now complete within the first and second zones of works along Roy Emerson Way (Coulson Street) from the intersection of Muir Street and Coulson Street to Les Muller Park.

Works have recommenced this week following a period of wet weather with the completion of the concrete footpath and the road pavement in the second work zone. The new concrete invert at the John Street intersection has also been installed. The Blackbutt CBD Streetscape and Footpath Upgrade is on track with the original program timelines for completion.

Priming of the road pavement in the second work zone will be completed this week. Asphalt surfacing of the pavement in the second work zone and surface grinding of the existing concrete footpath is planned to be completed next week. The ability for vehicle access to property and business driveways will be impacted for short periods while these works occur. Council apologises for any inconvenience and will endeavour to keep impacted businesses and properties updated as these works progress.

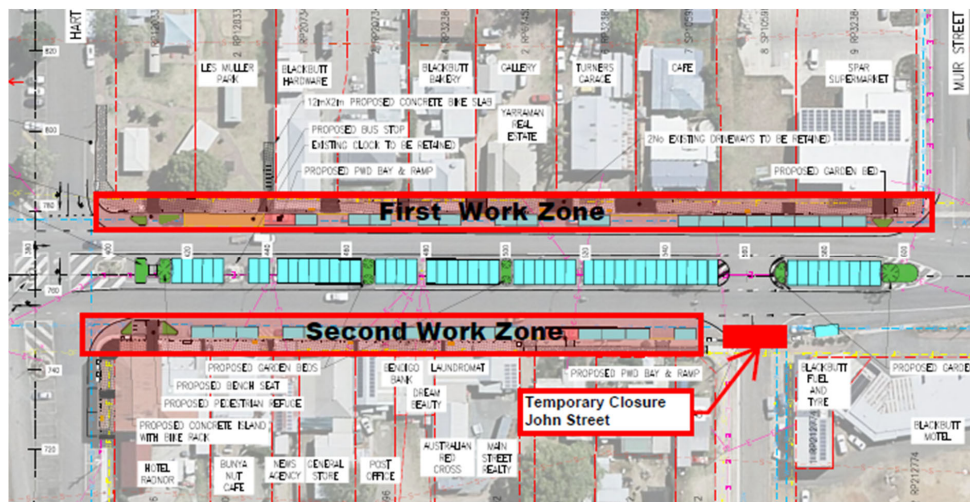
Works in the central median area are also scheduled to commence next week with saw cutting of bitumen and removal of garden beds and pavement areas.

John Street intersection is planned to be reopened to traffic late next week.

To maintain public safety some restrictions to vehicle parking and pedestrian access are expected, however these impacts will be limited and allow continual business access as construction progresses along Coulson Street. Construction noise is expected through the course of these works.

Site works and construction activity will be performed Monday to Friday – 6:30am – 5:00pm and Saturday – 7:00am - 5:00pm, with the component of the project within the road reserve expected to be completed by end of June 2022.

Invitations for offer for the proposed upgrade works within Les Muller Park are currently out to market and close on Thursday 26 May. The Les Muller Park component of the works is proposed to be completed by 30 September 2022.



7.2 KINGAROY TRANSFORMATION PROJECT UPDATE

File Number: 01-06-22
Author: General Manager Infrastructure
Authoriser: Chief Executive Officer

PRECIS

Kingaroy Transformation Project Update

SUMMARY

At March's 2021 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.

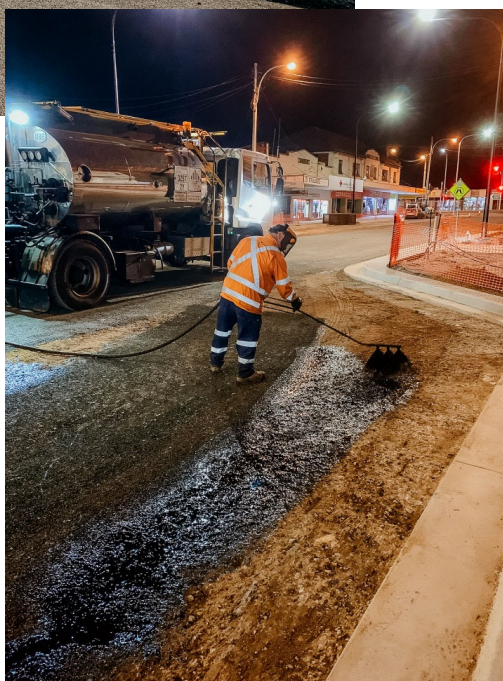
ATTACHMENTS

1. **KTP Monthly Update** [↓](#) 

KINGAROY TRANSFORMATION PROJECT UPDATE

Construction Progress and Budget Update

April and May have been busy months on the KTP project with completion of the road asphalt, kerb and major footpaths on Haly Street, Alford Street and Kingaroy Streets. Council crews and contractors worked extensive hours during early May to beat the ongoing wet weather and accelerate works further to minimise business impacts.



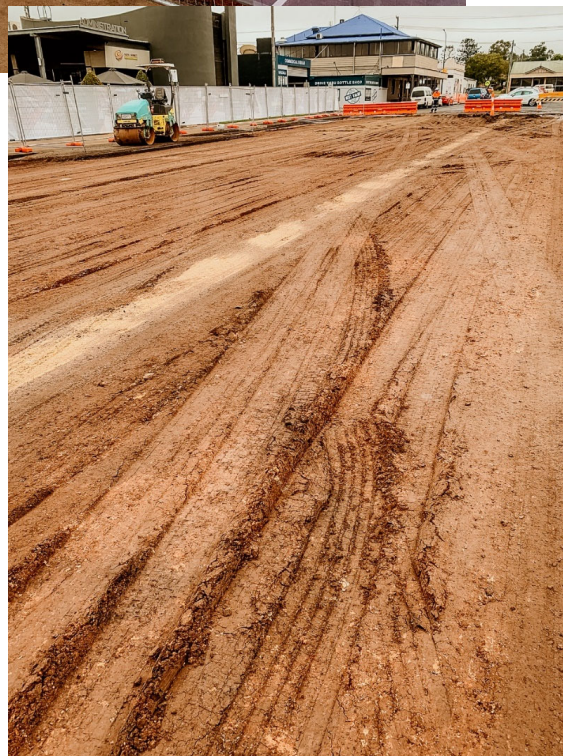
Kingaroy Street was completed in four (4) days and re-opened ahead of schedule.



The Glendon/Markwell Street Roundabout was constructed in seven (7) days with landscaping and traffic islands now remaining for completion.



Works are progressing well in Glendon Street with demolition, stormwater, power, conduits and road works currently under construction. Footpath construction is expected to commence early June.





Alford Street (Youngman – Kingaroy) Construction Progress

Estimated Construction Progress										
% 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										

Haly Street (Youngman – Kingaroy) Construction Progress

Estimated Construction Progress										
% 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										

Kingaroy Street (Alford – Haly) Construction Progress

Estimated Construction Progress										
% 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 May 2022 actuals and reflects updated budget figures:

	Haly Street (1/2/3)	Glendon Street (4)	Kingaroy Street (5)	Alford (6)	Alford (7/8)	Total
Revised Budget incl TMR	6,952,872	1,422,989	2,436,583	2,202,277	4,478,278	17,493,000
Current Exp	5,399,917.00	191,170.00	1,496,925.00	1,983,426.00	3,659,645.00	12,731,083.00
EFC	6,952,872.30	1,422,989.46	2,436,583.04	2,202,277.36	4,478,277.67	17,492,999.83



Forward Program Update May/June

Works will predominately continue in Glendon Street through June, July and August with major civil construction through the community zone and towards the Haly Street intersection.

Across the remainder of the project, works are commencing to complete the final cosmetic and fit out with local procurement including footpath surfacing, electrical and shades structures included among the list with remaining plants and furniture. At this stage it is expected surfacing will commence in mid-June and landscaping of Haly and Kingaroy Streets expected in early June. Currently street bins and furniture are ordered and expected also in June.

Consultation and Communications Update

The KTP Team and Councillors continue to speak with businesses on a regular basis. Feedback has been both positive and negative particularly in relation to recent works with asphalt works completed in exceptional time however those works did have a negative on parking and traffic routes for three (3) to four (4) days. Feedback from Kingaroy Street businesses has been largely positive in regards to quality of work and construction speed.

Main feedback received from businesses and community at the moment is in relation to fit out works, currently surfacing will commence in mid-June, with street furniture and landscape currently on order.



7.3 BUNYA HIGHWAY MEDIAN AND ROUNDABOUT REFURBISHMENTS

File Number: 01-06-22
Author: General Manager Infrastructure
Authoriser: Chief Executive Officer

PRECIS

Bunya Highway Median and Roundabout Refurbishments

SUMMARY

As part of the 2021/22 budget, Council has approved the refurbishment of the Bunya Highway medians in Youngman Street, Kingaroy, including the River Road roundabout and Wondai roundabout. These projects are at multiple stages with previous reports in relation to the final design and budget for the design for Youngman Street medians and River Road roundabout, and further design and consultation for the Wondai roundabout. This report seeks direction from Council in relation to these projects.

OFFICER'S RECOMMENDATION

That the committee recommends to Council:

That South Burnett Regional Council:

1. Proceed with the construction of the River Road Roundabout with the current budget;
2. Budget for the construction of the Wondai Roundabout as part of its 22/23 budget; and
3. Place the Youngman Street Median Refurbishment on its future capital works consideration list.

FINANCIAL AND RESOURCE IMPLICATIONS

The approved 2021/22 budget for the Bunya Highway Median Refurbishment project is \$964,000 from Council funds. This budget is further discussed in the report section.

LINK TO CORPORATE/OPERATIONAL PLAN

1. ENHANCING LIVABILITY AND LIVESTYLE – Elevate the South Burnett region to be recognised as a “Community of choice”.
2. PROVIDING KEY INFRASTRUCTURE FOR OUT TOWNS AND VILLAGES – Develop, renew and maintain community infrastructure through sound asset management principles

COMMUNICATION/CONSULTATION (INTERNAL/EXTERNAL)

Various forms of consultation, including with Councillors and the community have been undertaken for Youngman Street medians, River Road roundabout, and Wondai roundabout. The design of the Wondai roundabout is still ongoing with Council currently undertaking further community consultation.

LEGAL IMPLICATIONS (STATUTORY BASIS, LEGAL RISKS)

The proposed works will be contained within a state-controlled corridor, and Council will need to ensure that the outcomes meet the State's engineering and operational requirements, primarily through the Department of Transport and Main Roads (DTMR). Any ancillary works such as asphalt or pavement repairs would need to be negotiated as these will be TMR pavements.

POLICY/LOCAL LAW DELEGATION IMPLICATIONS

N/A

ASSET MANAGEMENT IMPLICATIONS

The project includes asset renewal works, whose main purpose is to address the existing condition of aged assets. The project also seeks to reduce operational costs on medians by reducing the general maintenance tasks that are currently required on this style of infrastructure, as well as supporting economic and liveability of the region.

REPORT

The River Road Roundabout, Youngman Street Medians and Wondai Roundabout has been an ongoing project over 20/21 and 21/22 financial years with a brief history of Council decisions summarised as below:

On 28 April 2021, Council resolved to adopt the design for the River Road Roundabout and Youngman Street Medians and continue with the design for Wondai Roundabout. Refer to attachment one (1).

10.2 YOUNGMAN STREET MEDIANS KINGAROY

RESOLUTION 2021/344

Moved: Cr Kirstie Schumacher

Seconded: Cr Scott Henschen

That South Burnett Regional Council:

1. Adopt the design of the Youngman Street medians; and
2. Officers undertake further consultation and design works continue for the Wondai roundabout.

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

Against: Nil

CARRIED 7/0

On 20 October 2021, Council adopted the landscape design as follows with the report in attachment two (2).

10.5 BUNYA HIGHWAY MEDIANS - WONDAI ROUNDABOUT COMMUNITY CONSULTATION

RESOLUTION 2021/207

Moved: Cr Scott Henschen

Seconded: Cr Danita Potter

That South Burnett Regional 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, Gavin Jones, Kathy Duff, Roz Frohloff, Danita Potter, Kirstie Schumacher and Scott Henschen

Against: Nil

CARRIED 7/0

On 20 October 2021, Officers provided a report to Council regarding the costs of the River Road Roundabout and Youngman Street Medians following going to market for construction. Refer to attachment three (3).

10.6 BUNYA HIGHWAY MEDIAN REFURBISHMENT

RESOLUTION 2021/208

Moved: Cr Kirstie Schumacher

Seconded: Cr Danita Potter

That Council notes this report and the possible requirement for additional project funding to support the current scope which includes the refurbishment of the River Road roundabout, Youngman Street medians, and the Wondai roundabout.

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

Against: Nil

CARRIED 7/0

On 20 October 2021, Council resolved the following in relation to the Wondai roundabout with the report in attachment four (4).

10.7 WONDAL CHRISTMAS TREE LOCATION WONDAL ROUNDABOUT - BUNYA HIGHWAY MEDIANS PROJECT

RESOLUTION 2021/209

Moved: Cr Roz Frohloff

Seconded: Cr Danita Potter

That South Burnett Regional Council approve the relocation of the Wondai community Christmas tree from the Wondai roundabout to a location in Coronation Park, Wondai, to be determined through community consultation between Parks & Gardens and Divisional and Portfolio Councillors.

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

Against: Nil

CARRIED 7/0

On 23 March 2022 Council received a petition regarding the Wondai Roundabout and Christmas tree:

6.1 PETITION REQUESTING WONDAL CHRISTMAS TREE REMAIN IN THE CURRENT POSITION.

RESOLUTION 2022/418

Moved: Cr Kathy Duff

Seconded: Cr Roz Frohloff

That the Petition be received and referred to the Chief Executive Officer for further consideration by Council.

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

Against: Nil

CARRIED 5/0

In addition, on 23 March 2022, Council resolved the following in relation to the Wondai Roundabout and Christmas tree:

10.6 WONDAL CHRISTMAS TREE

MOTION

Moved: Cr Kathy Duff
Seconded: Cr Roz Frohloff

That the Wondai Christmas Tree remain in its current position on the Roundabout.

In Favour: Cr Kathy Duff

Against: Crs Brett Otto, Roz Frohloff, Danita Potter and Scott Henschen

LOST 1/4

RESOLUTION 2022/431

Moved: Cr Danita Potter
Seconded: Cr Roz Frohloff

That the consultation period to review the designs and consider community feedback for the Wondai roundabout, following receipt of the Christmas Tree petition, be extended and that specific feedback regarding the Christmas tree be gathered by Councillors and be brought back to Council at the June Ordinary Council Meeting.

In Favour: Crs Brett Otto, Roz Frohloff, Danita Potter and Scott Henschen

Against: Cr Kathy Duff

CARRIED 4/1

Construction Budget

Currently the project has a budget of \$964,000 funded by Council and is a carryover project from 20/21 in 21/22 due to design and approval processes. After pricing escalation in October 2021, Officers planned to seek the use of internal resources and local contractors likely redirected at the completion of KTP and price all three projects following the finalisation of the Wondai roundabout.

The Wondai roundabout is still currently being finalised with consideration of the Christmas tree review however, Officers have completed a review to provide a current estimate of cost.

The project has a current budget of \$964,000 with an expenditure of approximately \$162,621 based on the following summary:

- River Road Roundabout and Youngman Median Landscape and Civil Design: \$80,710;
- Wondai Roundabout Landscape and Civil Design: \$11,263; and
- Preconstruction/Project Management/WH&S Materials - \$70,320.

The following review provides a forward estimate of construction cost to Council for consideration:

River Road Roundabout

YOUNGMAN STREET, KINGAROY - RIVER ROAD ROUNDABOUT UPGRADE				
Prepared By: LCAD				
Date Issued: 23/05/22				
Project Number: 006188				
Activity	UOM	Quantity	Unit Rate \$	Amount \$
PRELIMINARIES AND PROJECT CONTROLS				
Total				\$315,000.00
CIVIL WORKS				
Total				\$290,257.50
LANDSCAPING				
Total				\$124,897.24
Total Estimated Amount				\$730,154.74
10% Contingency				\$73,015.47
Total Inc 10% Contingency				\$803,170.21





Youngman Street Medians

YOUNGMAN STREET, KINGAROY - MEDIAN UPGRADES				
Prepared By: LCAD				
Date Issued: 23/05/22				
Project Number: 006188				
Activity	UOM	Quantity	Unit Rate \$	Amount \$
PRELIMINARIES AND PROJECT CONTROLS				
Total				\$182,500.00
CIVIL WORKS				
Total				\$699,966.72
LANDSCAPING				
Total				\$88,037.03
Total Estimated Amount				\$970,503.75
10% Contingency				\$97,050.37
Total Inc 10% Contingency				\$1,067,554.12

Wondai Road

Wondai roundabout				
Prepared By: LCAD				
Date Issued: 23/05/22				
Project Number: 006188				
Activity	UOM	Quantif	Unit Rate \$	Amount \$
PRELIMINARIES AND PROJECT CONTROLS				
Total				\$79,500.00
CIVIL WORKS				
Total				\$180,897.70
LANDSCAPING				
Total				\$56,500.00
			Total Estimated Amount	\$316,897.70
10% Contingency				\$31,689.77
Total Inc 10% Contingency				\$348,587.46

ATTACHMENTS

1. Youngman Street Medians Kingaroy [↓](#) 
2. Bunya Highway Medians - Wondai Roundabout Community Consultation [↓](#) 
3. Bunya Highway Median Refurbishment [↓](#) 
4. Wondai Christmas Tree Location Wondai Roundabout - Bunya Highway Medians Project [↓](#) 

6.4 YOUNGMAN STREET MEDIANS KINGAROY**File Number:** 07-04-2021**Author:** Personal Assistant Infrastructure**Authoriser:** Chief Executive Officer**PRECIS**

Youngman Street Medians Kingaroy and Wondai Roundabout

SUMMARY

The proposed Youngman Street Medians project is the first stage of redeveloping the centre medians on the Bunya Highway, Kingaroy and the roundabout on Scott Street, Wondai. The project includes a key aspect of asset renewal works, where the main purpose is to address the existing condition of the aged assets improving the southern Bunya Highway entrance into Kingaroy whilst reducing maintenance.

OFFICER'S RECOMMENDATION

That the Committee recommends to Council:

1. Adopt the design of the Youngman Street medians; and
2. Officers undertake further consultation and design works continue for the Wondai roundabout

FINANCIAL AND RESOURCE IMPLICATIONS

Council has allocated funds to the delivery of the project to the value of \$1.02 million under its Capital Works Program with anticipated budget of:

Youngman Street Medians - \$800,000

Wondai Roundabout - \$220,000

LINK TO CORPORATE/OPERATIONAL PLAN

INF1 – Infrastructure that meets our communities needs

GO3 – The South Burnett is a recognised tourist destination

COMMUNICATION/CONSULTATION (INTERNAL/EXTERNAL)

Councillor consultation within our CBD Beautification Working Group Meeting (consisting of Portfolio and Divisional councillors) was undertaken by Infrastructure Planning representatives during March 2021 with major focus on design feedback.

Two (2) design options for the River Road Roundabout have been discussed with the Working Group for their preference, with Option one (1) being unanimously recommended (Attachment one (1)). This project will also seek to engage with key businesses immediately adjacent to the River Road roundabout that have preliminary development plans.

LEGAL IMPLICATIONS (STATUTORY BASIS, LEGAL RISKS)

Council will be required to obtain a Road Corridor Permit from the Department of Transport and Main Roads (DTMR) prior to works commencing. Given that these works will be contained within a state-controlled corridor, Council will need to ensure that the outcomes meet the State's engineering and operational requirements.

POLICY/LOCAL LAW DELEGATION IMPLICATIONS

N/A

ASSET MANAGEMENT IMPLICATIONS

Upgrade of the medians and roundabouts involves the replacement of deteriorating median conditions and would significantly reduce ongoing maintenance.

REPORT

The proposed Youngman Street Medians project is the first stage of redeveloping the centre medians on the Bunya Highway, Kingaroy and the roundabout on Scott Street, Wondai. The project aims to provide an upgraded aesthetic entrance and urban aspect, whilst reducing maintenance of existing gardens and natural grasses.

During the CBD Beautification Working Group meeting (consisting of portfolio and divisional councillors), design options were presented for deliberation. Attachment One (1) details the selected design option for River Road roundabout as selected by the Working Group. Councillors were unanimous in their decision for Option one with only a few minor changes requested.

The Youngman Street Medians vision and intent is to provide landscape treatments that reflect the style of Kingaroy and its unique character and place within our South Burnett region. The desired outcome of the treatments is to ensure the rehabilitation of the medians and roundabouts provide a functional, attractive, and relatively low maintenance solution. The design selected for River Road Roundabout is aimed at providing an entry to the town from the southern Bunya Highway entrance, while subtly referencing the newly developed roundabout town entry at Rogers Drive on the D'Aguilar Highway.

Tree planting throughout the medians will 'cool the street' and provide a leafy appeal, while the colour palette and materials will reflect the Kingaroy Transformation Project to give a cohesive and unified link between the two projects given the common boundary of both projects along Youngman Street, Kingaroy.

ATTACHMENTS

1. **Youngman Street Medians, River Road Roundabout and Wondai Roundabout Improvements**  

YOUNGMAN STREET MEDIANS & RIVER ROAD ROUNDABOUT PLUS WONDAI ROUNDABOUT IMPROVEMENTS

YOUNGMAN STREET VISION

To provide landscape treatments that reflect the materials and style of Kingaroy and reflect the regional uniqueness within the South Burnett.



Existing Roundabout at River Road and Youngman Street, Kingaroy



Existing Roundabout at Haly Street and Scott Street, Wondai

YOUNGMAN STREET DESIGN INTENT

- Provide a landscape treatment at River Road that reflects the D'Aguiar Highway entry roundabout in material and form.
- Provide a landscape treatment that signifies the entry to the town and reflects the towns character.
- Include tree median planting to help 'cool the street' and provide a leafy appeal.
- Use materials and colour palette to reflect Kingaroy and reference the Kingaroy Transformation Project palettes.
- Provide a solution that is functional, attractive and relatively low maintenance requirements.



WONDAI VISION

To provide landscape treatments that reflect the materials and style of Wondai including a representation of the town's annual garden expo event.

WONDAI DESIGN INTENT

- Provide a landscape treatment that provides a subtle entry statement as the point where through traffic enters the town centre.
- Provide a landscape treatment that works with existing infrastructure whilst beautifying this nodal point in the town.
- Include materials that reflect the town's character including timber (close to the timber museum) and garden plants that represent the garden expo.
- Provide a solution that is functional, attractive and relatively low maintenance requirements.

