



## MINUTES OF THE EXTRAORDINARY MEETING OF KEMPSEY SHIRE COUNCIL

Thursday 21<sup>st</sup> July 2005 commencing at 9.06am.

### **PRESENT:**

Councillors J A C Hayes, (Mayor and Chairman), J H Bowell, E A Green, J C Gribbin, T L Hunt, R H McWilliam, D F Saul and B R Sowter.

General Manager, A V Burgess; Director Shire Services, K J Finnie; Director Sustainable Development Services, R B Pitt; Director Corporate Services, G B Snape; Manager Assets, A P Vermeulen; Manager Works, M G Rootes; Technical Advisor - Roads, Neil Thomson; Minute Taker, Ken Woods; and Donna Pearson.



### **APOLOGY:**

2005. 520 **RESOLVED:**

*Moved: Cl. Sowter  
Seconded: Cl. Saul*

**That the apology submitted by Councillor Walker for non-attendance at the meeting be accepted and leave of absence granted.**



### **CONSIDERATION OF CONFIDENTIAL REPORT**

2005. 521 **RESOLVED:**

*Moved: Cl. Green  
Seconded: Cl. Saul*

**That the confidential report be considered in the confidential section of the meeting.**



### **CONSIDERATION OF LATE REPORTS**

2005. 522 **RESOLVED:**

*Moved: Cl. Green  
Seconded: Cl. Gribbin*

**That item DSDS1 Supplementary be deferred until a later date to allow further consideration.**



## ADOPTION OF AGENDA ORDER OF BUSINESS

2005. 523 RESOLVED:

*Moved: Cl. Hunt  
Seconded: Cl. Green*

That the Agenda Order of Business be adopted.



At this stage 9.16am Councillor McWilliam entered the Chamber.

## MAYORAL SUPPLEMENTARY REPORT

<b>MM1 SUPP.</b>	<b>NATIONAL LOCAL ROADS &amp; TRANSPORT CONGRESS FILE: * KJF</b>
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### SUMMARY:

Reporting on attendance at the National Local Roads and Transport Congress.



The National Local Roads and Transport Congress was held in Launceston from 3 to 5 July 2005. I represented Council, accompanied by the Director Shire Services. This was the sixth such Congress, which was convened by local government to discuss, plan and fight for transport needs of our communities. The Congress provides a national focus for local roads issues, guides the development of local government policy and shapes our advocacy at a national level.

Delegates were welcomed by the Mayor, Alderman Janie Dickensen, who noted that Launceston was the third oldest city in Australia.

The welcome by the President of the L.G.A. of Tasmania, Councillor Lynn Mason, highlighted the issues facing Tasmania, the major ones being intermodel issues with ports and the conflict of timber trucks and tourists. A marked increase in tourism has created a major impact on the island's narrow roads and increased concern for the bridges, as Tasmania has more bridges per lane kilometre of road than any other State!

A.L.G.A. President, Councillor Paul Bell, reiterated the massive road maintenance backlog still existing across Australia, which was estimated at \$344m after the Roads to Recovery Programme. He urged a local government response, based on an Australia-wide strategy, with increased community awareness, a key responsibility of local government. A national roads and transport strategy should be based on 4 key elements:

- (a) long-term certainty for local road funding;
- (b) strengthening partnerships across all spheres of government to address areas of specific need;
- (c) greater Federal involvement in sustainable transport; and
- (d) assistance to build local government capacity in data and asset management.

The Plenary address from Acting Prime Minister, the Hon. John Anderson, MP, Minister for Transport and Regional Services, confirmed the need for Councils to sell the benefits of the Roads to Recovery (R2R) Programme and the extension, R2R2, as a positive impact on local roads. It was essential to demonstrate that the money was used wisely and provided direct benefits to the community. It would appear that local governments will have to fight for a further extension to R2R3! The Acting Prime Minister seemed pleased with his impacts with regard to the R2R programme and was very relaxed – his efforts were recognised and lauded by the delegates.