YOUNGMAN STREET MEDIAN IMPROVEMENTS LANDSCAPE CONCEPT

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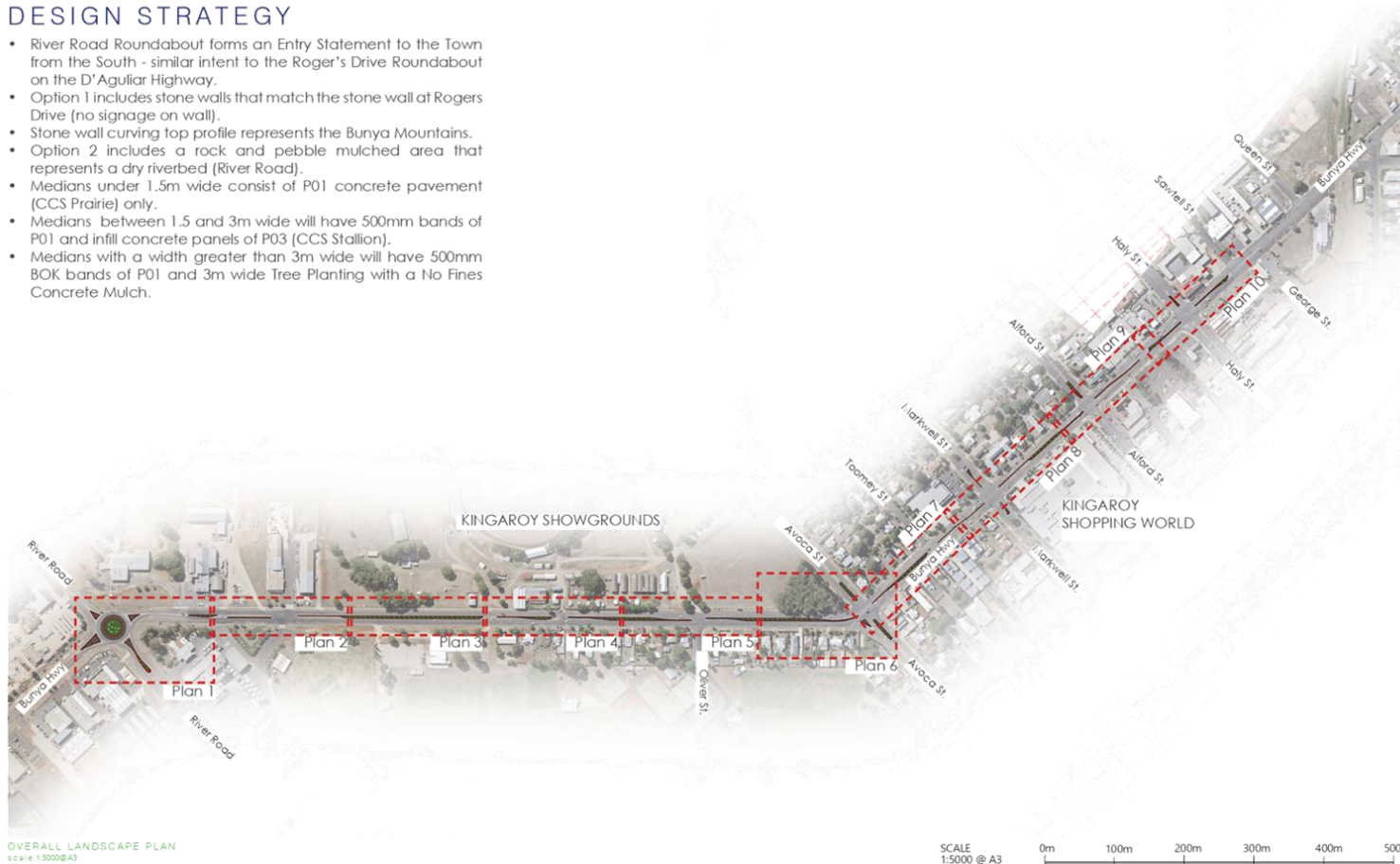
PAGE: 01
ISSUE: 5

DATE: 11.03.2021 PROJECT: 21001 DRAFT ISSUE

OVERALL SITE PLAN FOR YOUNGMAN STREET MEDIANS

DESIGN STRATEGY

- River Road Roundabout forms an Entry Statement to the Town from the South - similar intent to the Roger's Drive Roundabout on the D'Aguliac Highway.
- Option 1 includes stone walls that match the stone wall at Rogers Drive (no signage on wall).
- Stone wall curving top profile represents the Bunya Mountains.
- Option 2 includes a rock and pebble mulched area that represents a dry riverbed (River Road).
- Medians under 1.5m wide consist of P01 concrete pavement (CCS Prairie) only.
- Medians between 1.5 and 3m wide will have 500mm bands of P01 and infill concrete panels of P03 (CCS Stallion).
- Medians with a width greater than 3m wide will have 500mm BOK bands of P01 and 3m wide Tree Planting with a No Fines Concrete Mulch.



YOUNGMAN STREET MEDIAN IMPROVEMENTS
LANDSCAPE CONCEPT

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PAGE 02
ISSUE 5

YOUNGMAN STREET MEDIANS - SHEET 1 (RIVER ROAD ROUNDABOUT)



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PAGE: 03
DATE: 11.03.2021 PROJECT: 21000 DRAFT ISSUE ISSUE 5

YOUNGMAN STREET MEDIANS - SHEET 2 (SOUTHERN SECTION)



LANDSCAPE PLAN 2
scale 1:500@A3



LANDSCAPE PLAN 3
scale 1:500@A3

SCALE 1:500 @ A3 0m 25m 50m

YOUNGMAN STREET MEDIAN IMPROVEMENTS
LANDSCAPE CONCEPT

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PAGE: 04
ISSUE: E

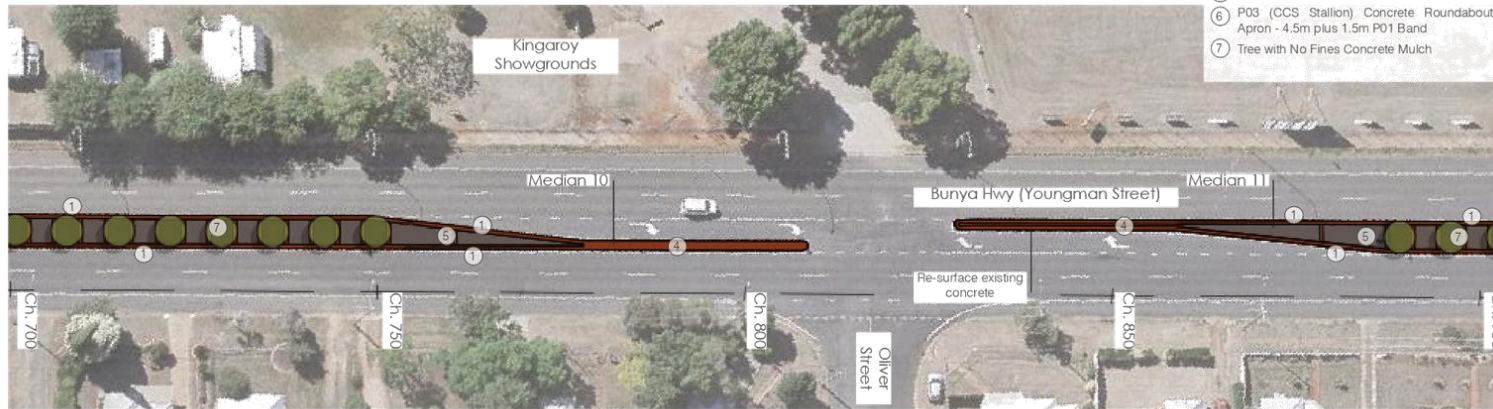
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YOUNGMAN STREET MEDIANS - SHEET 3 (SHOWGROUNDS AND OLIVER ST)



LANDSCAPE PLAN 4
scale 1:500 @ A3

- LEGEND**
- ① P01 (CCS Prairie) Concrete Banding - 500mm
 - ② P01 (CCS Prairie) Concrete Banding - 1m
 - ③ P01 (CCS Prairie) Concrete Banding - 1.5m
 - ④ P01 (CCS Prairie) Concrete Banding - BOK to BOK
 - ⑤ P03 (CCS Stallion) Concrete Infill Panels
 - ⑥ P03 (CCS Stallion) Concrete Roundabout Apron - 4.5m plus 1.5m P01 Band
 - ⑦ Tree with No Fines Concrete Mulch



LANDSCAPE PLAN 5
scale 1:500 @ A3

SCALE 1:500 @ A3 0m 25m 50m

YOUNGMAN STREET MEDIAN IMPROVEMENTS
LANDSCAPE CONCEPT

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PAGE: 05
ISSUE: 5

DATE: 11.03.2021 PROJECT: 211000 DRAFT ISSUE

YOUNGMAN STREET MEDIANS - SHEET 4 (AVOCA STREET INTERSECTION)



YOUNGMAN STREET MEDIAN IMPROVEMENTS
LANDSCAPE CONCEPT

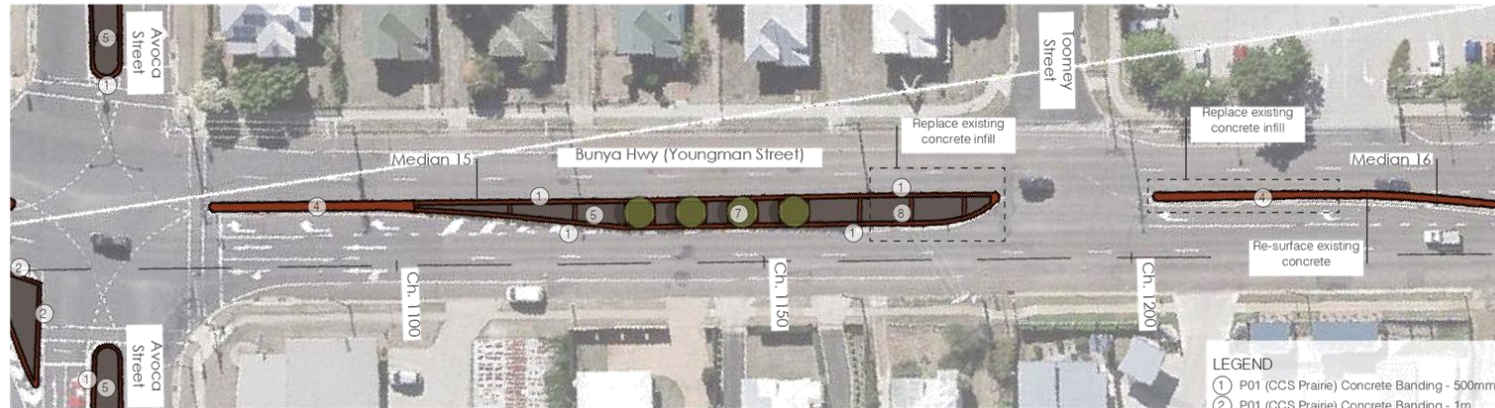
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DATE: 11.03.2021 PROJECT: 211000 DRAFT ISSUE

PAGE: 06
ISSUE: 5

YOUNGMAN STREET MEDIANS - SHEET 5 (AVOCA ST TO CALTEX WOOLWORTHS)



LANDSCAPE PLAN 7
scale 1:500@A3



LANDSCAPE PLAN 8
scale 1:500@A3

SCALE 1:500 @ A3 0m 25m 50m

YOUNGMAN STREET MEDIAN IMPROVEMENTS
LANDSCAPE CONCEPT

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PAGE: 07
ISSUE: 0

DATE: 10.03.2021 PROJECT: 21000 DRAFT ISSUE

YOUNGMAN STREET MEDIANS - SHEET 6 (ALFORD ST TO SAWTELL ST)



LANDSCAPE PLAN 9
scale 1:500@A3



LANDSCAPE PLAN 10
scale 1:500@A3

SCALE 1:500 @ A3 0m 25m 50m

YOUNGMAN STREET MEDIAN IMPROVEMENTS
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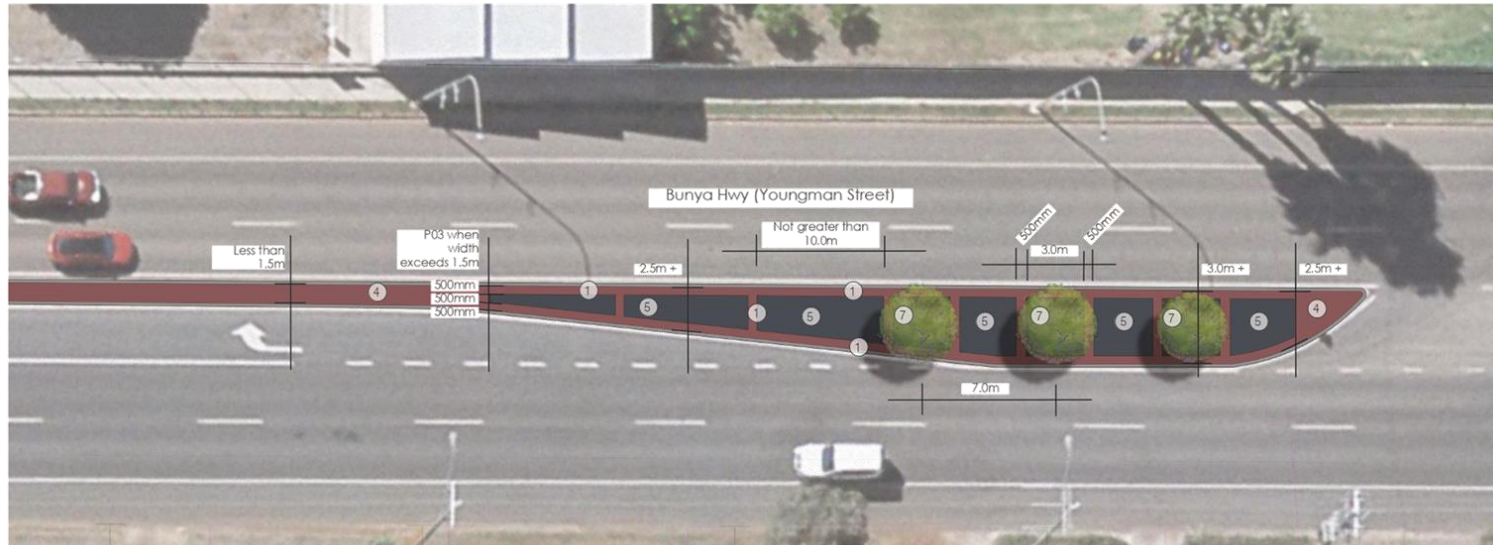
PAGE: 08
ISSUE: 0

DATE: 10.03.2021 PROJECT: 211000 DRAFT ISSUE

YOUNGMAN STREET MEDIANS - TYPICAL DETAIL PLAN OF CONCEPT

LEGEND

- ① P01 (CCS Prairie) Concrete Banding - 500mm
- ② P01 (CCS Prairie) Concrete Banding - 1m
- ③ P01 (CCS Prairie) Concrete Banding - 1.5m
- ④ P01 (CCS Prairie) Concrete Banding - BOK to BOK
- ⑤ P03 (CCS Stallion) Concrete Infill Panels
- ⑥ P03 (CCS Stallion) Concrete Roundabout Apron - 4.5m plus 1.5m P01 Band
- ⑦ Trees planter nom. 3m x 3m with No Fines Concrete Mulch. P01 bands to frame the planter



DETAIL LANDSCAPE PLAN
scale 1:200@A3

SCALE 1:200 @ A3 0m 10m 20m

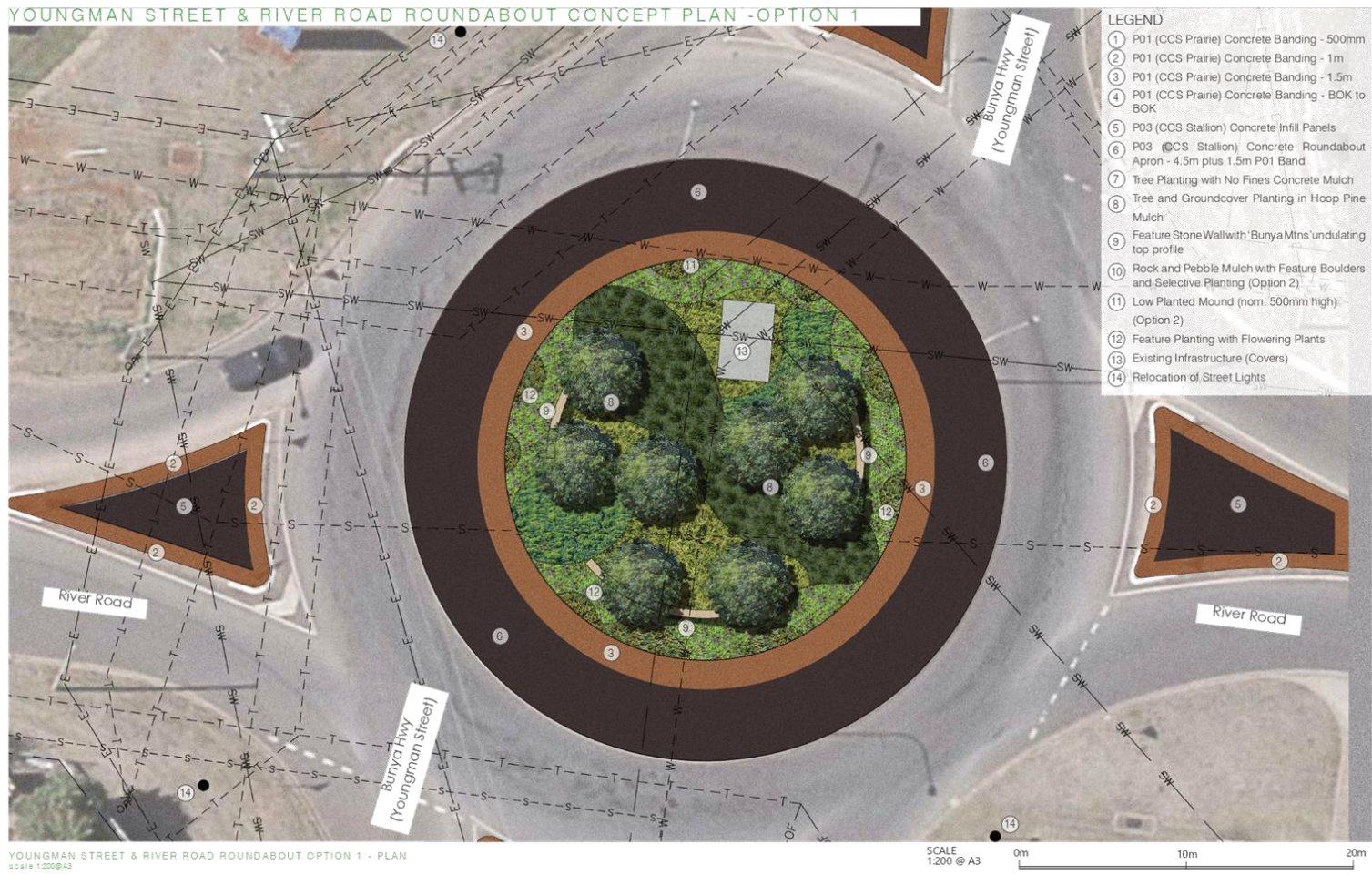
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PAGE: 09
ISSUE: 5

DATE: 1/03/2021 PROJECT: 21/000 DRAFT ISSUE



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PAGE: 10
ISSUE: 0

YOUNGMAN STREET & RIVER ROAD ROUNDABOUT VIGNETTE IMAGES -OPTION 1



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PAGE: 11
ISSUE: 5

DATE: 11.03.2021 PROJECT: 21001 DRAFT ISSUE

YOUNGMAN STREET & RIVER ROAD ROUNDABOUT ARTIST IMPRESSIONS - OPTION 1



YOUNGMAN STREET & RIVER ROAD ROUNDABOUT LOOKING NORTH



YOUNGMAN STREET & RIVER ROAD ROUNDABOUT LOOKING SOUTH

YOUNGMAN STREET MEDIAN IMPROVEMENTS
LANDSCAPE CONCEPT

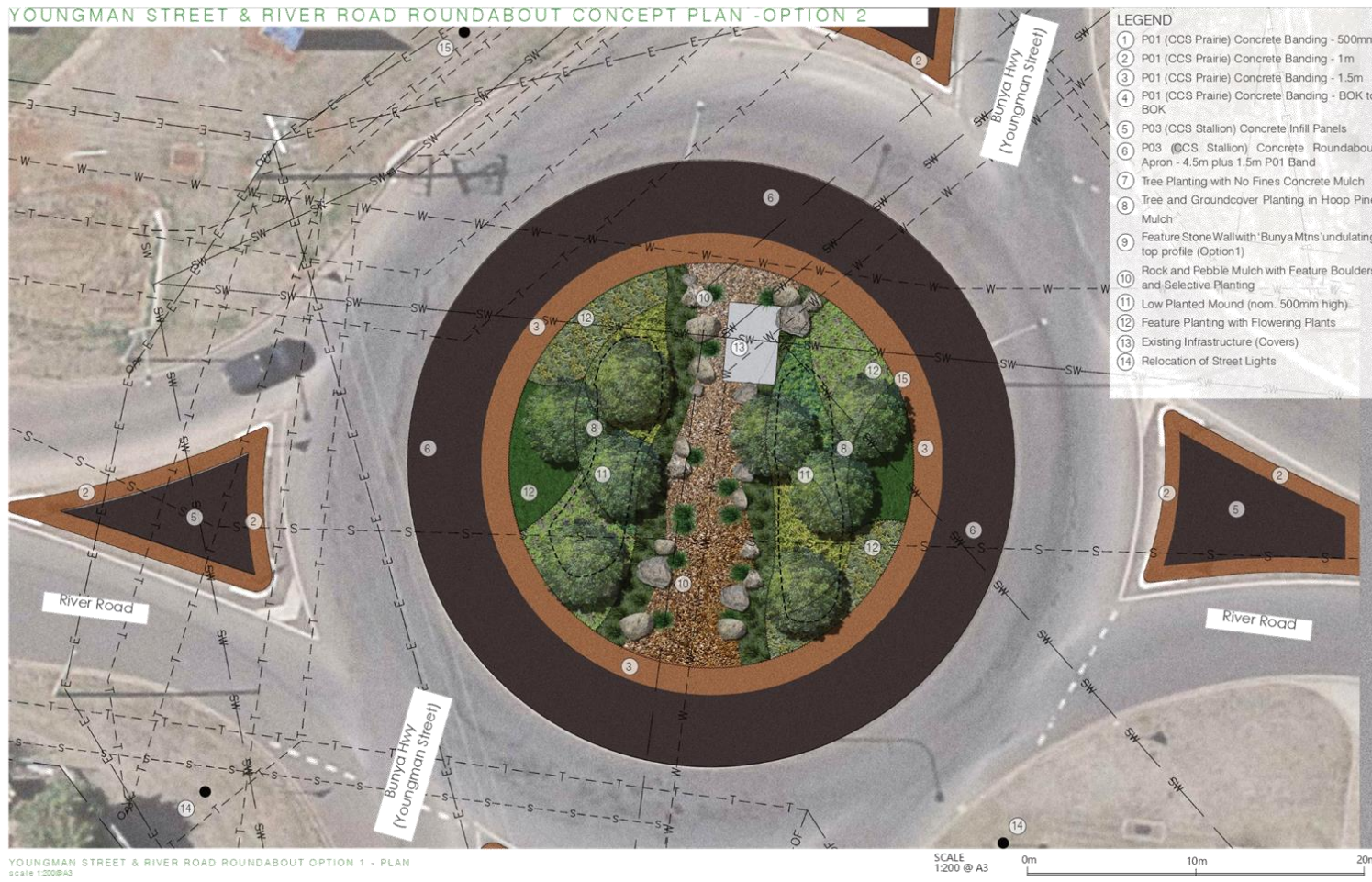
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PAGE: 12
ISSUE: 5



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PAGE: 13
ISSUE: 0

DATE: 11.03.2021 PROJECT: 211000 DRAFT ISSUE

YOUNGMAN STREET & RIVER ROAD ROUNDABOUT VIGNETTE IMAGES -OPTION 2



YOUNGMAN STREET MEDIAN IMPROVEMENTS
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DATE: 11.03.2021 PROJECT: 21001 DRAFT ISSUE

PAGE: 14
ISSUE: 5

YOUNGMAN STREET & RIVER ROAD ROUNDABOUT ARTIST IMPRESSION - OPTION 2



YOUNGMAN STREET & RIVER ROAD ROUNDABOUT LOOKING NORTH



YOUNGMAN STREET & RIVER ROAD ROUNDABOUT LOOKING SOUTH

YOUNGMAN STREET MEDIAN IMPROVEMENTS
LANDSCAPE CONCEPT

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PAGE: 15
ISSUE: 5

DATE: 11.03.2021 PROJECT: 21001 DRAFT ISSUE

ARTIST IMPRESSION - LOOKING NORTH ON YOUNGMAN STREET NEAR SHOWGROUND



YOUNGMAN STREET MEDIAN IMPROVEMENTS
 LANDSCAPE CONCEPT

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DATE: 11.03.2021 PROJECT: 21001 DRAFT ISSUE

PAGE: 16
 ISSUE: 5

ARTIST IMPRESSION - LOOKING NORTH ON YOUNGMAN STREET NEAR KINGAROY SHOPPING WORLD



YOUNGMAN STREET MEDIAN IMPROVEMENTS
 LANDSCAPE CONCEPT

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PAGE: 17
 ISSUE: 5

DATE: 11.03.2021 PROJECT: 21001 DRAFT ISSUE

ARTIST IMPRESSION - LOOKING SOUTH ON YOUNGMAN STREET NEAR SAWTELL STREET



YOUNGMAN STREET MEDIAN IMPROVEMENTS
 LANDSCAPE CONCEPT

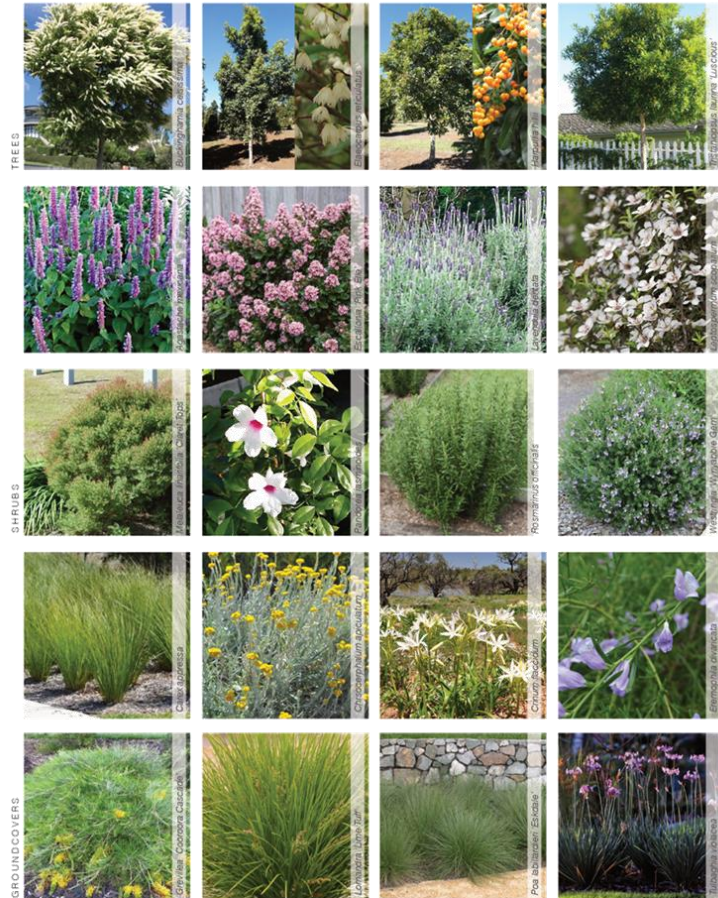
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PAGE: 18
 ISSUE: 5

DATE: 11.03.2021 PROJECT: 21001 DRAFT ISSUE

PLANT SPECIES IMAGES



PLANT SPECIES LIST

Botanical Name	Common Name	Tree for Median	Tree in Roundabout	Planting in Median	Feature Planting (Roundabouts)
TREES					
<i>Araucaria cunninghamii</i>	Hoop Pine		*		
<i>Buckinghamia celsissima</i>	Ivory Curl	*			
<i>Cupaniopsis anacardioides</i>	Tuckeroo		*		
<i>Elaeocarpus reticulatus</i>	Blueberry Ash		*		
<i>Elaeocarpus reticulatus 'Prima Donna'</i>	Prima Donna Blueberry Ash	*	*		
<i>Harpullia hille</i>	Blunt-Leaved Tulip		*		
<i>Testarobius laurina 'Luscious'</i>	Water Gum	*			
SHRUBS					
<i>Agave mexicana</i>	Agave				*
<i>Ecatalonia 'Pink Elle'</i>	Ecatalonia 'Pink Elle'				*
<i>Grevillea 'Jennifer Joy'</i>	Grevillea 'Jennifer Joy'			*	*
<i>Lavandula dentata</i>	French Lavender				*
<i>Leptospermum scoparium</i>	Broom Tea Tree				*
<i>Melaleuca linifolia 'Claret Taps'</i>	Honey Myrtle				*
<i>Rosmarinus officinalis</i>	Rosemary			*	*
<i>Westringia 'Wynabbie Gem'</i>	Coastal Rosemary			*	*
GROUNDCOVERS & CLIMBERS					
<i>Banksia spinulosa var. collina</i>	Birthday Candles (Prostrate Banksia)			*	*
<i>Carex agrippa</i>	Tall Sedge			*	*
<i>Chrysocarpum apiculatum</i>	Yellow Buttons			*	*
<i>Cnium fasciculatum</i>	Darting Lily			*	*
<i>Dielys grandiflora</i>	Fortnight Iris			*	*
<i>Eremophila divaricata</i>	Emu Bush			*	*
<i>Grevillea 'Coopers Cascade'</i>	Grevillea Groundcover			*	*
<i>Hardenbergia violacea</i>	False Sarsaparilla			*	*
<i>Hibiscus panduriformis (prostrate form)</i>	Mat Hibiscus			*	*
<i>Lomandra confertifolia</i>	Mat Rush			*	*
<i>Lomandra Lime Turf</i>	Lime Turf Mat Rush			*	*
<i>Paspalum aspinodes</i>	Boyer Line (Climber)			*	*
<i>Poa abrotanoides 'Eskdale'</i>	Tussock Grass			*	*
<i>Tulbaghia violacea</i>	Society Garlic			*	*

- Planting is low maintenance with a no fines concrete mulch surround.
- Roundabout planting in the roundabout may include gravel or hoop pine mulch.

MATERIALS PALETTE



YOUNGMAN STREET MEDIAN IMPROVEMENTS
LANDSCAPE CONCEPT

PO BOX 1440, Buderim, Sunshine Coast, QLD 4575 T: 07 5493 4877 E: admin@greenedge.com.au www.greenedge.com.au



PAGE: 27
ISSUE: 5

DATE: 11.03.2021 PROJECT: 21001 DRAFT ISSUE

6.7 BUNYA HIGHWAY MEDIANS - WONDAL ROUNDABOUT COMMUNITY CONSULTATION**File Number:** 06-10-2021**Author:** Manager Infrastructure Planning**Authoriser:** Chief Executive Officer**PRECIS**

Bunya Highway Medians - Wondai Roundabout Community Consultation

SUMMARY

The Bunya Highway Medians project has been divided into stages suitable for delivery timeframes. Stage Three (3) includes the Wondai Roundabout and its associated medians for redevelopment due to the age and condition of the assets and to improve the aesthetics of this significant landmark for Wondai. Extensive community engagement has been undertaken with the broader Wondai community to ascertain their preferred landscape design option.

OFFICER'S RECOMMENDATION

That the committee recommends to Council:

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)).

FINANCIAL AND RESOURCE IMPLICATIONS

N/A

LINK TO CORPORATE/OPERATIONAL PLAN

EC3 - Advocate to minimise the impact of heavy vehicle traffic in the CBD areas of major towns as appropriate.

IN5 - Develop and implement a hierarchy and programme to refurbish median strips and roundabouts prioritising entry ways into our major towns.

OR3 - Manage Council assets effectively through the development and implementation of Asset Management Plans.

OR6 - Implement consultative, responsible and sound project management practices.

OR10 - Increased commitment to community engagement and to proactive strategic delivery of media and communications.

OR16 - Continue to give priority to ongoing Work Health and Safety and prudent management

COMMUNICATION/CONSULTATION (INTERNAL/EXTERNAL)

Community consultation was undertaken by Council on multiple occasions including:

- 12 April 2021 – Pre-design consultation meeting with Cr Henschen and local community representatives.

Feedback summary: This feedback session involved gathering initial concept ideas to form the design brief for the roundabout design, as well as address problems the community encounter in the daily environment surrounding the roundabout that may not be apparent during general observations. Feedback received from the community representatives has assisted to develop this design brief and scope to be utilised by Greenedge Design to prepare the concept renders;

- 8 June 2021 – Wondai Business Network Breakfast meeting
Feedback Summary: Feedback was requested from the Wondai business community on the initial concept renders produced by Greenedge Design. During this consultation session, the business community members requested an additional design option with the centre infill of the roundabout to be coloured concrete only and with no provision for landscaping;
- 6, 7, 13 & 16 September 2021 – Wondai Roundabout Community Consultation held at Council's Wondai office and other on-street locations.
Feedback summary: Consultation sessions were held at the Council office in Wondai and on-street locations with high foot traffic over four (4) days over a two (2) week period, for residents to offer their feedback on the three (3) concept design renders. Attendance consisted of 57 residents over the consultation period. Throughout discussion, the resident's main concerns were regarding the safety of the roundabout and ensuring that any centre treatment was to be heavy vehicle friendly, with low maintenance and aesthetically appealing planting. Feedback received was found to be strongly in support of roundabout design option two (2);
- 14 September 2021 – Wondai Business Network Breakfast meeting
Feedback summary: Feedback received was found to be in unanimous support of roundabout design option two (2);
- 17 September 2021 - Online consultation with feedback form (Attachment Six (6)) provided via Council's website for Wondai Roundabout Options 1, 2 and 3.
Feedback Summary: Online Consultation was made available through Council's website from the 17 September until 26 September. One (1) completed feedback form was received with preference for roundabout design option one (1). Other feedback was received with reference to the roundabout consultation, however this feedback received was regarded as out of scope as the feedback focused on Edward Street, Wondai and the speed limits/crossing abilities of the TMR Road Corridor; and
- 25 September 2021 – Wondai Country Markets
Feedback Summary: Cr Henschen and Council representative held a stall at the Wondai Country Market on 25 September 2021. A total of 40 individuals completed surveys who were a variety of residents and tourists to the Wondai region. Feedback was consistent with that received during the previous consultation sessions held in Wondai, with strong support for roundabout design option two (2) and the same concerns regarding planting, heavy vehicles, and roundabout safety.

LEGAL IMPLICATIONS (STATUTORY BASIS, LEGAL RISKS)

Council is obliged to manage its assets in accordance with the requirements of the Local Government Act 2009 and the Civil Liability Act 2002. The Wondai roundabout and medians infrastructure has either reached or is moving towards the end of its useful life. Reducing the number of defects will reduce Council's exposure to liability and future claims.

POLICY/LOCAL LAW DELEGATION IMPLICATIONS

N/A

ASSET MANAGEMENT IMPLICATIONS

The Bunya Highway Medians – Wondai Roundabout project includes asset renewal works, whose main purpose is to address the existing condition of the aged asset. These renewal works look to rehabilitate the centre infill, medians and the kerb and channel as well as introduce outcomes that

will reduce maintenance and cost. Many existing issues have been identified regarding the roundabout, medians and the deteriorating kerb and channel, which must be addressed in a considered approach to ensure cost-effective construction while meeting all legislated design and safety guidelines.

REPORT

The proposed Wondai Roundabout is the third stage of the Bunya Highway Medians project, which focuses on redeveloping the aged asset infrastructure of the roundabouts and medians found along the Bunya Highway from Kingaroy to Wondai. The project includes key aspect works of asset renewal and rehabilitation of aging and failing infrastructure. Council is also addressing the high maintenance and cost requirements of maintaining the existing roundabout centre infill.

Each of the three (3) roundabout concept designs cover the same geometrical footprint of the existing roundabout along with a 3m wide semi mountable kerb and coloured concrete back of kerb infill in CCS Stallion. Currently, the Parks and Gardens team are required to submit a Road Corridor Permit (RCP) to be able to perform routine maintenance to the gardens and mowing of the grassed roundabout centre infill due to their proximity to vehicle traffic. The coloured concrete infill will increase the distance between Parks and Gardens staff and travelling vehicles, which will result in increased safety and reduce traffic management implementation signage.

Design Option One (1) features:

- 1m concrete banding in CCS Daffodil
- Feature planting with flowering plants
- Low shrub and groundcover planting in hoop pine mulch
- Rendered embankment wall

Design Option Two (2) features:

- 1m concrete banding in CCS Daffodil
- Feature planting with flowering plants
- Low shrub and groundcover planting in hoop pine mulch
- Feature rammed earth low retaining wall



Design Option Three (3) features:

- 18m wide CCS Daffodil concrete infill

The community has been receptive and positive towards all options available for the Wondai Roundabout (Attachment Four (4)) on the premise that the selected designs will not hinder the safety and sightlines of vehicles utilising the roundabout. Many surveyed residents are also in support of planting within the roundabout provided that the plants are of low maintenance and drought tolerant varieties. Although not part of the feedback form, the location of the Christmas Tree was a frequently discussed topic of conversation, with majority of residents requesting the tree to be moved to Coronation Park.

The broader Wondai community has been extensively consulted on the concept designs to ensure the final delivered project will meet the expectations of the community. During the preliminary engagement sessions, the feedback received has led to the development of the initial design brief released to Greenedge Design for the preliminary concept renders, as well as a third design option that was developed in-house by Council. These concept designs and renders were then taken for further consultation with the community and the overwhelming response received was in favour of design Option Two (2). The design option chosen for the Wondai roundabout by the community addresses many of the main feedback points received from community members regarding maintenance, design and planting. Design Option Two (2) gives a subtle nod to the town's historical foundations in the timber industry, while providing a distinctive style to celebrate the uniqueness of Wondai within the South Burnett.

ATTACHMENTS

1. **Option One**  
2. **Option Two**  
3. **Option Three**  
4. **Feedback Summary**  
5. **Wondai Roundabout Feedback Form**  

OPTION ONE



HALY STREET & SCOTT STREET ROUNDABOUT LOOKING SOUTH TOWARDS THE ART GALLERY

YOUNGMAN STREET MEDIAN IMPROVEMENTS LANDSCAPE CONCEPT

PO BOX 1845, Burrington, Coast QLD 4575 | T: 07 5493 4977 | E: adam@greenedge.com.au | www.greenedge.com.au



GREENEDGE DESIGN
creative thinking | design edge
Landscape Architecture | Urban design | Master Planning | Environment

DATE: 31/05/2021 | PROJECT: 21000 | FINAL ISSUE
PAGE: 21 | ISSUE: G

OPTION TWO



HALY STREET & SCOTT STREET ROUNDABOUT LOOKING SOUTH TOWARDS THE ART GALLERY

YOUNGMAN STREET MEDIAN IMPROVEMENTS LANDSCAPE CONCEPT

PO BOX 1445, Burrington, Coast QLD 4575 | T: 07 5493 4977 | E: adam@greenedge.com.au | www.greenedge.com.au

CLIENT:



South Burnett Regional Council



GREENEDGE DESIGN
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PAGE 25

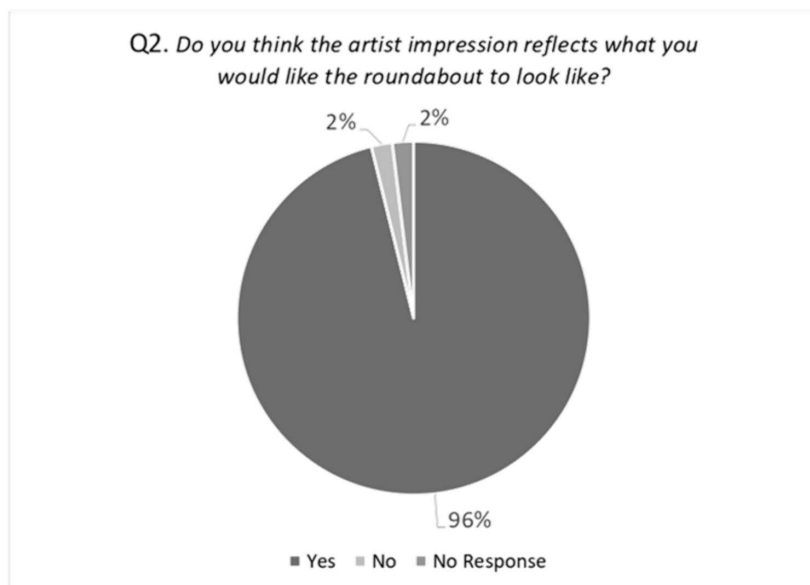
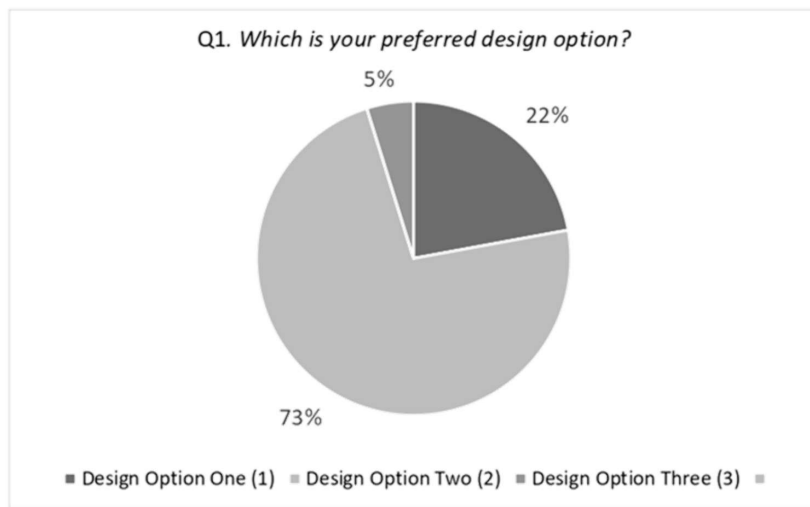
6 October 2021

Infrastructure Standing Committee Meeting

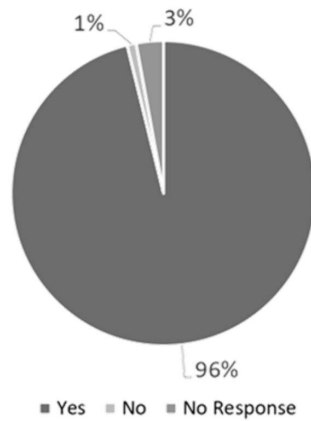


Page 54

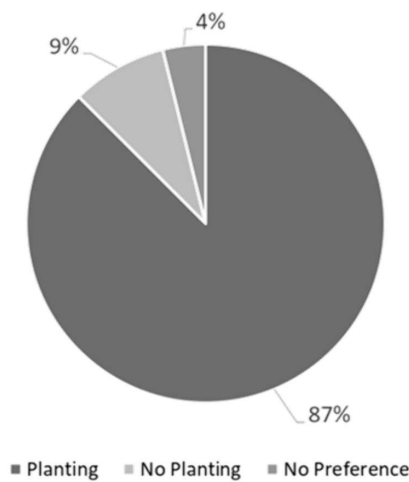
Item 6.7 - Attachment 3

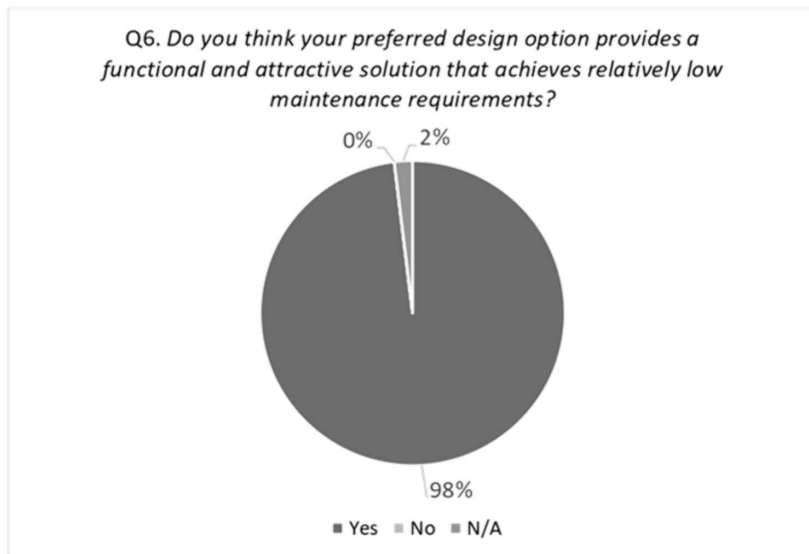
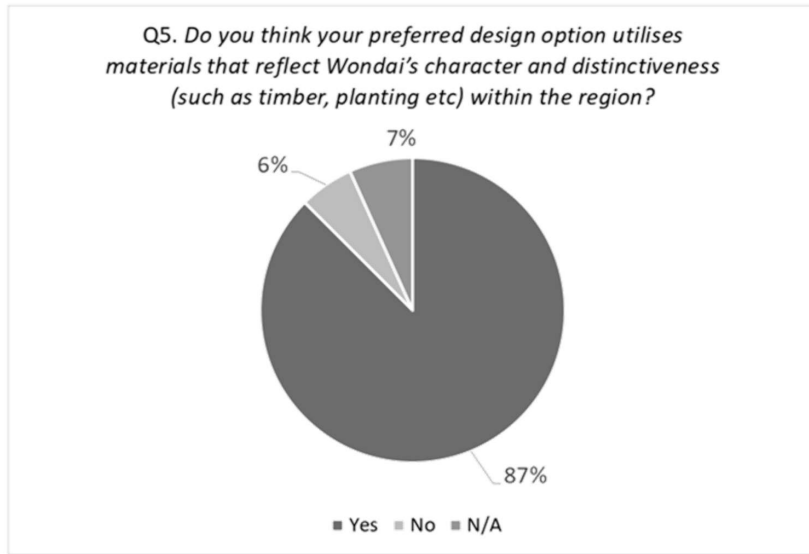


Q3. Do you think your preferred design option is a subtle entry statement that beautifies the surrounding area and contributes as a nodal entry point to town?