The Keynote Address "Road Funding – Where to Next?", by Professor David Hensher, Director of the Institute of Transport Studies at the University of Sydney, offered a new charging regime across the country, based on distance and axle load. Fuel taxes were becoming inappropriate as road damage increased linearly with axle load and, with cleaner vehicles and hybrid vehicles, etc, may lead to a reduction in tax income, with an increase in road damage.

Papers were also presented on:

- "Auslink – How will it work?" – R2R2 is one of 6 points in the Bill
- "Asset Management" – the best way to determine the backlog and future priorities
- "Austroads – Helping Local Government" – detailing the information available

followed by a workshop on the issues, with extensive discussion and debate.

Day 2 saw a Plenary Address by the Hon. Jim Lloyd, MP, Minister for Local Government, Territories and Roads, who spoke of the benefits of the R2R2 programme and the likelihood of R2R3. He also launched the revised "Sealed Local Roads Manual", which provides guidelines to good practice in design, construction maintenance and rehabilitation of pavements.

The Keynote Address was "The Safer Roads Programme" by Lachlan McIntosh, Executive Director, Australian Automobile Association, reinforcing the need for safer drivers in safer vehicles on safer roads and urging Councils to provide safer vehicles for staff and find funding for road

improvements. Some 40% reduction in road deaths and road accidents will result from improvements to roadways!

Concurrent sessions provided delegates the opportunity for up-to-date information on issues of special interest to metropolitan or regional/rural Councils. Brian Candler, Chief Executive Officer, Regional Aviation Association of Australia, provided some interesting but frightening statistics on Regional Aviation.

In the 1993-2003 decade;

- regional passenger numbers had decreased by 20%
- 96 communities had lost services
- regional growth with RPT was 1.4 times faster than without RPT
- structural unemployment was greater with RPT
- smaller communities were suffering
- there had been a steep decline in licensed maintenance workshops and this trend was likely to continue
- the average age of commercial pilots was 48 years
- the average age of aircraft engineers was 54 years.

He concluded by saying airports were cost centres in regional and small communities and should not be reviewed as profit-making businesses.

Stephen Lucas, Chairman, Bus Industry Confederation, noted that buses carry 1 billion passengers annually and warranted more support. Better bus transport increased access, reduced car dependency, particularly for the young and also the aged. However, some services were hard to be viable and regional public transport had been left in the lurch. Limited public transport limits education, employment and social opportunities, which could lead to social exclusion and has proven to have an impact on youth suicide.

Andrew Tongue, Executive Director, Office of Transport Security, Department of Transport and Regional Services, heightened delegate awareness of the threat of terrorism. Australia was the fourth terrorist target after the USA, UK and Israel.

Transport hubs were prime targets, as they attract both numbers of people, with a broad cross-section of the community and any disruption will have a large impact over a prolonged period. Measures at airports and harbours needed tightening and had been assessed on both threat (potential harm) and risk (measured in terms of consequence).

The discussion and debate following the speakers lead to an 11 point communiqué, which is attached at [Appendix A](#).

**Mayoral Recommendation:**

**That the information be noted.**

2005. 524 **RESOLVED:**

*Moved: Cl. Hayes*

*Seconded: Cl. Hunt*

1. That the information be noted.
2. That Council write to the ALGA and ask that they revert to the original purpose of the Congress – Rural Roads.

2005. 525 RESOLVED:

*Moved: Cl. Bowell  
Seconded: Cl. Gribbin*

That Council move into workshop to discuss matters relevant to roads.

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At 10.30am the Workshop concluded.

2005. 526 RESOLVED:

*Moved: Cl. Bowell  
Seconded: Cl. Hunt*

That the Council meeting be resumed.

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At this stage 10.31a.m. the Meeting adjourned for Morning Tea and upon resumption at 11.08a.m. all present at the adjournment were in attendance.

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## NOTICE OF MOTION

<b>NOM1</b>	<b>SUEZ ROAD BRIDGE WORKS</b>
	<b>FILE: * CLR TLH</b>

I hereby give notice that I intend to move the following motion at the ordinary meeting of Kempsey Shire council to be held on Tuesday 12th July 2005.