Q4. Do you want to see planting in the roundabout infill?







Wondai Roundabout Feedback Form

Question 1:

Which is your preferred design option?

Option One (1)	Option Two (2)	Option Three (3)
----------------	----------------	------------------

Question 2:

Do you think the artist impression reflects what you would like the roundabout to look like?

YES	NO
-----	----

Question 3:

Do you think your preferred design option is a subtle entry statement that beautifies the surrounding area and contributes as a nodal entry point to town?

YES	NO
-----	----

Question 4:

Do you want to see planting in the roundabout infill?

YES, I prefer planting	NO, I prefer no planting
------------------------	--------------------------

Question 5:

Do you think your preferred design option utilises materials that reflect Wondai's character and distinctiveness (such as timber, planting etc) within the region?

YES	NO
-----	----

Question 6:

Do you think your preferred design option provides a functional and attractive solution that achieves relatively low maintenance requirements?

YES	NO
-----	----

10.6 BUNYA HIGHWAY MEDIAN REFURBISHMENT

File Number: 20-10-2016
Author: Manager Works
Authoriser: Chief Executive Officer

PRECIS

Bunya Highway Median Refurbishment Project

SUMMARY

As part of the 2021/22 budget, Council has approved the refurbishment of the Bunya Highway medians in Youngman Street, Kingaroy, including the River Road roundabout and Wondai roundabout. On completion of the initial Invitation to Offer for the Youngman Street medians, the offers received are above the current budget allocation.

OFFICER'S RECOMMENDATION

That Council notes this report and the possible requirement for additional project funding to support the current scope which includes the refurbishment of the River Road roundabout, Youngman Street medians, and the Wondai roundabout.

FINANCIAL AND RESOURCE IMPLICATIONS

The approved 2021/22 budget for the Bunya Highway Median Refurbishment project is \$964,000 from Council funds. With the current construction market inflation, the prices being seen are likely to be in excess of what has been allowed for in the project budget, and that there will be a requirement to seek additional budget allocation for this project.

In order to provide a cost-efficient delivery of this project and mitigate the current construction market inflation, it is considered that the most appropriate course of action is to utilise internally managed resources, of which are primarily currently working on the Kingaroy Transformation Project and are expected to be available by delaying the commencement of this project, along with a review of the scope and treatments to meet the current market.

LINK TO CORPORATE/OPERATIONAL PLAN

1. ENHANCING LIVABILITY AND LIVESTYLE – Elevate the South Burnett region to be recognised as a “Community of choice”.
2. PROVIDING KEY INFRASTRUCTURE FOR OUT TOWNS AND VILLAGES – Develop, renew and maintain community infrastructure through sound asset management principles

COMMUNICATION/CONSULTATION (INTERNAL/EXTERNAL)

Various forms of consultation, including with Councillors and the community have been undertaken for Youngman Street medians, River Road roundabout, and Wondai roundabout, with major focus on design feedback and preferences for various options.

LEGAL IMPLICATIONS (STATUTORY BASIS, LEGAL RISKS)

The proposed works will be contained within a state-controlled corridor, and Council will need to ensure that the outcomes meet the State's engineering and operational requirements, primarily through the Department of Transport and Main Roads (DTMR).

POLICY/LOCAL LAW DELEGATION IMPLICATIONS

N/A

10.7 WONDAL CHRISTMAS TREE LOCATION WONDAL ROUNDABOUT - BUNYA HIGHWAY MEDIANS PROJECT

File Number: 20-10-2021
Author: Manager Infrastructure Planning
Authoriser: Chief Executive Officer

PRECIS

Wondal Christmas Tree Location Wondal Roundabout – Bunya Highway Medians Project

SUMMARY

At the Infrastructure Standing Committee meeting held 6 October 2021 Council resolved that a report be brought to the October General Council meeting for consideration.

OFFICER'S RECOMMENDATION

That South Burnett Regional Council approve the relocation of the Wondal community Christmas tree from the Wondal roundabout to a location in Coronation Park, Wondal, to be determined through consultation between Parks & Gardens and Divisional and Portfolio Councillors.

FINANCIAL AND RESOURCE IMPLICATIONS

Any costs associated for design and placement of the Christmas Tree from its current location. Operational costs may be decreased going forward as the change of location will mean less risk with issues associated with traffic control for example.

LINK TO CORPORATE PLAN

IN5 Develop and implement a hierarchy and programme to refurbish median strips and roundabouts prioritising entry ways into our major towns.

COMMUNICATION/CONSULTATION (INTERNAL/EXTERNAL)

Previously Council has received petitions regarding this matter.

The first petition was received on 9 November 2018 requesting the Christmas Tree be relocated to Coronation Park (IR2550195). This was tabled at the Council meeting on 21 November 2018.

The second petition was received on 17 December 2018 requesting the Christmas Tree be kept on the roundabout (IR2560313). This was tabled at the Council meeting on 16 January 2019.

The petition of 9 November 2018 was recently resubmitted to the Mayor for consideration.

Title PET - 2560313 - Forwarding petition by Wondal Residents to keep the Christmas tree on the roundabout**Officer's Recommendation**

That the petition be received and referred to General Manager Corporate Services for consideration and relevant action.

Resolution:

Moved Cr RLA Heit, seconded Cr DA Potter.

That the petition be received and referred to General Manager Corporate Services for consideration and relevant action.

Carried 7/0

FOR VOTE - Councillors voted unanimously

**Title PET - 2550195 - Forwarding Petition by Residents and Business people of Wondai requesting Council to relocate the Christmas tree to Coronation Park
Officer's Recommendation**

That the petition be received and referred to staff for consideration and report to Council.

Resolution:

Moved Cr RLA Heit, seconded Cr DA Potter.

That the Officer's Recommendation be adopted.

Carried 7/0

FOR VOTE - Councillors voted unanimously

The result of the two petitions was that the status quo remained.

BACKGROUND

The proposed redevelopment of the Wondai roundabout is the third stage of the Bunya Highway Medians project. During consultation of the preferred roundabout design with the Wondai community, the location of the community Christmas tree was a frequently discussed topic. As part of the rehabilitation works to the roundabout, it has been proposed to move the Christmas tree from its current location to Coronation Park.

When the tree is being erected/disassembled during the Christmas season, the Parks and Gardens team are required to follow the guidelines of the current Traffic Guidance Schedule (TGS) for maintenance due to its proximity to vehicle traffic. In 2018, two (2) petitions were received by Council regarding community members feedback on whether or not to relocate the Christmas tree to Coronation Park. As there were two (2) petitions filed, Council's adopted outcome was to leave the Christmas tree in its current location. After many further and recent discussions and consultation sessions were held in April to September 2021, the majority of community members who participated in these consultation sessions, support the relocation of the Christmas tree. One (1) of the previous petitions in support of relocating the Christmas tree to Coronation Park has also been resubmitted to Council for further consideration.

Coronation Park is located within the Wondai CBD and is the location of the community Christmas Carnival held every year on Christmas Eve. By moving the Christmas tree to the park, it will give local community members, families and visitors the opportunity to enjoy and appreciate the tree at a closer proximity, which is not an opportunity currently afforded to the community due to the trees in the roundabout location. One of the key objectives of the Wondai roundabout rehabilitation project is to reduce the amount of time that is spent maintaining the roundabout centre infill and by relocating the Christmas tree to Coronation Park, it will assist in the achievement of this key objective

ATTACHMENTS

Nil

7.4 REGIONAL CONNECTIVITY PROGRAM FEEDBACK

File Number: 01-06-22
Author: General Manager Infrastructure
Authoriser: Chief Executive Officer

PRECIS

Regional Connectivity Program Feedback

SUMMARY

Council recently applied for provision of Dark Fibre extension to Nanango and Kingaroy under the Australian Government's Regional Connectivity Program Round 2. This report provides the summary feedback to Council's application.

OFFICER'S RECOMMENDATION

That Council note the report for information.

BACKGROUND

Council recently lodged an application under the Australian Government Regional Connectivity Program Round 2 which was unsuccessful. Officers were provided with feedback in relation to the project which is attached to this report.

ATTACHMENTS

1. RCP R2 – Feedback to South Burnett Regional Council [↓](#) 



Australian Government
 Department of Infrastructure, Transport,
 Regional Development and Communications

REGIONAL CONNECTIVITY

RCP R2 – Feedback to South Burnett Regional Council (Yurika Telecoms)

General comments

Unsuccessful Projects						
Applicant Project Identifier	RCP Proposed Solution Identifier	Proposed Solution Type	Location	State	Total Cost (Inc. GST)	Cost to Cw/th (Incl GST)
SBC-RCP2-001	RCP-R2-242	Fibre Broadband	Kingaroy	QLD	\$3,089,430.00	\$2,729,473.00

Round 2 of the Regional Connectivity Program (RCP) was heavily oversubscribed, with the Department receiving a large number of applications for funding well in excess of the available funding cap for the Round. All eligible applications were assessed in accordance with the RCP R2 Guidelines. Two merit lists were then established and recommended to the Minister for decision-making – the *Connecting Northern Australia* Merit List and the RCP (Non-CNA) merit list. The total allocation of funding for Round 2 was \$140 million, including \$72 million through the CNA initiative for projects in Northern Australia.

The applications received under Round 2 were generally of a higher calibre than applications received under Round 1. This was often due to the improved detail of the proposed solution's benefit to the community and clearly set out responses to the four merit criterion.

Feedback on applications

- Strengths:
 - The intent for the solution aligned well with the objectives of the RCP. Fibre broadband in the target location would provide an uplift in broadband capability.
 - The application addressed the economic and social benefits merit criteria to a satisfactory standard, however it could have been strengthened by providing further local analysis and supporting evidence of the local context and benefits for the community.
- Weaknesses:
 - Relatively low score against the financial co-contribution merit criterion. Commonwealth funding of just under 90% was sought for the proposed solution, which represented a degree of risk to the Commonwealth compared to similar proposals.
 - Application could have been strengthened by the inclusion of more community specific data to demonstrate economic and social benefits.
- Recommendations:
 - Seek financial co-contributions from state and local government &/or other third parties.

General comments

- Provide additional local level evidence to demonstrate the expected economic and social benefits of the proposals.
 - Include number of premises expected to benefit from the proposed solution.
-

7.5 PETITION INVESTIGATION REGARDING CONCERNS WITH KERB AND CHANNELLING ON KURTELLEN CRESCENT KINGAROY

File Number: 01-06-22
Author: Manager Works
Authoriser: Chief Executive Officer

PRECIS

Petition investigation regarding concerns with kerb and channelling on Kurtellen Crescent, Kingaroy

SUMMARY

Council's Infrastructure Department received a petition at the March Council Meeting regarding resident's issues with the private access over the kerb and channelling on Kurtellen Crescent, Kingaroy. This report includes details of the investigation relating to the petition.

OFFICER'S RECOMMENDATION

That Council note the report for information.

BACKGROUND

At the March Council meeting on 23 March 2022, a petition was received from residents on Kurtellen Crescent, Kingaroy (Attachment 1).

Council originally had received a customer request in relation to a driveway access in Kurtellen Crescent, Kingaroy in November 2021. The kerb and channel along Kurtellen Crescent is a typical semi-mountable kerb style, which is consistent with surrounding roads such as Olive Grove, Martin Place, and Parkside Drive. The kerb and channel has been in service for many years and is considered to be generally in a satisfactory condition.

An onsite inspection with the customer was undertaken on 26 November 2021, in which the private access issue was discussed, and the customer was advised that the property access is the owner's responsibility to construct and maintain. A formal letter response enclosing the Standard Drawing SBRC00048 (Attachment 3) was also sent in March 2022, to assist the customer should there be a desire to construct a different style access. Council also received the petition from residents in March 2022.

It is noted that approximately 28 private accesses exist along this Crescent providing either primary or secondary accesses to 34 properties.

As outlined in Council's Fact sheet (Attachment 2) on driveways and property access, construction, maintenance and modifications of private access points is the property owner's responsibility.

The petition has made reference to the private property accesses on Alford Street, Kingaroy. This particular infrastructure renewal project involved the replacement of the whole section of kerb and channel along Alford St to improve the overall drainage along the street, and as part of these works reinstatement of driveway accesses at the kerb was necessary.

ATTACHMENTS

1. Received Petition [↓](#) 
2. Council Driveway and Property Access Fact Sheet [↓](#) 
3. Council Standard Drawing SBRC00048 [↓](#) 

RECEIVED
14 MAR 2022

28/02/2022

South Burnett Regional Council

Dear Councillors,

FP2021/0173

The residence of Kurtellen Crescent made a request on the 23/11/2021. Customer Request Number-FP2021/0173 to inspect the kerbing and channelling by the Infrastructure department. Council officers informed that the owners of the residence are responsible for the entrance over the kerbing and channelling not the Council.

Some property owners have made modifications to the kerbing and channelling in order to get their cars into their properties without causing immediate damage or extensive damage over time. The Council also informed us that the modifications weren't up to Council standards. Please see attached photographs of kerbing and channelling approved by Council.

The residence of Kurtellen Crescent have noticed recent installation of driveway access on Alford St that gives those residents much better access to their properties without causing any damage to their vehicle. Please see attached photographs

The residents have signed a petition to South Burnett Regional Council to have their problems with the kerbing and channelling rectified.

GA B Hunt
✓ M Pitt
✓ B Bousley
✓ L Petersen

Print Name	Signature	Address
CANDI BOOMBY		3 Kurtellen Crescent
Chris Grey		7 Kurtellen Cres
Cameron Russell		5 Kurtellen Cres
TAHLIA BJELKE-PETERSEN		13 KURTELLEN CRES
K. ARMSTRONG		32 KURTELLEN CRES
L. LAMBIE		28 KURTELLEN CRES
R. Lanser		24 Kurtellen Cres
C. OLDS (cover)		22 Kurtellen Cres

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Version: 1 Version Date: 14/03/2022

28 /02/ 2022

South Burnett Regional Council

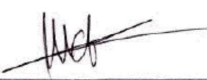

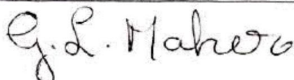
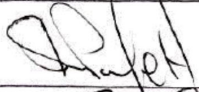
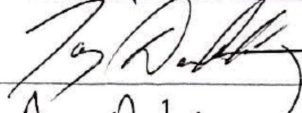
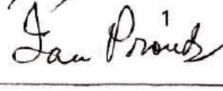
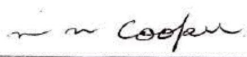

Dear Councillors,

The residence of Kurtellen Crescent made a request on the 23/11/2021. Customer Request Number-FP2021/0173 to inspect the kerbing and channelling by the Infrastructure department. Council officers informed that the owners of the residence are responsible for the entrance over the kerbing and channelling not the Council.

Some property owners have made modifications to the kerbing and channelling in order to get their cars into their properties without causing immediate damage or extensive damage over time. The Council also informed us that the modifications weren't up to Council standards. Please see attached photographs of kerbing and channelling approved by Council.

The residence of Kurtellen Crescent have noticed recent installation of driveway access on Alford St that gives those residents much better access to their properties without causing any damage to their vehicle. Please see attached photographs

The residents have signed a petition to South Burnett Regional Council to have their problems with the kerbing and channelling rectified.

Print Name	Signature	Address
MARIANNE MCKERSE		12 Kurtellen Crescent
DOY CUTHBERTSON		1/10
JAYLE MAHER		2/10
Stewart Parkett		1
ANTHONY DAHLITZ		9 Kurtellen Cr.
Jane Gill Proud		17 Kurtellen Cr.
Maree Cooper.		30.
Michelle Eschbank		26

Document ID: 2887999
Version: 1, Version Date: 14/03/2022

28 /02/ 2022

South Burnett Regional Council

Dear Councillors,

The residence of Kurtellen Crescent made a request on the 23/11/2021. Customer Request Number-FP2021/0173 to inspect the kerbing and channelling by the Infrastructure department. Council officers informed that the owners of the residence are responsible for the entrance over the kerbing and channelling not the Council.

Some property owners have made modifications to the kerbing and channelling in order to get their cars into their properties without causing immediate damage or extensive damage over time. The Council also informed us that the modifications weren't up to Council standards. Please see attached photographs of kerbing and channelling approved by Council.

The residence of Kurtellen Crescent have noticed recent installation of driveway access on Alford St that gives those residents much better access to their properties without causing any damage to their vehicle. Please see attached photographs

The residents have signed a petition to South Burnett Regional Council to have their problems with the kerbing and channelling rectified.

Print Name	Signature	Address
dordyn Jacobsen	<i>Jacobson</i>	19 Kurtellen Crescent
	1	

Document Set ID: 2887999
 Version: 1 Version Date: 12/03/2022



23 MARCH 2022

STURDLEY COUNCIL MEETING



Document Set ID: 2887999
Marsden - 1 - Marsden Plains - 14/03/2022

23 MAY 2022

STURDLEY COUNCIL MEETING



23 MAY 2022

STANDARD COUNCIL MEETING



Document Set ID: 2987299
Municipal Assets & Planning - Infrastructure



This factsheet provides information about different types of property access and construction requirements. Property access (driveway or kerb crossover) is the point in which a vehicle accesses your property over the verge, nature strip or footpath from the constructed road edge to your property boundary

Do I need a permit to put in a new property access/driveway?

Yes, If you wish to build, repair or modify a property access or driveway, you must apply for a [Permit to Works on Council Roads or Footpath](#) and submit it to Council a minimum of 10 days prior commencing works.

What fees are involved?

There are no fees associated with submitting a Permit to Works on Council Roads or Footpath Application.

Will Council install my driveway (property access) for me?

The design and construction of a property access, including all associated costs, is the responsibility of the property owner. Council does not construct property access/driveways unless the property owner has engaged Council to undertake private works.

A private works application must be submitted to obtain a quote for Council to undertake works and is subject to availability of Council resources.

Can I put in a second driveway?

Requests to install a second driveway or property access must be submitted to Council in writing and will be assessed on a case-by-case basis.

What requirements apply for property accesses?

Property accesses must be designed and constructed to ensure:

- a safe and accessible footpath environment;
- safe and unobstructed vehicular access to the property;
- no impact on Council's stormwater drainage system;
- no damage to vehicle or road infrastructure;
- minimal loss of on-street parking spaces;
- continued amenity of the neighbourhood;
- property accesses must be designed and constructed in accordance with Council's relevant standard;
- rural access with pipe crossing;
- driveway and verges low density residential;
- driveways Industrial, commercial, and multi-unit residential as applicable.

How do I know what standard I need to meet for construction of my property access?

Standard access drawings for property accesses can be found on Council's [website](#). The zoning and land use of your property will determine the relevant standard drawing type. If you would like to confirm which is the appropriate drawing contact Council for confirmation.



For further information contact Council's email info@sbrc.qld.gov.au or call 1300 789 279 or 07 4189 9100.

www.southburnett.qld.gov.au  southburnettregion



An example of a residential property access and kerb crossover



An example of rural access

What if I live on a State-controlled Road?

If your property is located on a State-controlled road, a Road Corridor Permit issued by Queensland Department of Transport & Main Roads will need to be submitted with the application form.

Do I have to maintain my own property access?

It is the responsibility of the property owner to maintain their property access.

This includes the drainage across the access and up to one (1) metre either side of the driveway access.

Where Council alters or removes part of an existing legally constructed property access for the purpose of reconstructing a roadway or installing Council services, it will reinstate the access at the current standard.

Further Information?

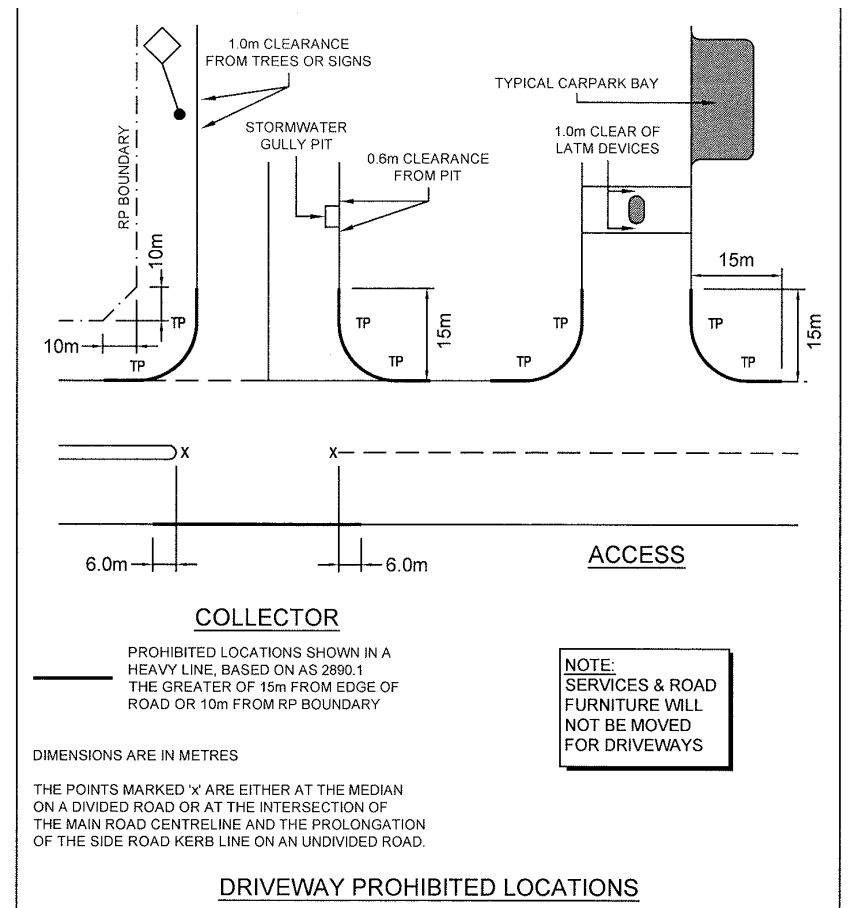
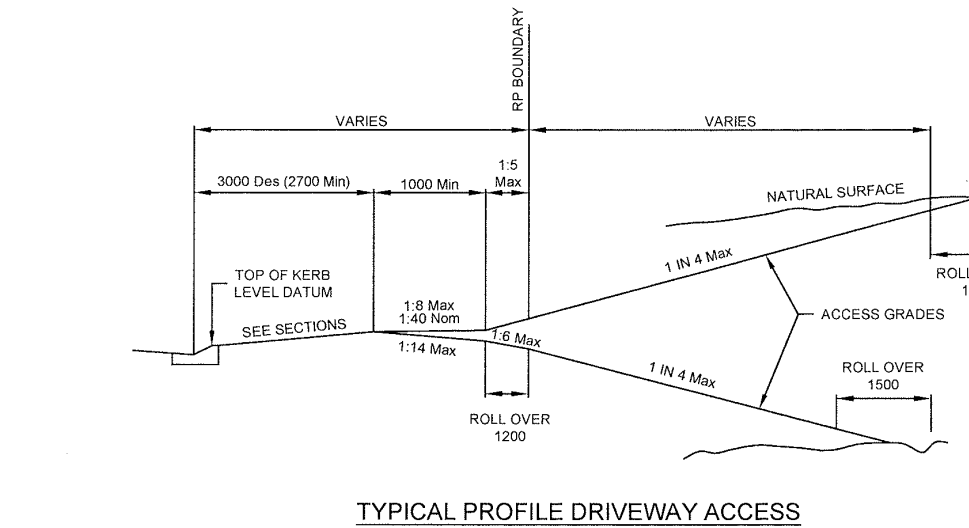
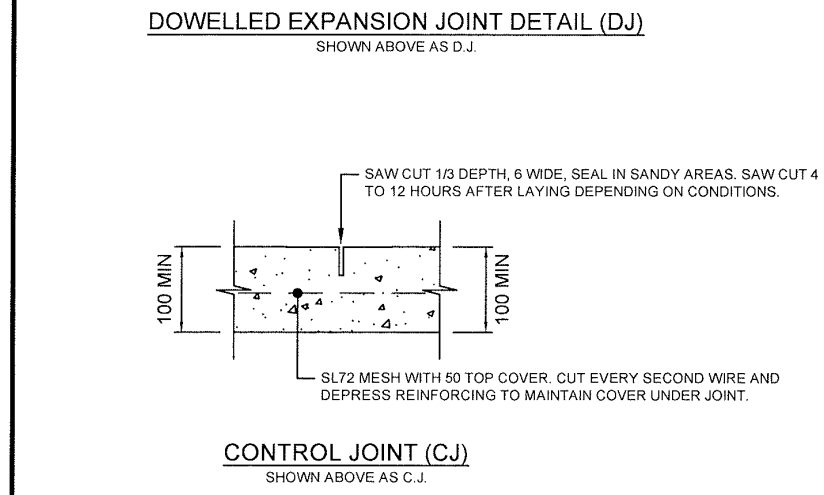
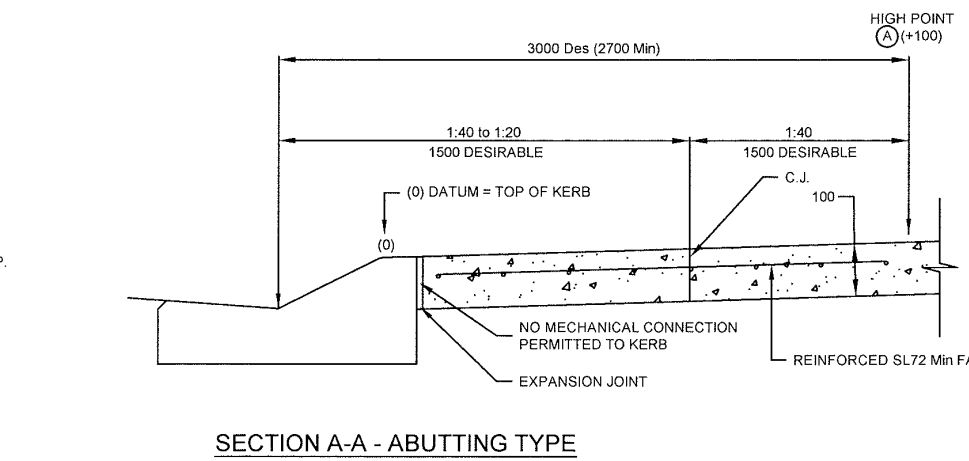
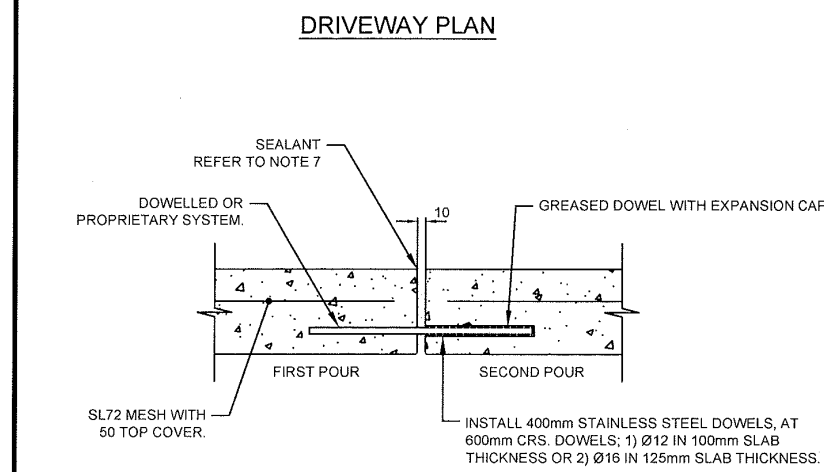
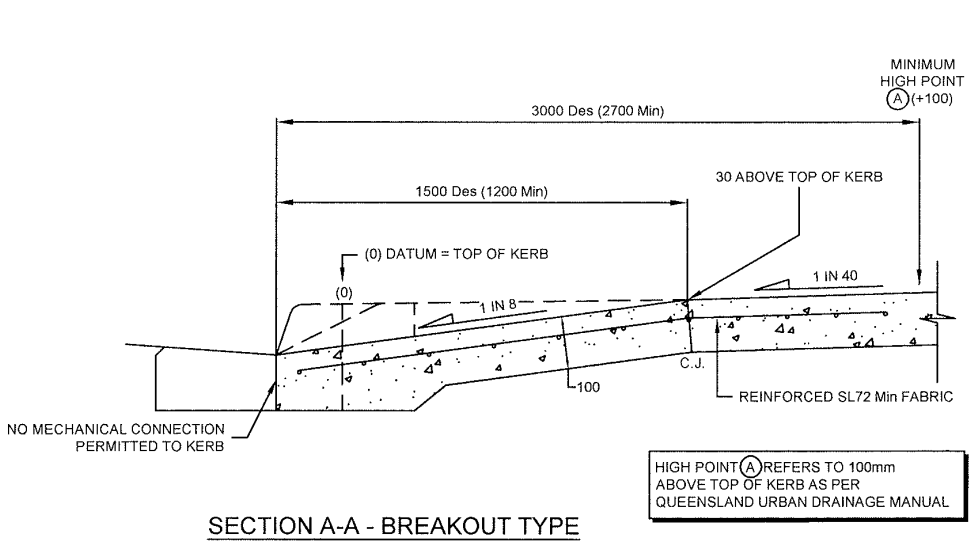
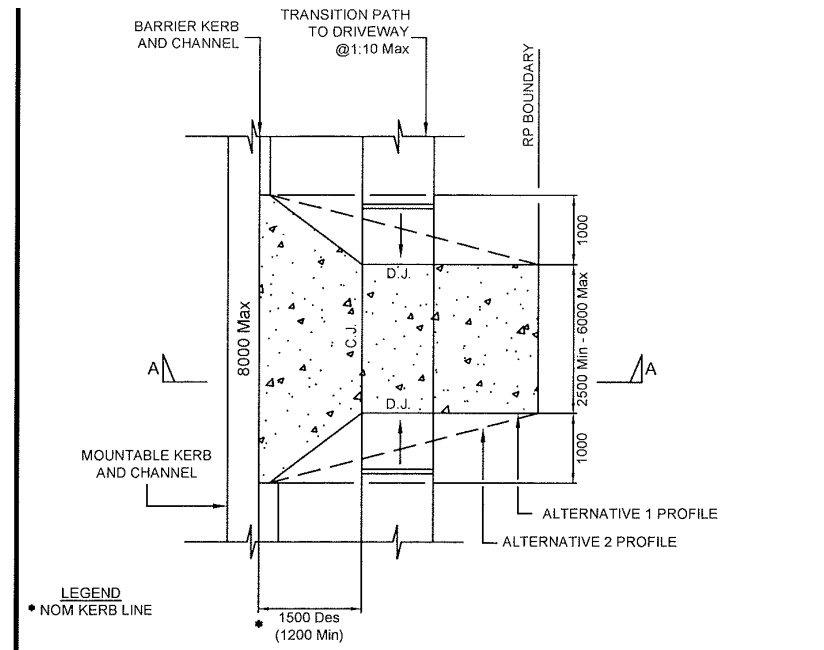
Submit a customer enquiry by contacting Council via one (1) of the following methods:

- ✉ South Burnett Regional Council
PO Box 336
KINGAROY QLD 4610
- ☎ (07) 4189 9100
- @ info@sbrc.qld.gov.au
- 👤 Visit a Customer Service Centre



For further information contact Council's email info@sbrc.qld.gov.au or call 1300 789 279 or 07 4189 9100.

www.southburnett.qld.gov.au  southburnettregion



- NOTES**
- CROSSINGS ARE NOT DESIGNED FOR COMMERCIAL VEHICLES.
 - FOOTPATHS SECTION TO VARY WHERE NECESSARY TO MATCH CONCRETE FOOTPATHS & VERGE PROFILES. FOOTPATH EARTHWORKS ADJOINING CONCRETE MUST BE WELL COMPACTED.
 - CONCRETE SURFACE TOLERANCE TO BE +5mm/-0mm OVER 3 METRE SECTIONS.
 - CONCRETE N32 IN ACCORDANCE WITH AS1379 AND AS3600.
 - REINFORCEMENT FABRIC TO AS/NZS 4671, 50 TOP AND EDGE COVER, LAP FABRIC 250mm.
 - APPROVED MATERIALS FOR CONSTRUCTION - CONCRETE, PAVING BLOCKS OR ASPHALT, REFER PROJECT DRAWINGS.
 - EXPANSION JOINTS TO BE 10mm THICK, FULL DEPTH CLOSED CELL CROSS LINKED POLYETHYLENE FOAM (85-150kg/m³) OR 10mm THICK COMPRESSED GRANULATED CORKBOARD, SEALED WITH A LOW MODULUS SELF PRIMING SEALANT COLOURED TO MATCH THE ADJOINING SURFACE FINISH. INSTALLATION TO MANUFACTURER'S INSTRUCTIONS.
 - ALL APPROPRIATE PERMITS MUST BE OBTAINED FROM COUNCIL, INCLUDING APPROVAL OF LOCATION AND LEVELS PRIOR TO EXCAVATION.
 - REFER TO PROJECT DRAWINGS FOR VERGE TYPE CROSS SECTIONS.
 - EARTHWORKS CUT & FILL BATTERS FROM EDGE OF DRIVEWAY NATURAL SURFACE TO BE MAXIMUM GRADE AT 1:10 AND FULLY TURFED.
 - ALL DIMENSIONS IN MILLIMETRES, UNLESS OTHERWISE NOTED.
 - ACCESS FOR DISABLED PERSONS OR MOTORISED MOBILITY AIDS MUST BE REFERRED TO COUNCIL FOR GUIDANCE.
 - CROSS FALL OF EXISTING PAVEMENT ADJACENT TO THE DRIVEWAY TO BE CHECKED. IF CROSS FALL EXCEEDS 3%, COUNCIL WILL DECIDE IF DRIVEWAY NEEDS TO BE RE-DESIGNED TO ENSURE SATISFACTORY CLEARANCE FOR VEHICLES.
 - MAXIMUM PERMISSIBLE CHANGE OF GRADE SHALL BE 10%.

Survey Data	
G	
F	Datum
E	Horiz. Grid
D	Height
C	Origin
B	Survey Books
A	Original Issue A3
Revisions/Descriptions	
Approval	Date

**SOUTH BURNETT REGIONAL COUNCIL
RESIDENTIAL PROPERTY ACCESS & KERB CROSSOVER**



Drawn	Designed	Checked	Verified	Revision Date	File Number
MB	MB	FS	JD		Project Number
Approved					Project Funding
 Manager Design & Technical Services J. U'Arcy RPEQ 13199 Date: 14/7/15					Sheet
					Plan Number
					00048
					Sheet No.
					Revision

7.6 STUDIES UNDERTAKEN USING CEMENTITIOUS MATERIALS AS PART OF OUR RISK ANALYSIS

File Number: 01-06-22
Author: Manager Works
Authoriser: Chief Executive Officer

PRECIS

Studies Undertaken using Cementitious Materials as part of our Risk Analysis

SUMMARY

Council's Infrastructure Department has received a request for a report to be brought back to the Standing Committee that details the studies that have been undertaken with cementitious materials as part of our risk analysis and in addition a request from the Mayor for a report in relation to risk assessment as to Silica dust from road materials.

OFFICER'S RECOMMENDATION

That Council note this report for information.

BACKGROUND

The use of cementitious materials has been used in road construction (predominately) and maintenance for decades. There have been many studies carried out by the Department of Transport and Main Roads and industry bodies such as the Australian Road Research Board (ARRB) and AuStab. The results of these studies are used to develop industry standards for pavement design, technical specification and practice notes for the use of cement or stabilisation products. Council has not carried out any studies into the use of cementitious materials.

Predominately, the use of cement or stabilisation additives are used to strengthen suitable materials into bound/modified pavements where material is available. Imported cement stabilised materials are also used to replace weak subgrades, weak pavements or pavements subject to ongoing water inundation. Stabilised pavements are often used in maintenance to support high strength treatments to be constructed in short time frames or in small quantities. In recent years, cementitious material has been used in pavements on Harris Road and the Kingaroy Transformation Project.

Cementitious materials are rarely used on unsealed roads or for dust suppression or in lieu of gravel re-sheeting except for the sections subject to stormwater or floodwater inundation. Should an unsealed road be cement stabilized it is estimated to give a life of three (3) – five (5) years. The shorter life compared to a gravel pavement is because once ravelling starts, the pavement will become badly potholed during wet weather and become sandy and corrugated. To maintain a cemented stabilised road would mean the pavement would have to be ripped and re-stabilised with cement. A gravel pavement life is about 10-15 years. It would therefore be a higher cost than using gravel pavements. Regular maintenance like patrol grading of cemented materials would be problematic due to its cemented properties.

Shelly Top Road and Reeve Road the cement / flyash mix was used in small, unsealed floodway's to minimise the risk of the pavement scouring on a regular basis thereby reducing maintenance costs. In the case of Shellytop Road, this cost reduction is significant due to its relative remoteness. The use of cement stabilised floodway's therefore reduced traffic safety risk and regular maintenance repair costs. A more permanent option would have been to construct concrete floodway's, however budget limitations meant a less expensive option was adopted.

In some cases, lime or triple blend additive made up of cement/flyash/lime will be added based on the properties of the materials. Generally, for major works or ongoing material application, Council's

Engineer or external pavement specialist will conduct testing and pavement design for the application of stabilisation.

Stabilised pavements generally will have a lower useful life than a full unbound (unstabilised pavement) as stabilised pavements are usually cost effective on thinner pavement designs. The pavements are also subject to early cracking due to their rigidity and are difficult to repair other than full removal or pulverisation, similar to a concrete slab.

Some portland and building cements contain silicates and additives are added to materials in compliance with Council's work method statements and risk assessment process. It should be noted that cement treated pavements do not present an ongoing health risk as pavements are constructed with water and cement is considered fully activated within four (4) hours of water application. Sealed roads will also suppress any dust and with minimal use of cement in unsealed roads any rain or watering in would remove any residual cement.

Crystalline Silica

This product is found in most sands and stone products. Fine dust can contain crystalline silicas which if breathed in may lead to serious disease over time. In the workplace, if it is perceived that there is a risk, measures are taken by reducing dust and by wearing protective equipment and/or having a Crystalline Silica management plan. In Council's case this is normally during cement cutting and quarrying operations.

Traffic on all unsealed roads make dust. This dust may or may not contain the fine particles of crystalline silica that can be breathed in. The level of risk to people and Council is not known at this time. Council has not undertaken any studies to determine the level of any risk to road users or nearby residents on unsealed roads, nor is Council aware of any direction or requirement by a government authority to dust suppress or monitor unsealed roads other than those where quarrying operations are taking place.

If Council wished to undertake its own studies or seek further expert advice, Council would need to engage a qualified Occupational Hygienist and set aside a suitable budget for the same.

ATTACHMENTS

Nil

7.7 PROJECT PRIORITISATION PROCESS - BIRT ROAD AND LANIGAN ROAD**File Number:** 01-06-22**Author:** Manager Works**Authoriser:** Chief Executive Officer**PRECIS**

Project Prioritisation Process – Birth Road and Lanigan Road

SUMMARY

Council's Infrastructure Department has received a request for a report on how roads are prioritised and to detail how Lanigan Road and Birt Road went through the prioritisation process.

OFFICER'S RECOMMENDATION

That Council note the following report for information.

FINANCIAL AND RESOURCE IMPLICATIONS

N/A

LINK TO CORPORATE/OPERATIONAL PLAN

2. PROVIDING KEY INFRASTRUCTURE FOR OUR TOWNS AND VILLAGES - Develop, renew and maintain community infrastructure through sound asset management principles.

COMMUNICATION/CONSULTATION (INTERNAL/EXTERNAL)

Multiple workshops were held between Infrastructure Planning officers and Councillors in December 2021 and January 2022 to develop the fundamental elements of the tool, such as background, criteria, and weightings.

LEGAL IMPLICATIONS (STATUTORY BASIS, LEGAL RISKS)

N/A

POLICY/LOCAL LAW DELEGATION IMPLICATIONS

N/A

ASSET MANAGEMENT IMPLICATIONS

N/A

REPORT

Council officers have been investigating a Capital Work project prioritisation methodology for some time. This methodology was presented to the Works Infrastructure Standard Committee at the meeting held 5 November 2021 and 17 January 2022.

Council endorsed (under resolution 2022/348) to use the following criteria: Service Impact (25%), Strategic Driver (25%), Financial Governance (25%), and Delivery (25%). The endorsed function weighting and criteria weighting tables are detailed below.

Birt Road Background

A petition was received into Council and resolved at the April General Council Meeting under Resolution 2022/468.

At the May Infrastructure Standing Committee Meeting, Council amended Resolution 2022/175, to 2022/176; which reads;

“That Council allocate \$2,163,930 from the Local Roads and Community Infrastructure (LRCI) phase three (3) programme to a roads rehabilitation and renewals program as outlined in the amended attached list:

- *That Birt Road Stage 1 of Chain 2.142 to Chain 3.627 at the cost of \$1,250,000 be completed as part of this program on the LRCI Funding agenda.”*

Lanigan Road Background

A petition was received 16 October 2020 requesting Lanigan Road being upgraded to a sealed standard. This petition was accepted at the November General Council Meeting under Resolution 2020/193.

This project to upgrade 1.1km of unsealed road to a rural sealed standard has been presented to Council at the 2021/22 Capital Budget workshops.

Birt Road & Lanigan Road – Project Prioritisation

The “Project Score” and the “Comparative Weighting Project Score” for Birt Road & Lanigan Road projects for the upgrading to a sealed rural standard are as detailed below

Road Name	Raw Project Score	Comparative Weighted Project Score (0-100)	Project Rank
Birt Road, Kingaroy	275	48	34 th
Lanigan Road, Glen Devon	200	35	68 th

The breakdown of Birt Road is scored as per the table below:

Function	Criteria	Criteria Score	% Weighting	Weighted Score	Comment
Service Impact	Upgrade	2	25%	0.5	Upgrade of asset from unsealed to sealed road.
Strategy Driver	Economic Development Medium Priority	5	25%	1.25	Medium priority in relation to farming and B&B facilities on this road.
Financial Governance	Increase on Operational Costs	0	25%	0.0	Higher operational costs for maintaining sealed road, compared to gravel road.
Delivery	Medium Risk	4	25%	1.0	Minimal scoping, no design, minimal community consultation.
TOTAL WEIGHTED SCORE				2.75	
TOTAL WEIGHTED SCORE x 100				275	

The breakdown of Lanigan Road scored as per the table below:

Function	Criteria	Criteria Score	% Weighting	Weighted Score	Comment
Service Impact	Upgrade	2	25%	0.5	Upgrade of asset from unsealed to sealed road.
Strategy Driver	Transport - Low Priority	2	25%	0.5	Low priority due to low traffic counts, low heavy vehicle count. Local traffic only.
Financial Governance	Increase in Operational Costs	0	25%	0.0	Higher operational costs for maintaining sealed road, compared to gravel road.
Delivery	Medium Risk	4	25%	1.0	Minimal scoping, no design, minimal community consultation.
TOTAL WEIGHTED SCORE				2.0	
TOTAL WEIGHTED SCORE x 100				200	

The Council resolved weighting breakdown is shown below:

Function	Description	Weighting	Comment
Service Impact	Service Impact	25%	Project type regarding asset renewal strategy (New / upgrade / renewal)

Portfolio Category	Description	Portfolio Score
100% Renewal	Contribute to maintaining levels of service and addressing other service requirements	10
75% - 99% Renewal	Contribute to maintaining levels of service and addressing other service requirements	8
50% - 74% Renewal	Contribute to maintaining levels of service and addressing other service requirements	7
25% - 49% Renewal	Contribute to maintaining levels of service and addressing other service requirements	6
5% - 24% Renewal	Contribute to maintaining levels of service and addressing other service requirements	3
Growth/Expansion	Initiative assists SBRC to respond to growing customer and community needs within existing resource constraints.	3
Upgrade	Initiative upgrades an asset that increases levels of service to the community	2
New Asset	Introduction of a new service or new asset that is not currently provided by Council	1

Function	Description	Weighting	Comment
Strategic Driver	Strategic Driver Score	25%	Project link to Corporate / Operation Plan or other priority activities

Portfolio Category	Portfolio Score	Description
Corporate and Operational Plan	10	Initiative will receive a score if it is delivering on the community plan outcomes as described in the Corporate Plan and Operational Plan.
Planning Scheme Implementation	High - 8 Medium - 5 Low - 2	High / Medium / Low priority initiative is submitted that requires funding to assist with the implementation of the Planning Scheme
Economic Development	High - 8 Medium - 5 Low - 2	High / Medium / Low priority initiative that support the implementation of the Economic Development Framework.
Sports, Education and Arts	High - 8 Medium - 5 Low - 2	High / Medium / Low priority initiative that support agreed sports, Education and Arts outcomes in approved strategic plans/policies
Transport	High - 8 Medium - 5 Low - 2	High / Medium / Low priority initiative that support the development of the Transport Asset Management Plan or delivering on existing Councillor agreed transport commitments.
Branding and Identity	High - 8 Medium - 5 Low - 2	High / Medium / Low priority initiative that support the development and implementation of Council agreed Style Guide outcomes
Smart Cities and Digital Connectivity	High - 8 Medium - 5 Low - 2	High / Medium / Low priority initiative Council agreed initiatives that support the development and implementation of a Smart City framework/principles
No Strategic Link	0	

Function	Description	Weighting	Comment
Financial Governance	Financial Impact	25%	Project effect on capital and operational costs. E.g., if project is externally funded or increase / reduces operational cost.

Portfolio Category	Portfolio Score	Description
Decreases Ongoing Operational Costs	8	Investment will lead to a decrease in Councils operating costs
Generates an ongoing source of income for council	8	Initiative will generate an ongoing source of income for Council
Initiative is fully funded via grants / capital revenue	8	Does not require general rate revenue
Initiative is fully funded via reserves	6	Does not require general rate revenue
Initiative is fully funded via special charges	6	Does not require general rate revenue
Initiative is partially funded by grant / capital revenue	4	Requires partial general rate revenue funding
Initiative is partially funded via reserves	3	Does not require general rate revenue
Initiative is partially special charge component	3	Requires partial general rate revenue funding
Maintain ongoing operational costs	1	has no impact to ongoing operational costs
Increase ongoing operational costs	0	Initial investment will increase ongoing operational costs

Function	Description	Weighting	Comment
Delivery	Deliverability Risk	25%	Risk of ability to deliver project within scope and budget. Directly related to level of prior planning undertaken.

Portfolio Category	Portfolio Score	Description
Minimal Risk	8	this project / program will definitely be completed i.e reseals / pump replacement / footpath replacement (BAU project)
Low Risk	6	consultation has been undertaken, delivery confirmed
Medium Risk	4	simple project that is regularly undertaken. Minimal design required but no scoping at this time.
High Risk	1	no consultation has been undertaken with delivery provider or risk of delivery or statutory requirement that could hold up delivery or anything else

ATTACHMENTS

Nil

7.8 OPTIONS FOR CAPITAL COSTS ASSOCIATED WITH IMPROVED STORM WATER DRAINAGE IN LEOPARD COURT KINGAROY

File Number: 01-06-22
Author: Manager Works
Authoriser: Chief Executive Officer

PRECIS

Options for Capital Costs Associated with Improved Storm Water Drainage in Leopard Court Kingaroy

SUMMARY

At the Community Standing Committee meeting held on 13 April 2022, Council's Infrastructure Department received a request for a report to be brought to the June Infrastructure Standing Committee as to options for and capital costs associated with improved storm water drainage in Leopard Court Kingaroy.

OFFICER'S RECOMMENDATION

That the committee recommends to Council:

That Council consider Option two (2) as the preferred option to improve stormwater management in Leopard Court and consider the allocation of \$23,000 in the 2022/23 budget deliberations for Capital Works.

BACKGROUND

Council's Infrastructure Department received a request to provide a report outlining costs and options to improve stormwater drainage in Leopard Court, Kingaroy. Properties at the culdesac of the road have reported ongoing localised flooding and ponding on the road which is primarily caused by the stormwater pit inlet being clogged by leaves, flowers, and tree branches, and the current location of the stormwater pit which is reported to be relocated uphill from its original location to allow for driveway construction.

The property at 6 Leopard Court has been impacted the most as the property sits towards the lower side of the cudesac and the driveway profile allows for water flow towards the property. During an onsite meeting with Council's staff, the property owner advised that they would reconstruct their driveway to reduce the instances of stormwater accessing their property.

Council is currently organising a survey of the road to enable design to commence. The current design program indicates the completion of design by the end of this financial year. The design will also assess the flood modelling to ensure that the proposed works do not create unintended consequences in the event of extreme rainfall.



Tree droppings clogging the stormwater pit following rain event at Leopard Court



Flooding/ Ponding issues observed at Leopard Court



Existing underground stormwater pipe network runs along the easement

Options for Stormwater Drainage Improvement

While the final design will be determined by the survey findings and flood model assessment, at this stage Council is considering the following options for drainage improvement at the culdeac:

1. Allow overland discharge through an easement between #8 and #9 Leopard Court.

There is pathway along the easement which connects Leopard Court to Fisher Street, as well as an underground stormwater system running along this easement. The proposed works will involve modification of a section of kerb and channel, adjustment of pavement section to direct water flow towards the easement and reconstruction of the existing pathway to a lowered level. This option allows water to flow over the pathway, which will impact the pathway access during wet weather. Ongoing maintenance cleaning of the pathway needs to be considered.

Estimated Cost for Construction – \$28,000.00

2. Installation of a new roadway type gully pit in a new location as supported by the survey.

The new pit will have a wider inlet. Works involve removal/modification of a section of kerb and channel to accommodate the new pit and reshaping of a section of pavement to allow for discharge towards the pit. A section of verge will be reshaped with additional fill to impede flow towards the properties. The works will alleviate the ponding issue and larger inlet capacity will reduce impact of blockage. These works along with driveway profile correction works agreed by customer at 6 Leopard Court will reduce flooding of the property. The works will also reduce the sweeping and cleaning maintenance need of the road.

Estimated Cost – \$23,000.00

ATTACHMENTS

Nil

7.9 ADDRESSING BUNYA MOUNTAINS

File Number: 01-06-22

Author: Manager Works

Authoriser: Chief Executive Officer

PRECIS

Addressing Bunya Mountains

SUMMARY

At the September 2021 Bunya Mountains Disaster Management Group Meeting Council, it was identified that there are several properties and private estates with inconsistent address numbering system.

OFFICER'S RECOMMENDATION

That the committee recommends to Council:

That Council send letters to properties in Bunya Mountains Precinct having non-standard property address advising the issue and to contact Council to proceed with the change of the address to Australian Standard.

BACKGROUND

It has been raised during the Bunya Mountains Disaster Management Sub-Group Meeting in September 2021 by the Bunya Mountains Community Association that the majority of homes located at the Bunya Mountains do not have consistent address systems. Australian/ New Zealand Standard for Rural and Urban Addressing (AS4819:2011) sets up specifications and provides guidelines for allocating address numbers for properties.

Desktop assessment shows that there are 155 parcels of land at this locality with 95 homes. Correspondence from the Bunya Mountains Community Association Inc. reports that due to inconsistent addressing, it is virtually impossible for emergency services to find an address when called. The properties in the locality are currently identified in various non-standard ways. Some of the properties are identified by the name of the property, few have lot numbers, and the locked gated communities have their own numbering systems. The correspondence refers to the allocation of rural numbering along the Bunya Mountains Road/ Maidenwell Bunya Mountains Road and requests Council to initiate a rural addressing system across the Bunya Mountains locality. Council's normal process for Rural Numbering is Council assesses and installs the initial rural address numbers (including post and post cap) at no charge after the property owner submits a Rural Addressing Application. All future requests including the relocation for a change in driveway entrance, replacement number or post incur fees that are outlined in Council's adopted fees and charges.

Most of the properties and gated communities in the Bunya Mountains precinct have smaller lot sizes and are accessed through Bunya Avenue, which is categorised as an Urban Street (9A). Urban addressing is appropriate for such properties. Council's role is limited to the allocation of the property number and Council do not get involved in the physical placement of the number for urban addressing.

To instigate the urban addressing system, Council needs to assess and allocate the numbers. However, installation will be owners' responsibility. Since most of the properties are rented as holiday accommodation, liaison with property owners to implement the new number installation works across the precinct will be a challenge. Council staff believe it will be more appropriate for Council to initiate the process by writing letters to the property owners advising them of the issue and to contact Council

to proceed with the change of their address. Council can then address the issue on receipt of interest from the owners.

ATTACHMENTS

1. **Bunya Mountains Correspondence for Rural Addressing** [↓](#) 
2. **Bunya Mountains Maps** [↓](#) 

Please be cautious

This email originated outside of SBRC..

Hi [REDACTED]

Can you please add **Rural Addressing** to the Agenda please?

Background info: BM has no consistent addressing system and it is virtually impossible for emergency services to find an address when called. Some properties are identified by the name of the property, some have lot numbers (eg there are 2 x Lot 1 Bunya Ave addresses dependent upon the subdivision - one at the top of Bunya Ave and 1 at the bottom of Bunya Ave) and the locked gate communities have their own street names and property numbers. Rural addressing was applied to some residences along Bunya Mountains Road some time ago, 1 property owner in Bell Street applied for, and was allocated, a rural number and another has recently applied and was allocated one along the Bunya Mts/ Maidenwell road.

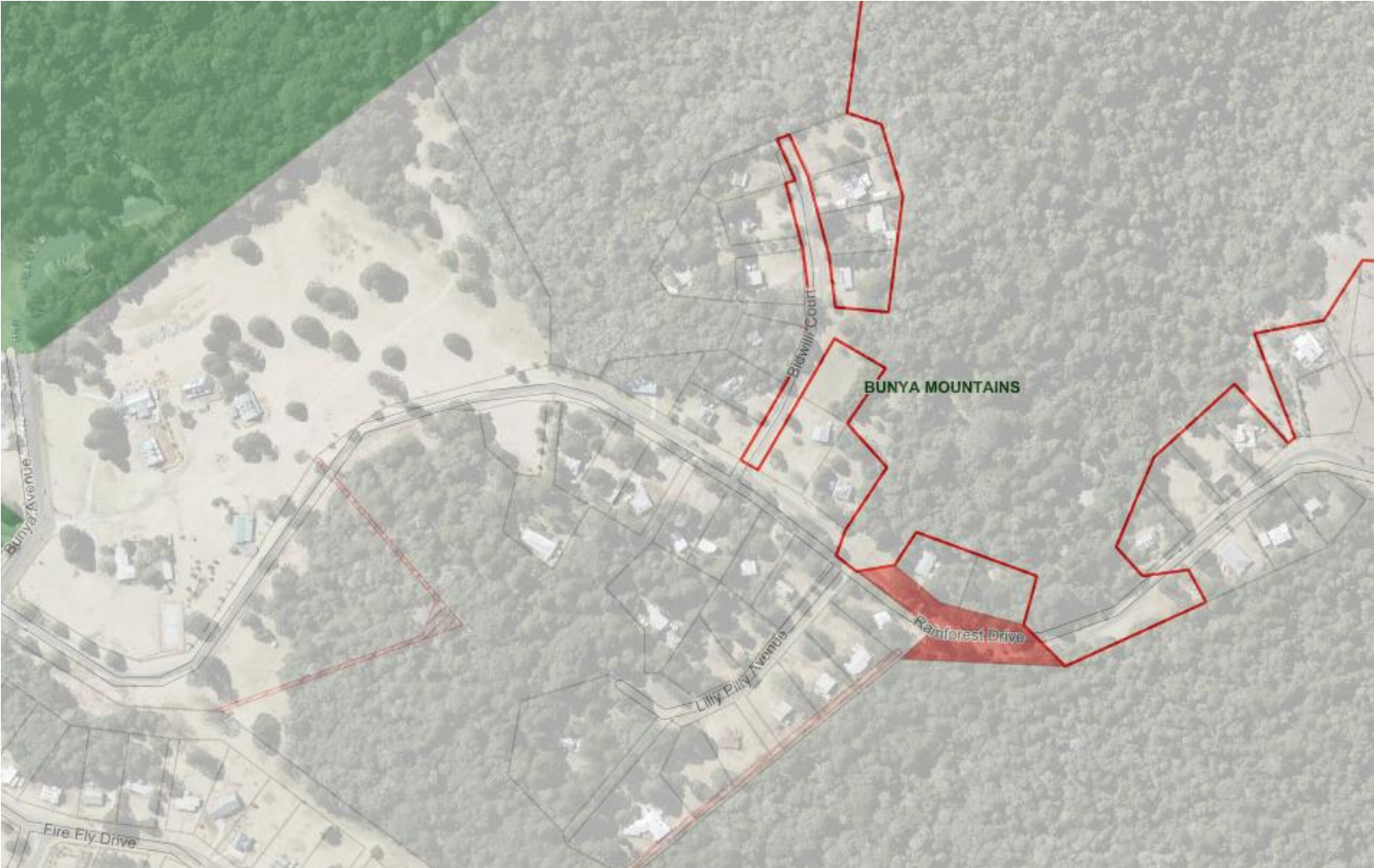
Usually it is the responsibility of individual property owners to apply to their Council and have a rural number allocated. However, in the BM's we have many houses where the absentee owners simply rent for holiday accommodation. It is highly likely that one of those holiday makers requires QAS assistance but doesn't know how to give instructions to QAS to find the place. Ambulances are often sighted driving around looking for properties. Additionally, locked gate communities have "private roads"- are these covered by the present rural addressing procedure?

A solution would be for each Council to instigate a rural addressing system across the BM for their area of responsibility.

regards

[REDACTED]
[REDACTED]
[REDACTED]







7.10 EFFICIENCY OF COUNCIL'S CLAIM LODGEMENT AND PAYMENT SYSTEMS

File Number: 01-06-22
Author: Manager Works
Authoriser: Chief Executive Officer

PRECIS

Efficiency of Council's claim lodgement and payments systems

SUMMARY

A request was received at the Budget Meeting on the 8 April 2022 requesting a brief report be brought back to the June Infrastructure Standing Committee meeting outlining the efficiency of Council's claim lodgement and payment systems.

OFFICER'S RECOMMENDATION

That Council notes this report for information.

BACKGROUND

Each year the South Burnett Regional Council chooses to enter into a contract with the Department of Transport and Main Roads (DTMR) to undertake road maintenance work on the state-controlled road network. The actual contract is referred to as the Road Maintenance Performance Contract (RMPC). In terms of the claims process within the RMPC, claims are created monthly for works undertaken on the network and forwarded to DTMR with all relevant documents for approval, with a typical claim containing up to 100 pages of supporting information such as work orders and measure-up forms.

Under the RMPC conditions of contract the certificate and payment requirements are listed as per Attachment 1 - RMPC General Conditions Payment Claims. As part of Council's internal Quality Assurance system there is a procedure that has been developed relating to the Road Maintenance Performance Contract in relation to the claim process, and this is attached for Councillor's reference (Attachment 2 - RMPC Quality Assurance Procedure).

ATTACHMENTS

1. **RMPC General Conditions Payment Claims**  
2. **RMPC Internal Process**  

Part E: Claims and dispute resolution

5 Certificates and payments

5.1 Total contract amount

The Total Contract Amount, which comprises the total of the amounts for the Network Schedule Total(s) and Minor Works Schedule total(s), shall not be exceeded except by a variation approved in accordance with Clause 7.

5.2 Discretionary changes

The Contractor may vary the quantity for each of the Activities and for individual Schedule totals (within the agreed discretionary limit(s) in each of the Network Schedule Total(s), provided each of the Network Schedule Total(s) is not exceeded.

Discretionary limits must not be exceeded without the prior written approval of the Principal.

The Contractor must keep current, up-to-date Network Schedule(s) to reflect any discretionary changes.

5.3 Reallocation

Where the Contractor cannot satisfy the requirements of the Defects priorities by discretionary changes to the Schedules, the Contractor must give notice to the Principal that there is no further scope for discretionary changes to the Network Schedule Totals and Minor Work Schedules.

The Contractor should clearly set out the current state of the Schedule(s) and indicate where reallocation could take place in the best interests of Maintenance of the Network.

In doing so, the Contractor must indicate the consequential changes due to Defect priority that would result from such action.

The Principal may authorise:

- a) a change of quantities / lump sums outside the agreed discretionary limits within a Network Schedule, such that the Network Schedule Total is not exceeded
- b) addition or deletion of Maintenance Activities
- c) changing Defect priority for certain Defects.

The Contractor shall update the Network Schedule Total(s) and Intervention Level/Response Time Schedule(s) to reflect any reallocation.

Any reallocation shall not entitle the Contractor to any additional payment because of a change in scope.

Where the Principal does not authorise a reallocation, the Principal may authorise a variation in accordance with Clause 7.

5.4 Payment claims

The Contractor shall submit a payment Claim for each month within 10 Business Days after the end of the month for which the works are claimed to the Principal (or such other period as agreed in writing).

Each Claim shall include:

- a) for each Schedule of rates Activity for the Network or Minor Works Schedule(s) the quantity completed since the certified quantity in the previous payment Claim, together with the amount claimed for each item
- b) for each lump sum Activity in the Network or Minor Works Schedule(s) a pro rata amount based on the period of time since the period included in the previous payment
- c) for each Provisional Sum Activity in the Network Schedule — the amount based on the rates (Daywork rates or as otherwise agreed) and/or lump sums agreed with the Principal relevant to the Claim period
- d) for any variations ordered by the Principal in accordance with Part F the amount based on the rates (see Clause 7.2.2) and/or sums nominated in the variation relevant to the Claim period
- e) the total completed Work amount
- f) the total amount paid to the Contractor in previous payments
- g) amount claimed by the Contractor for emergency Maintenance Activities relevant to the Claim period
- h) the payment now claimed by the Contractor.

5.5 Supporting documents for payment Claims

The Contractor must provide with each payment Claim:

- a) a signed payment Claim
- b) an itemised list of all completed Maintenance Activities in a specified electronic format (ASCII) or as otherwise notified in writing by the Principal; where the Contractor uses one of the department's recommended Maintenance Management Systems, it will provide the necessary data by electronic file transfer (not on computer disk) to the nominated address of the Principal as set out in the Conditional Agreement
- c) progress against Network/individual Schedule(s), Daywork and variations as required by the Principal
- d) completed revised programmed expenditure flow for each Network as required by the Principal.

5.6 Payment certificate

- a) Within 10 Business Days after receipt of a payment Claim, the Principal shall issue to the Contractor a payment certificate setting out:
 - i. the amount of the payment which, in the opinion of the Principal, is to be made by the Principal to the Contractor or by the Contractor to the Principal
 - ii. the calculations employed to arrive at the amount and, if the amount is more or less than the amount claimed by the Contractor, the reasons for the difference.
 - iii. Within two Business Days of the issue of the payment certificate by the Principal, the Contractor shall issue to the Principal or the Principal shall issue to the Contractor, as the case may be, a tax invoice complying with the GST Legislation in respect of the relevant Supply.

5.7 Payment

Subject to the provisions of the Contract, within 20 Business Days after receipt of the payment Claim by the Principal, the Principal shall pay to the Contractor or the Contractor shall pay to the Principal, as the case may be, an amount not less than the amount shown in the payment certificate as due to the Contractor or to the Principal as the case may be or if no payment certificate has been issued, the Principal shall pay the amount of the Contractor's Claim.

5.8 Emergency maintenance

Where the Contractor is required to carry out Emergency Maintenance, the Contractor shall include details with the next payment Claim, based on the provisions set out in Clause 5.2.

5.9 Payments Act

- a) For the purposes of the *Payments Act*, the Principal is authorised to receive payment Claims and issue payment schedules.
- b) If a Claim is a payment Claim under the *Payments Act*, the corresponding payment certificate will be deemed to be a payment schedule for the purposes of the *Payments Act*.
- c) If an adjudicator makes a decision under the *Payments Act* with respect to a payment Claim which differs from the payment certificate in respect of that payment Claim, the Principal shall promptly issue an amended payment certificate to adopt the decision of the adjudicator.
Either party may dispute the amended payment certificate.
- d) The Contractor shall ensure that within one Business Day after any notice (other than a payment Claim or payment schedule) under the *Payments Act* is given or received by the Contractor or any Subcontractor, a copy of that notice is given to the Principal.

6 Dispute resolution**6.1 Notice of dispute**

If a dispute between the Contractor and the Principal arises out of, or in connection with, the Contract (including a dispute concerning a direction given by the Principal), either party shall deliver by hand, or send by registered post, to the other party, a notice of dispute in writing, adequately identifying and providing details of the dispute.

6.2 Partners in Government Agreement requirements

Where the Contractor is a local government, the parties shall comply with the underlying principles as set out in the *Partners in Government Agreement (an agreement for the partnership and the relationship between the State Government and local government in Queensland)* published by the Department of Local Government.

6.3 Disputes involving with RoadTek

Where the Contractor is RoadTek, either or both of the parties shall proceed to resolve the dispute in accordance with the dispute resolution process set out in the current Mutual Obligations Agreement between the RoadTek and the relevant district delegate of the Principal.

6.4 Work to continue during dispute

Notwithstanding the existence of a dispute, the Contractor shall continue to carry out Work under the Contract and the Principal shall continue to make payments in accordance with the Contract.



8.32 ROAD MAINTENANCE PERFORMANCE CONTRACT (RMPC) – Version Date: 07/07/2016

Maintenance works by the Department of Transport & Main Roads (DTMR) are carried out under Road Maintenance Performance Contracts (RMPC). The predominant delivery method is through sole invitee arrangements with Local Governments throughout the state.

RMPC is by a yearly invitation of offer for the South Burnett Regional area. If the offer has not presented itself by May negotiations could be initialised by SBRC with a schedule of rates. These are sent to the DTMR Gympie Office as they are the area manager.

1. DTMR have an identification code for each area and SBRC is 261.
2. A yearly budget is set for RMPC works.
3. They give us a Contract document to complete and submit.
4. A Schedule of Rates is created for the contractual amount.
 - a) Schedule of rates is based on past year unit rate analysis and historical values
 - b) Lump sum activities are on a cost plus basis so budget needs to be allocated from the schedule for each activity
 - c) Both unit rate and lump sum activities make up the contractual amount
5. The Contract Document with the schedule of rates is sent to DTMR for their approval.
6. Once approval has been received the Quality Plan, Environmental Management Plan (EMP), Traffic Management Plan (TMP) and Workplace Health & Safety Management Plans are developed.

Note – The previous Quality Plan will stay in force until approval has been received for the updated Versions.
7. Manuals are sent to DTMR for their Desktop Audit.

Note – Works will commence as at 1st July under the Schedule of Rates even though approval has not been granted. This is an agreement by DTMR as they need to continue maintaining their network.
8. Once approved, notification is sent through from DTMR and the contract is ready to progress.
9. RMPC Activities performed are to be as per the SBRC Maintenance Activities Manual whether carried out by SBRC or Contractors.

8.32.1 Contract Review

1. An Internal review is conducted prior the reviews scheduled by DTMR. This is a review on how we are managing the Contracts. This is held with the Contract Coordinator in regards to Contract Management.
2. Contract has a 6 monthly review with DTMR which is an overall review on Schedule of Rates and Activities.

8.32.2 RMPC Claim Management

1. The Supervisor submits a completed Works Order with measure up details and attaches appropriate DTMR Forms as required for the Activity. This includes: 450, 452, 502 and Traffic Signals Form.
2. The Contract Coordinator checks to see if there are any committed costs. If not, it can progress for a Claim.
3. Once committed costs are cleared they will be included in future claims.



FORM: DI-M01-V7
Department – Infrastructure

4. Claim is processed and forwarded for approval, any discrepancies reviewed are adjusted from the following claim..

Note: special consideration is given to the quantity and dollar values

5. Claims are submitted to DTMR at the end of each calendar month.

Note - Works Programs finishes at the last working day of the month. It will recommence at the 1st of the Month.

6. DTMR Gympie requires a Work Management spreadsheet that shows the monthly program of works and estimated costing being carried out. It is available for them as requested. This could be monthly. This is managed by the Contract Coordinator.

8.32.3 Schedule of Rates

1. Is a cost comparison of the previous year's rates with potential changes included? This could be from adjusting the rates due to profit/loss margins from previous year. The schedule is saved in the RMPC Folder. Consider the different Activities that may need to be added to the next year's schedule. For example, the over use of Contractors, dry conditions may have required extra water cartage etc.
2. The Schedule of Rates will be adjusted as per the approved Budget by DTMR.

8.32.4 Profit/Loss Spreadsheet

1. This is created in lieu of TechOne which will commence as at 1st July. All claims are entered into this spreadsheet, and a summary sheet gives you all information totalling for the year to date. Saved in RMPC Folder.

Workflow for this process is saved in:

G:\Infra\Library\WorkInstruct\Contract Management Procedures\Sales Contracts\RMPC Procedures

7.11 DETAILED STATISTICS REGARDING HARRIS ROAD, CLARK AND SWENDSON ROAD, EDENVALE NORTH ROAD USAGE

File Number: 01-06-22
Author: Manager Infrastructure Planning
Authoriser: Chief Executive Officer

PRECIS

Detailed statistics regarding Harris Road, Clark and Swendson Road, Edenvale North Roads usage.

SUMMARY

At the May Infrastructure Standing Committee Meeting it was requested that a report be brought back outlining the detailed statistics of the Harris Road, Clark and Swendson Road and Edenvale North Roads.

OFFICER’S RECOMMENDATION

That Council note the report as presented for informaiton.

BACKGROUND

At the May Infrastructure Standing Committee Meeting it was requested that a report be brought back outlining the detailed statistics of the Harris Road, Clark and Swendson Road and Edenvale North Roads.

Counters have been installed for three (3) week periods over the past eighteen (18) months.

	Harris Road (Nevin Court)	Harris Road (Keith Shaw Drive)	Edenvale North Road	Clark and Swendson Road					
AADT	1710.3	1430.6	341.3	890.9					
% HV	10%	16%	13%	8%					



ATTACHMENTS

Nil

7.12 LANDSCAPING AND OTHER FEATURE STRUCTURES IN COUNCIL ROUNDABOUTS**File Number:** 01-06-22**Author:** Manager Infrastructure Planning**Authoriser:** Chief Executive Officer**PRECIS**

Landscaping and Other Feature Structures in Council Roundabouts

SUMMARY

To fulfil the strategic priorities of the 2021-2026 Operational Plan, Kingaroy's current roundabouts and their associated maintenance and upgrading costs are being reviewed to develop design options and elements that promote the liveability of Kingaroy and maintain a focus on minimising ongoing maintenance costs.

OFFICER'S RECOMMENDATION

That Council notes the report provided to assist Council in making future decisions regarding roundabout infrastructure with a strategic focus throughout the region.

BACKGROUND

To fulfil the strategic priorities of the 2021-2026 Operational Plan, Kingaroy's current roundabouts and their associated maintenance and upgrading costs are being reviewed to develop design options and elements that promote the liveability of Kingaroy and maintain a focus on minimising ongoing maintenance costs.

Roundabouts must be designed according to three (3) sight distance criteria that must be applied to the combination of vertical and horizontal sightlines at roundabouts (Attachment One). These criteria affect the positioning of signs, landscaping, poles, and other roadside furniture. The most important aspect is that roundabouts, including the landscaping and street furniture, are designed and installed to ensure a safe and forgiving roadside. Specifically, landscape design should not:

- Create a danger to road users, particularly when vehicles leave the road;
- Impede the sight distance available to drivers approaching the roundabout or their ability to recognise the type of treatment; and
- Obscure the view to potentially conflicting vehicles for a driver at the holding line of a roundabout.

Alternatively, carefully planned landscaping can enhance safety and amenity of the site by making the intersection a focal point and creating the perception of a low-speed environment. Landscaping and the fixed objects that may be associated with it should be selected, designed, and located so that they do not have an adverse effect on an impacting vehicle. Adherence to this principle requires that:

- Rocks, stone walls, power supply poles, or other fixed objects should not be placed in areas where vehicles are likely to run off the road;
- Signs and lighting poles should be frangible;
- Trees and bushes with substantial trunks, should generally not be located in areas vulnerable to vehicle run-offs;
- Trees and other high landscaping features may be positioned in the inner area of the central island, provided it is large enough to ensure that sight lines are not impeded and clear zone requirements are met; and

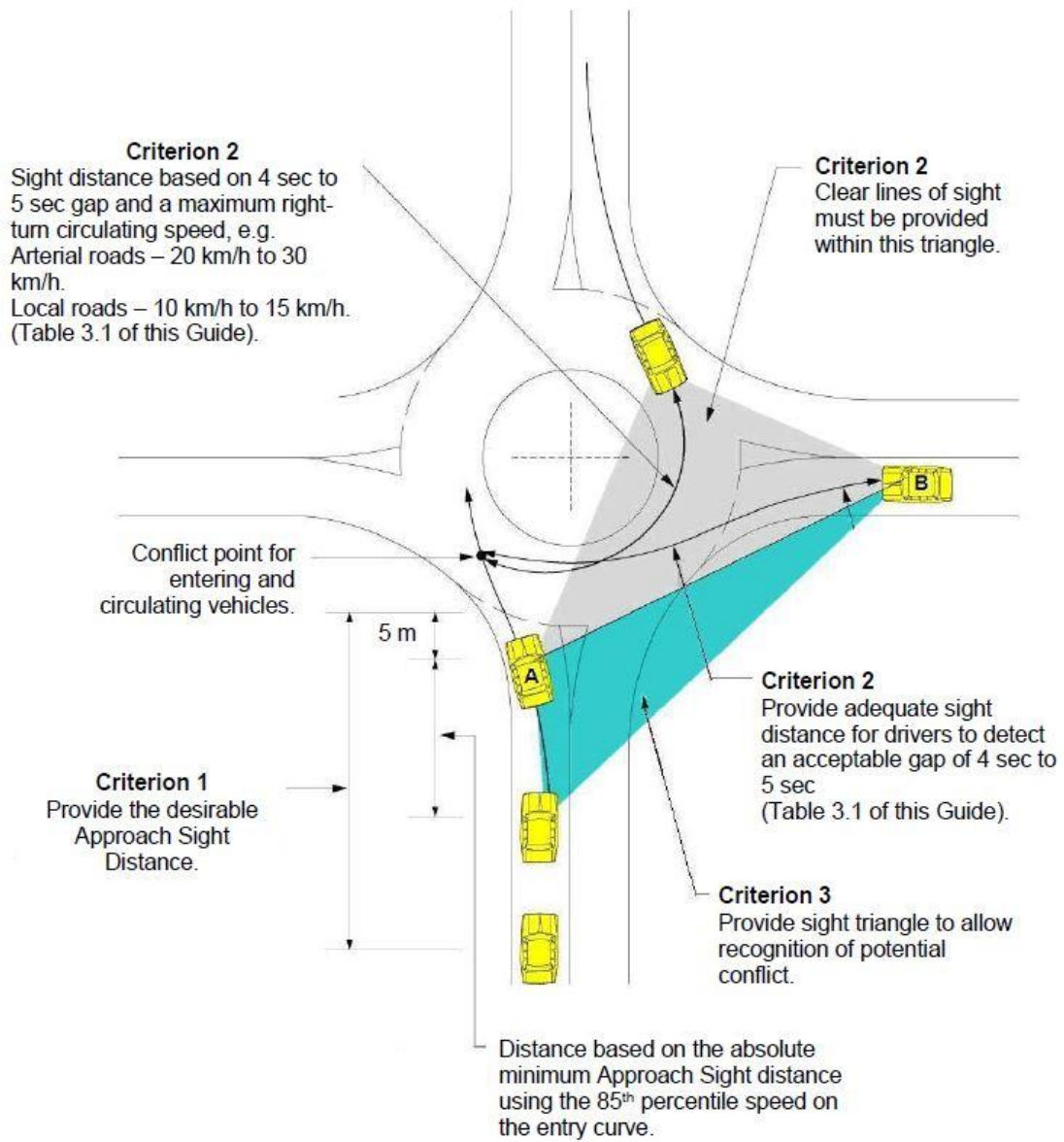
- Ideally discourage the passage of pedestrians across to it (seats or similar attractions should not be provided in the central island).

Provided that these criteria are adhered to, landscaping, lighting and sculptural structures are able to be considered as artistic features within roundabout infills.

ATTACHMENTS

1. Roundabout Features [↓](#) 

Figure 3.1: Sight distance criteria for roundabouts



7.13 STAGE TWO WONDAI INDUSTRIAL ESTATE

File Number: 01-06-22
Author: Manager Infrastructure Planning
Authoriser: Chief Executive Officer

PRECIS

Stage two (2) of Wondai Industrial Estate

SUMMARY

This report advises Council of the relevant costs associated with design and construction for the second stage of works in the Wondai Industrial Estate, considering the (2) two-way operations of Kemp Street between the North Street and Burrows Street intersections.

OFFICER'S RECOMMENDATION

That Council note the report and consider this item in relation to all capital works considerations for the 2022/23 budget.

BACKGROUND

A Question on Notice has been received at the May Infrastructure Standing Committee Meeting in relation to associated costs with advancing Kemp Street traffic movements to two (2) operations within the Wondai Industrial Estate (WIE). Council as part of its capital works program for 2021/22 was able to extend B-Double operations (>19m in length) into the WIE, allowing legal movements of these vehicles in accordance with the *Heavy Vehicle National Law 2012*. The compromise in achieving this was around maximising operations to one (1) way through the estate due to a lack of available road width to support two (2) way operations through the majority of the WIE.

The works required along Kemp Street extend to the east of the of the North intersection, with road widening required on the curve, realignment of the table drain, relocation of overhead electrical infrastructure and possible telecommunications relocation. Further works are required with road widening, culvert extension, table drain realignment and possible land acquisitions at the Cranitch Street and Burrows Street intersections with a high level estimation of works anticipated to be in the order of \$600,000. Relative design costs for this work would be in the order of \$35,000 depending on workload capacity of the Design section at the time.

ATTACHMENTS

Nil

7.14 BLACK SPOT FUNDING PROGRAM 2023/24

File Number: 01-06-22
Author: Manager Infrastructure Planning
Authoriser: Chief Executive Officer

PRECIS

Black Spot Funding Program 2023/24

SUMMARY

The Australian Government's Black Spot Funding Program for 2023/24 has been released for nominations to be submitted that addresses road safety criteria.

OFFICER'S RECOMMENDATION

That the committee recommends to Council:

That Council nominate projects that address the federal government's road safety criteria and investigate solutions for locations on the South Burnett Road network.

BACKGROUND

The Black Spot Program is an Australian Government funded program that provides funding for low-cost high-benefit improvements on the road network, to address actual or potential crashes that lead to high severity outcomes (fatalities, serious crashes, and hospitalisations).


In Queensland, the Black Spot Program is administered by the Department of Transport and Main Roads (TMR) on behalf of the Australian Government Department of Infrastructure, Transport, Regional Development and Communications (DITRD&C). Black spot funding criteria can address either reactive or proactive proposals in the form of substantiated reports being appropriately endorsed by a Registered Professional Engineer of Queensland (RPEQ).

It is proposed that Council arrange for road safety audits of multiple intersections to understand deficiencies and opportunities for safety upgrades via this external funding sources. The audit recommendations address social cost versus infrastructure cost associated with accidents, or likely accidents, providing an indication of suitability and inputs directly into funding submissions.

For this round of funding (2023/24), Council wishes to undertake road safety audits for the following intersections to fully capture data and documentation for potential submission:

- Appin Street West / Cairns Street, Nanango; and
- Haly Street, Kingaroy – Youngman Street to Burnett Street.

ATTACHMENTS

1. **Intersection Locality Plan – 2023/24 Blackspot Funding Application** [↓](#) 

Intersection Locality Plan – 2023/24 Blackspot Funding Application



Figure 1 – Haly Street, Kingaroy (Including William Street, Belle Street, & Burnett Street intersections)
(Source: Queensland Globe)



Figure 2 - Appin Street West / Cairns Street Intersection, Nanango
(Source: Queensland Globe)

7.15 TRANSPORT INFRASTRUCTURE DEVELOPMENT SCHEME - LOCAL ROADS OF REGIONAL SIGNIFICANCE (LRRS) NOMINATIONS

File Number: 01-06-22

Author: Manager Infrastructure Planning

Authoriser: Chief Executive Officer

PRECIS

Transport Infrastructure Development Scheme – Local Roads of Regional Significance (LRRS) Nominations

SUMMARY

As part of Council's commitment to maintain and prioritise its transport network, Officers are reviewing the Local Roads of Regional Significance (LRRS) register. The roads categorised under LRRS must meet specific criteria to qualify for priority-based funding.

OFFICER'S RECOMMENDATION

That the committee recommends to Council:

That Council approve the following additional routes for Local Roads of Regional Significance (LRRS) submission to the Regional Roads and Transport Group (RRTG):

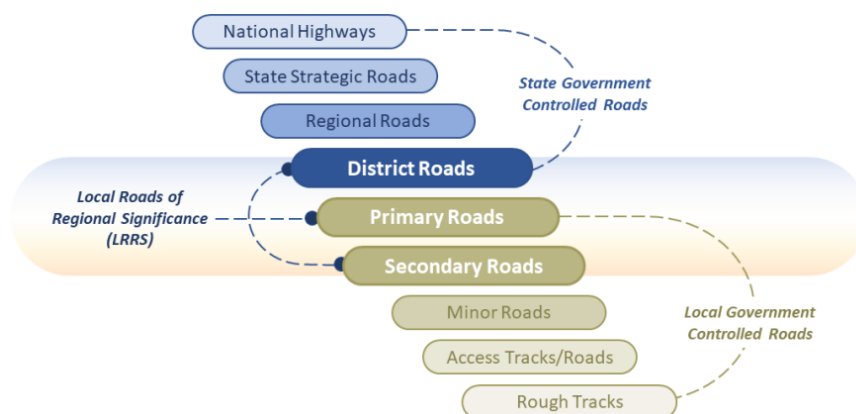
1. Old Esk Road, Taromeo – D'Aguilar Highway, Benarkin to Coulson Street, Blackbutt (including Franks Road, Cameron Road, Bowman Road (17.4km)
2. Redmans Road, Boobie – D'Aguilar Highway to Kingaroy Barkers Creek Road (3.7km)
3. Wilsons Road, Cloyna – Murgon Gayndah Road to Silverleaf Road (11.6km)
4. Addition of Aerodrome Road to Peterson Drive route – D'Aguilar Highway to Bunya Highway (linking to Kingaroy Burrandowan Road) (addition of 1.28km)
5. King Street, Kingaroy – Bunya Highway to Haly Street

BACKGROUND

As presented at the Council workshop on 6 April 2022, Officers are undertaking a LRRS review for the South Burnett Regional Council.

Local Roads of Regional Significance consist of lower-order State-controlled roads and higher-order local government-controlled roads, which perform similar functions.

FIGURE 2. State/local LRRS alignment



LRRS are determined by the RRTG to focus TIDS investment on roads of strategic importance. The RRTG establishes the eligibility criteria appropriate for their LRRS network and may use one or more of the following criteria as a guide, for example, the road:

- a) forms an important part of the economic development strategy of the region, including access to;
 - i. natural resources, agricultural areas, industrial zones and attractions of regional significance.
- b) provides access to rail heads, freight depots, ports and major airfields from a higher order road;
- c) connects shires, towns, cities and regions and provides travel time and distance savings;
- d) provides a connecting function across a local government boundary;
- e) acts as a significant commuter route, that is, urban roads providing travel and distance savings;
- f) provides access to regionally significant institutions like;
 - i. community health, education, recreation, youth, aged care and entertainment facilities.
- g) provides the only access to a remote community; and
- h) provides emergency access.

Existing LRRS routes:

- a) Blackbutt Crows Nest Road, Blackbutt – from D’Aguilar Highway to Toowoomba Council Boundary;
- b) Nanango Brooklands Road / Kumbia Road – from D’Aguilar Highway to Bunya Highway, Kumbia (including Appin Street West & Stuart Street);
- c) Wilsons Road, Dangore (from Kingaroy Burrandowan Road to Memerambi Gordonbrook Road);
- d) Ironpot Road - from Bunya Highway to Kingaroy Burrandowan Road;
- e) Mannuem Road - from Bunya Highway to Kingaroy Burrandowan Road;
- f) Memerambi Barkers Creek Road – from Bunya Highway to Burnett Highway (including King Street and Corndale Road);
- g) Peterson Drive, Coolabunia (from D’Aguilar Highway to Kingaroy Cooyar Road);
- h) Tingoorra Chelmsford Road, Tingoorra – from Bunya Highway to Wondai Proston Road;
- i) Cherbourg Road, Murgon – from Bunya Highway to Cherbourg Council Boundary;
- j) Silverleaf Road / Hivesville Road – from Bunya Highway to Wondai Proston Road;
- k) Avoca St, Kingaroy – from D’Aguilar Highway to Bunya Highway as the Kingaroy CBD heavy vehicle bypass;
- l) Cairns St, Nanango – from Appin Street West to D’Aguilar Highway (Nanango Heavy Vehicle Bypass);
- m) Somerset Street, Kingaroy – from D’Aguilar Highway to Kingaroy Barkers Creek Road (including Alford Street East and Fisher Street); and
- n) River Road, Kingaroy – from D’Aguilar Highway to Bunya Highway.

Proposed additional routes:

- a) Old Esk Road, Taromeo – D’Aguilar Highway, Benarkin to Coulson Street, Blackbutt (including Franks Road, Cameron Road, Bowman Road (17.4km);
 - i. This road is the access from the D’Aguilar Highway for Propine Sawmill and multiple forestry accesses;
 - ii. Has existing B-Double Permits to allow a reduction in the volume of semi-trailers to accessing the Sawmill and forestry.
 - iii. Intersects with Somerset Regional Council 700m from the D’Aguilar Highway contributing to a connecting function across a local government boundary.
- b) Redmans Road, Booie – D’Aguilar Highway to Kingaroy Barkers Creek Road (3.7km);
 - i. Kingaroy CBD Heavy Vehicle Bypass when accessing Swickers and PCA from D’Aguilar Highway.
 - ii. Has existing B-Double Permits to access Swickers from D’Aguilar Highway (avoiding Kingaroy CBD and residential areas).
- c) Wilsons Road, Cloyna – Murgon Gayndah Road to Silverleaf Road (11.6km);
 - i. Frequently used route to access Boondooma Dam from Murgon Gayndah Road and workers at Smithfield Feedlot.
- d) King Street, Kingaroy – Bunya Highway to Kingaroy Barkers Creek Road (0.534km);
 - i. Kingaroy CBD Heavy Vehicle Bypass to avoid Haly Street when accessing Swickers & PCA from the Bunya Highway. This route has a large volume of live pig trucks delivering from the north.
 - ii. Recently used as a temporary detour for heavy vehicles during Kingaroy Transformation Project construction.
- e) Addition of Aerodrome Road to Peterson Drive route – D’Aguilar Highway to Bunya Highway (linking to Kingaroy Burrandowan Road) (addition of 1.28km); and
 - i. Aerodrome Road is currently utilised as a Kingaroy Heavy Vehicle Bypass for Over-Size Over-Mass (OSOM) vehicles traveling from the D’Aguilar Highway to Bunya Highway.
 - ii. Interconnects Taabinga with the Bunya Highway for traffic from Coolabunia.

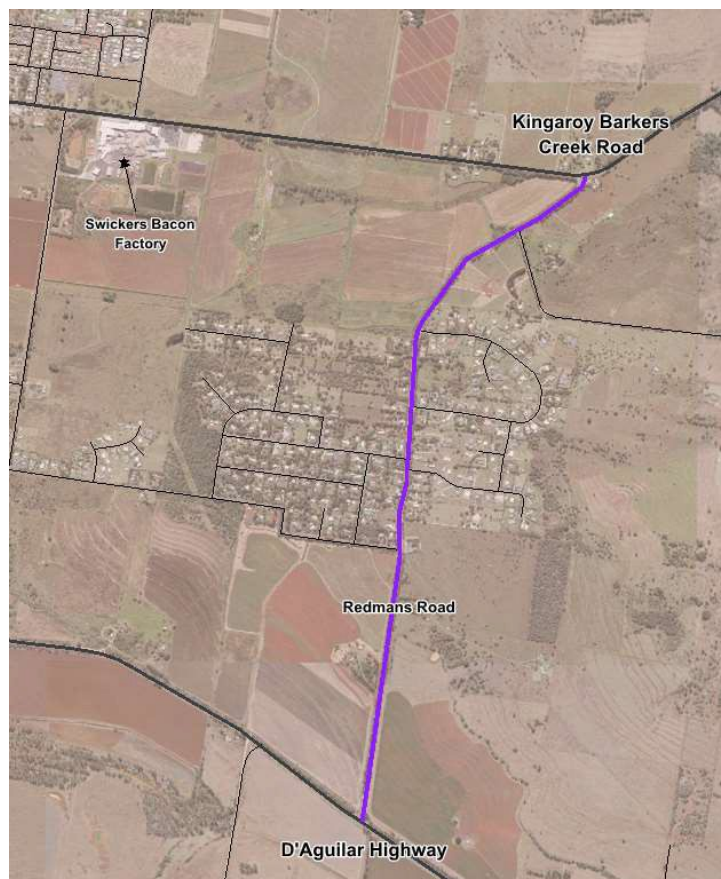
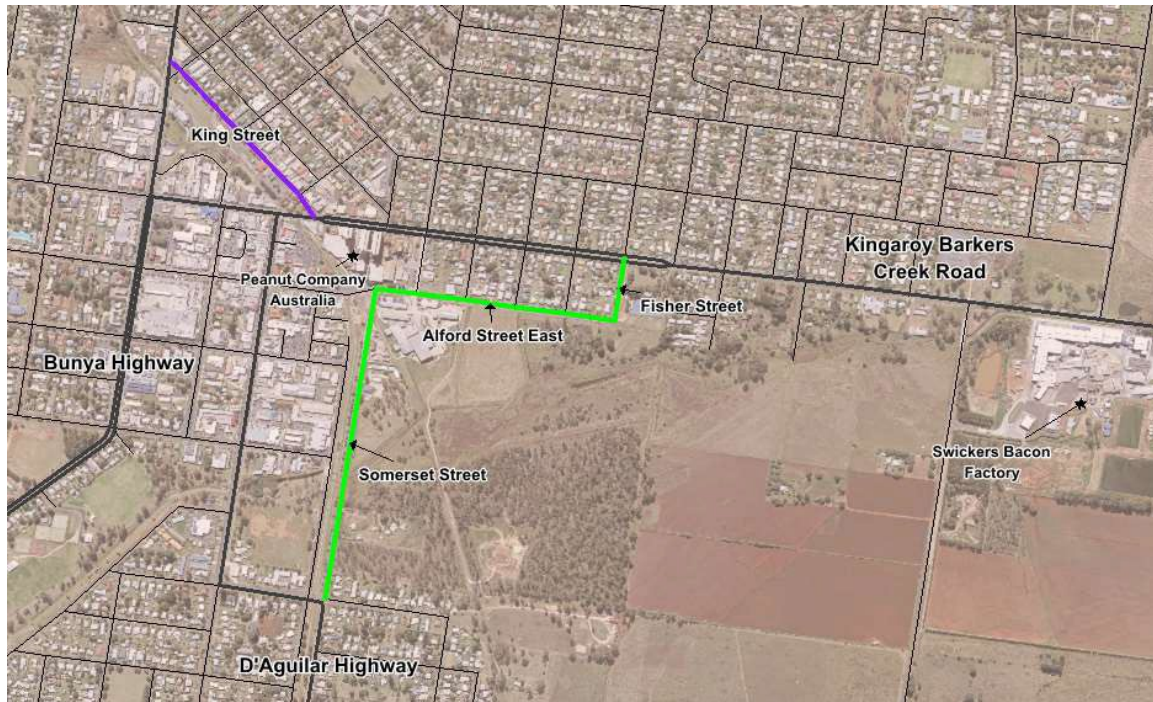
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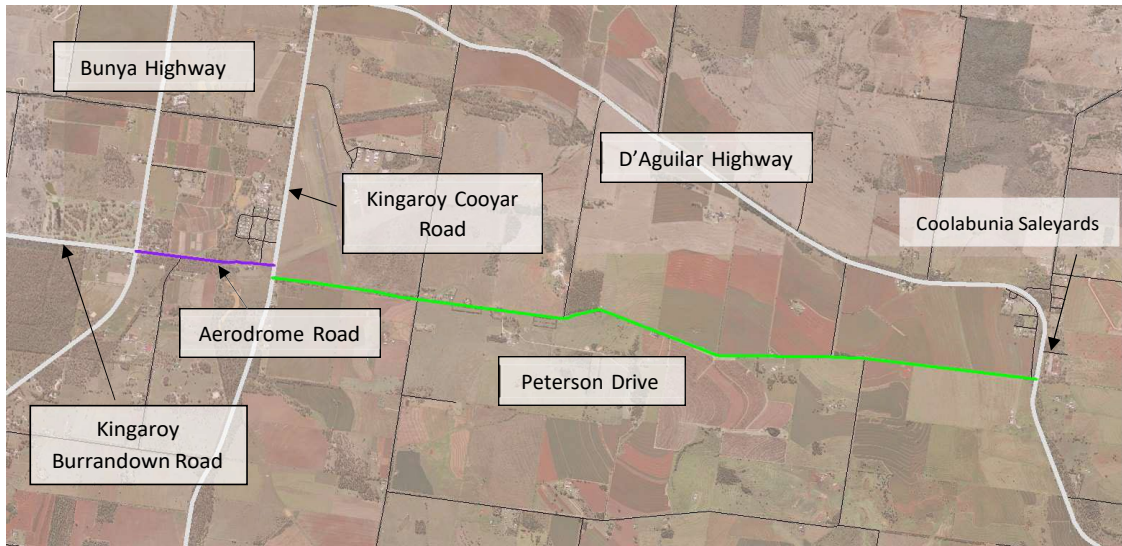
1. Existing LRRS Routes [!\[\]\(4c660a3c4ce1da3313488b7854f55083_img.jpg\) !\[\]\(f01c435bb39e3068a9b4895c9a993158_img.jpg\)](#)
2. Proposed Addition Part 1 [!\[\]\(c5f009707b314589d498a683120545c5_img.jpg\) !\[\]\(8b308e9f1e6682fd04ddef01495a93be_img.jpg\)](#)
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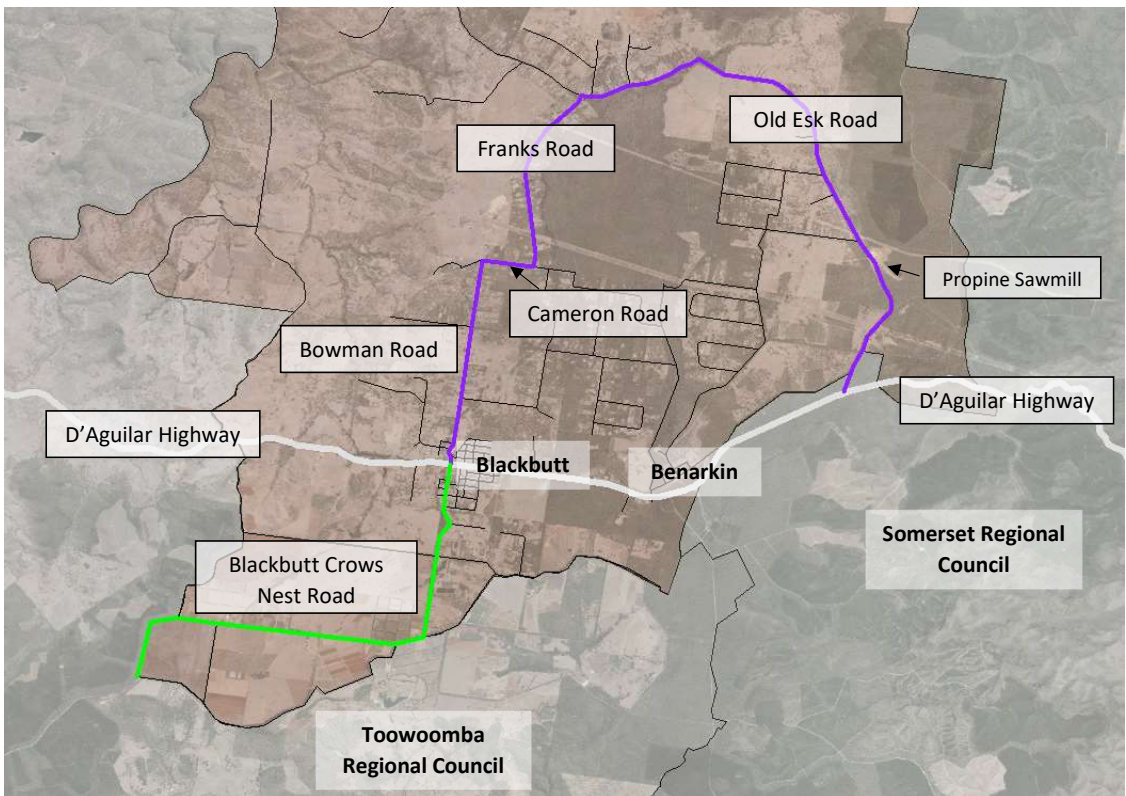
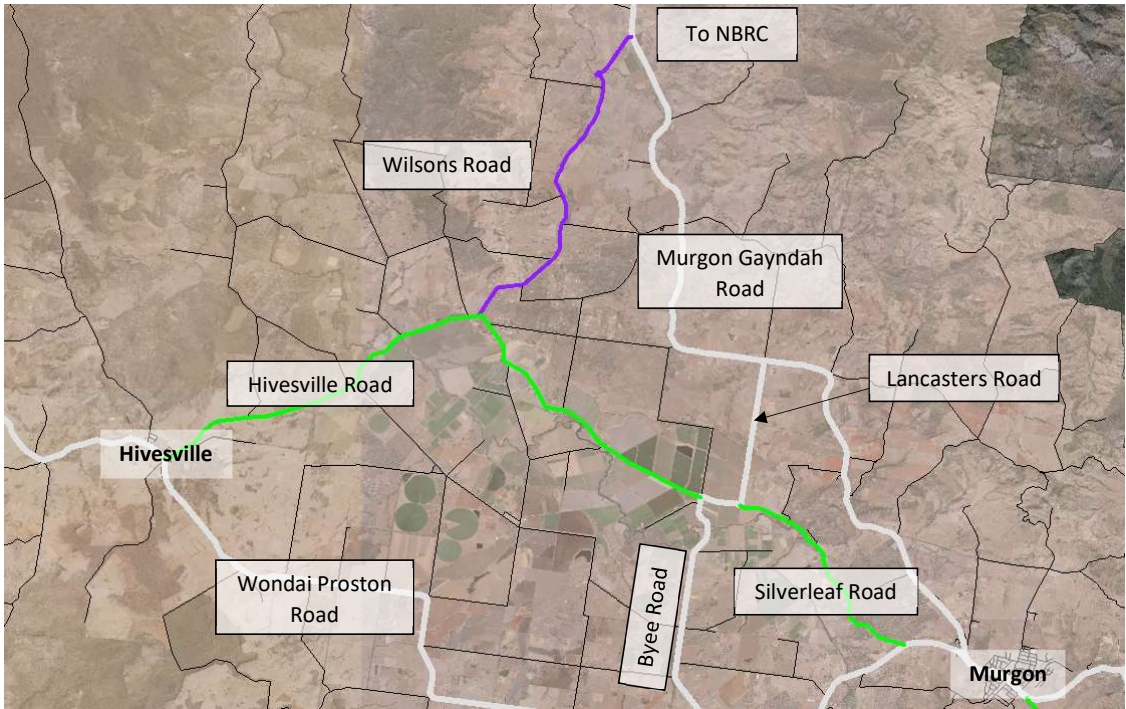
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Figure 1 - Existing LRRS Routes







8 PORTFOLIO - LDMG, WATER & WASTEWATER**8.1 LOCAL DISASTER MANAGEMENT PORTFOLIO REPORT****File Number:** 01-06-22**Author:** Councillor**Authoriser:** Chief Executive Officer**PRECIS**

Local Disaster Management Portfolio Report

SUMMARY

Councillor Potter presents her Local Disaster Management Portfolio Report.

OFFICER'S RECOMMENDATION

That Councillor Potter's Local Disaster Management Portfolio report to Council be received for information.

BACKGROUND

N/A

ATTACHMENTS

1. Local Disaster Management Portfolio Report [↓](#) 

LOCAL DISASTER MANAGEMENT GROUP UPDATE

The South Burnett Local Disaster Management Group move to Alert on Thursday 12 May 2022 due to rainfall received over the region and further anticipated rainfall to occur. 24 roads were closed due to flooding in the region.

On 2 June 2022 the South Burnett Local Disaster Management Group is holding their quarterly meeting. Following the quarterly meeting emergency services and the DM team are conducting an Aged Care Forum with all of our aged care facility. This forum will be an opportunity to engaged with aged care facilities and discuss their evacuation planning for the residents.

On 3 June 2022 the Bunya Mountains Disaster Management Sub Group will be holding their quarterly meeting.

8.2 WATER AND WASTEWATER PORTFOLIO REPORT

File Number: 01-06-22

Author: Manager Water & Wastewater

Authoriser: Chief Executive Officer

PRECIS

Water and Wastewater Portfolio Report

SUMMARY

That Council note the Water and Wastewater Portfolio Report.

OFFICER'S RECOMMENDATION

That the Water and Wastewater Portfolio report to Council be received for information.

BACKGROUND

N/A

ATTACHMENTS

- 1. Water and Wastewater Portfolio Report** [↓](#) 

WATER & WASTEWATER BRANCH PORTFOLIO REPORT

The following are current/planned works
Updated as of 20 May 2022.

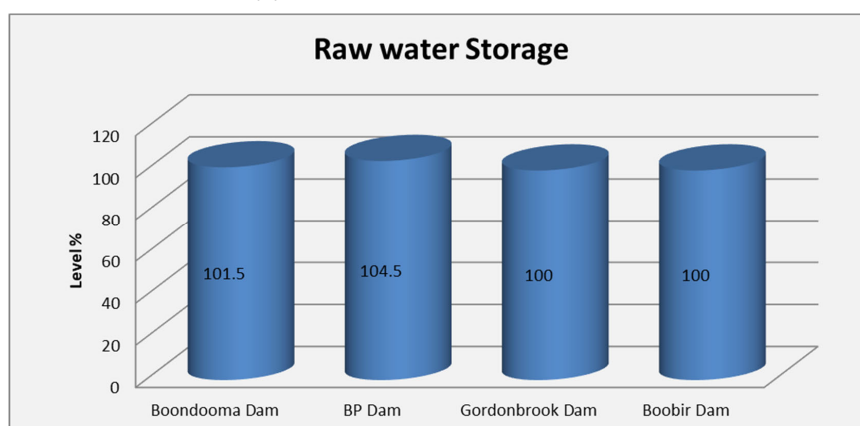
Capital Works 21/22 and Current Water Main Replacements

Name	Description	Expected Start	Expected Completion	Budget Amount	Actual
SCADA and Cyber Security Updates	Replace existing SCADA to regionalise system	July 2021	June 2022	\$350000	\$148,076
KTP - Kingaroy (Alford - Haly St) WMR	water main replacement.	Jan 2022	April 2022	\$317000	\$165,586

All other 21/22 CapEx works are under planning or awaiting tender approval.

Restriction & Dam Levels at 20 May 2022

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	280.57	204,200	207,304	101.5	100%	100%
Barker Barambah	BP Dam	Wondai, Murgon	307.3	307.57	134,900	141,038	104.5	100%	100%
	Gordonbrook Dam	Kingaroy	391.5	391.5	6,800	6,800	100	N/A	N/A
	Boobir Dam	Blackbutt	434	434	170	170	100	N/A	N/A

Key Highlights

Blackbutt Water Treatment Plant recently had a failure of the filter underdrains causing a significant failure of the gravity multimedia filter. The plant flow was slowed down to ensure water quality maintained, and staff filled reservoirs to ensure demand was available to the community.

Staff from the Treatment and Quality team and staff from the reticulation team worked continuously until the plant was back in operation. The emergency works took crews 48hrs to complete. The works required the old media to be removed, filter nozzle replacement, cleaning of the underdrain manifolds, media layer replacement, disinfection of the media and ripening of the new media.

Water quality was maintained throughout the works, and water supply was restored to the Blackbutt water supply scheme.

SBRC had advanced in the Building our Regions Funding (BOR) application process and are now preparing the detailed design. Detailed design application is due 24 May 2022.

Provision of the Off-stream Storage would significantly reduce risk associated with the need to use 100% Gordonbrook sourced water in periods when Boondooma supplies are offline.

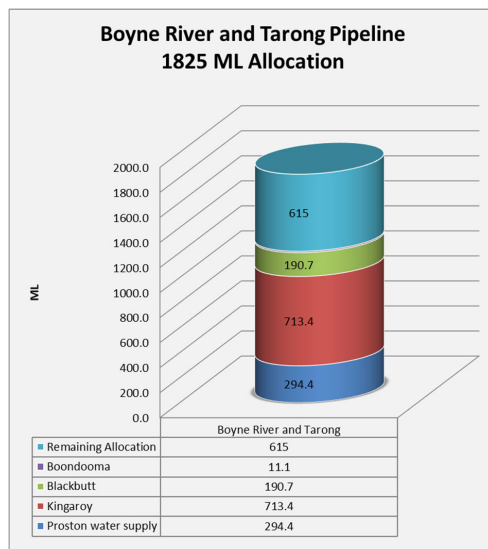
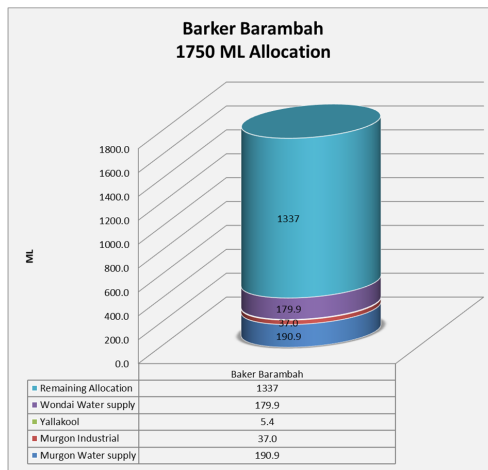
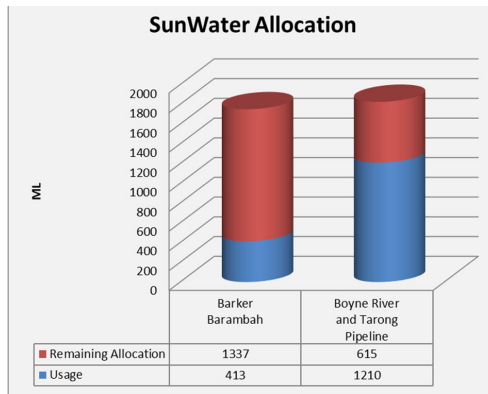
Council continues to monitor water storage throughout the region. Current levels as at 20 May 2022 are:

- Boondooma – 101.5%
- BP Dam – 104.5%
- Gordonbrook Dam – 100%
- Boobir Dam – 100%

Water Allocations and Financial Year Consumption

Recorded at 20 May 2022

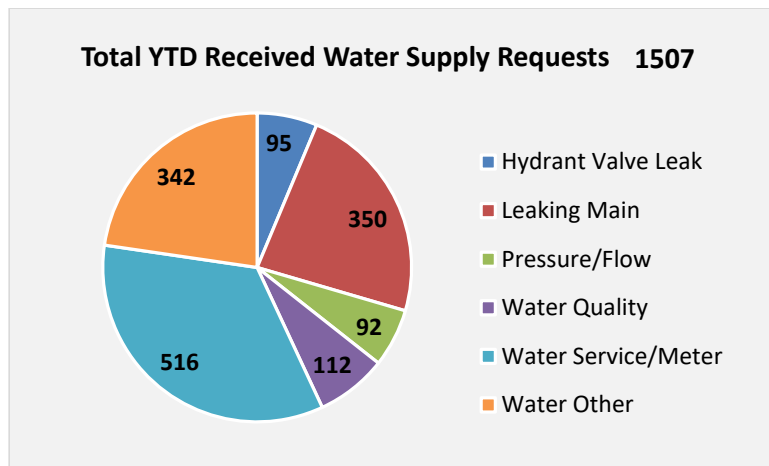
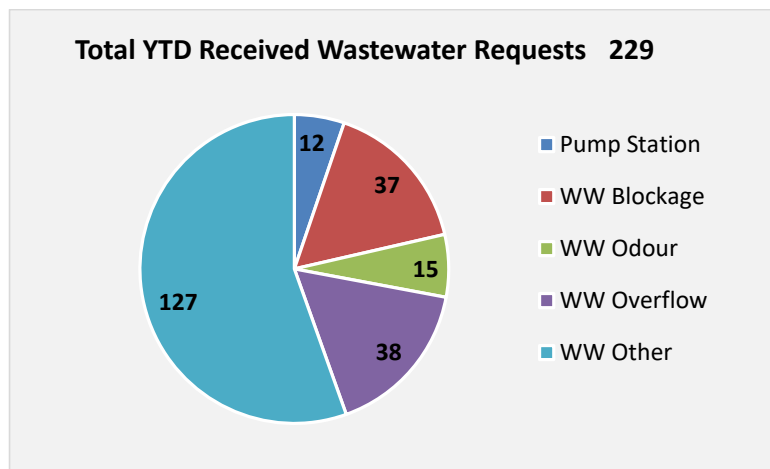
Water allocation SunWater scheme	Location / Allocation	Usage to date (ML)	Annual Allocation (ML)	Remaining Allocation (ML)	Remaining Allocation in (%)	Year remaining in (%)
Barker Barambah	Murgon Water supply	190.9	1400	1166.7	83%	11%
	Murgon Industrial	37.0				
	Yallakool	5.4				
	Wondai Water supply	179.9	350	170.078	49%	
	Sub Total	413	1750	1337	76%	
Boyne River and Tarong Pipeline	Proston water supply	294.4	500	205.6	41%	
	Kingaroy	713.4	1110	396.6	36%	
	Blackbutt	190.7	200	9.3	5%	
	Boondooma	11.1	15	3.9	26%	
	Sub Total	1210	1825	615	34%	



*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	21	55	25	557
Murgon	1	15	5	57
Wondai	1	9	6	52
Nanango	2	21	30	164
Blackbutt	0	2	2	58
Proston	0	1	4	6
Proston Rural	NA	NA	8	13
Kumbia	NA	NA	0	22
Wooroolin	NA	NA	6	17



9 QUESTIONS ON NOTICE

9.1 QUESTIONS ON NOTICE

File Number: 01-06-22

Author: Personal Assistant Infrastructure

Authoriser: Chief Executive Officer

The following questions on notice were received at the April and May 2022 Infrastructure Standing Committee Meetings.

Questions

1. Can we look at other options (Landscape or other structures) for the Rodgers Drive Roundabout in the Future?
2. When was the last inspection done?
3. Has there been any feedback received about the outcome of the Regional Connectivity Program Round 2?
4. Are there other roads that have been signed under the same or similar circumstances as Millards Roads?
5. Is there scope to consider ripping and compacting in relation to corrugation on roads as being a cost effective process?

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. June Question on Notice Responses [↓](#) 

Infrastructure's Questions on Notice

(Q1) Question on Notice from Cr Potter:

Can we look at other options (Landscape or other structures) for the Rodgers Drive Roundabout in the Future?

Please refer to the brief report on Roundabout features.

(Q2) Question on Notice from Mayor Otto:

When was the last inspection done?

As per advice issued to Councillors at May's General meeting of Council, the Highways have been reinspected and roadside slashing is currently underway.

(Q3) Question on Notice from Cr Schumacher:

Has there been any feedback received about the outcome of the Regional Connectivity Program Round 2?

Please refer to the brief report on Regional Connectivity Program round 2 outcome.

(Q4) Question on Notice from Mayor Otto:

Are there other roads that have been signed under the same or similar circumstances as Millards Roads?

Investigations into this request are continuing and its expected that a response will be provided at the July Infrastructure Standing Committee meeting.

(Q5) Question on Notice from Cr Jones:

Is there scope to consider ripping and compacting in relation to corrugation on roads as being a cost effective process?

Yes, there is scope to consider ripping and compacting. Council undertakes isolated ripping and grading sections where resources are available. As part of the trial dust suppression report consideration maybe given to this.

10 CONFIDENTIAL SECTION

11 CLOSURE OF MEETING