*"That Council investigate the Suez Road with particular reference to the S bend bridge and effect such capital and maintenance works as are necessary and to utilise funds from the R2R funds or such other funds as are available".*

.....  
COUNCILLOR T L HUNT

This item was Withdrawn at the request of the mover.

**NOM2**

**LOCAL ROADS MAINTENANCE PROGRAMS**

**FILE: \* CLR JHB**

I hereby give notice that I intend to move the following motion at the ordinary meeting of Kempsey Shire council to be held on Tuesday 12th July 2005.

***"That Council commence workshop proposals to provide sustainable funding of at least \$1M per year for the next ten (10) years to address local roads maintenance programs."***

Notes:

Whilst there is urgent need for additional funding for the roads and bridge maintenance Council must be mindful of the ratepayers ability to pay increased rates.

There is undoubtedly the need for widespread reform of financing of local government, however in the mean time Council has to recognise the requirement to be more effective and efficient in prioritising, and indeed its performance, of the services provided.

.....  
**COUNCILLOR J H BOWELL**

**2005. 527 RESOLVED:**

*Moved: Cl. Bowell  
Seconded: Cl. Saul*

**That Council hold an extraordinary meeting incorporating a workshop to discuss proposals to provide sustainable funding of at least an additional \$1M per year for the next ten (10) years to address local roads maintenance programs and this meeting to be held within 6 weeks from today.**

## **DIRECTOR SHIRE SERVICES REPORT**

**DSS1**

**2005 / 2010 TRANSPORTATION INFRASTRUCTURE STRATEGIC PLAN**

**FILE: \* NJT**

### **SUMMARY:**

Reporting on the 2005 / 2010 Transportation Infrastructure Strategic Plan.



The 2005/2010 Transportation Infrastructure Strategic Plan (TISP) is presented to Council for adoption. The document sets out a direction for works based on approved existing funding trends, and existing

programming. A copy of the Plan will be provided to Councillors, accompanying this business paper.

As part of this Strategic Plan, Council will need to consider the included Regional Road Block Grant Program and the Town Improvement Programs.

The following details are listed as highlights:

### **1. Regional Roads**

As previously reported, Council has received advice from the Roads and Traffic Authority, that the Regional Road Block Grant Funding for 2005/2006 has been increased from \$1,087,000 to \$1,116,000.

Under the Ex-3x3 Program a further \$122,000 is provided for works on required roads.

The proposed program of works for the 2004/05 Regional Roads Block Grant Program has been included in the TISP for adoption.

### **2. Local Roads**

A number of programs of works have been listed for adoption as listed below:

#### **Town Improvement Programs**

In order to provide for a more efficient utilisation of available funds, Council resolved on 12<sup>th</sup> April 2005:

*That the funding allocated for the Town Improvement Program be distributed as a proportion of net rate income for each town/village but that the funding for the smaller villages of Frederickton, Gladstone, Smithtown, Stuarts Point and Hat Head be pooled to provide funding for a capital project on a five year rotational basis.*

Net Rate Revenue has been used to calculate the break up of funding provided. The 5 villages of Frederickton, Gladstone, Smithtown, Stuarts Point and Hat Head have been pooled to provide funding for projects at one village only, on a five year rotational basis.

Projects listed in 2006 / 07 and subsequent years are proposed projects only and will be confirmed annually by Council.

- **Gravel Resheeting Program**

Projects to the amount of the available funding (\$770,000) have been listed for adoption.

### **3. Ancillary Road Facilities**

Capital Projects listed have been reviewed and reflect current concerns. These projects can vary due to changes in demographics and increased traffic loadings at different locations.

No funding has been provided in 2005 / 06 for capital works.

The Traffic Facilities funding for 2005/06 has increased marginally from \$123,000 to \$126,000. From within this funding Council will again set aside an amount of \$30,000 to continue the upgrade of warning signs on arterial roads.

#### **4. Bridges**

The limited funding provided will only allow work to be undertaken on Dunbars Bridge (Nulla Nulla Creek Road) and Billybyang Creek Bridge (Hickeys Creek Road) in 2005 / 06.

#### **5. Car Parking**

Funds have been reallocated from 2004 / 05 to develop a Bus and Caravan Parking area in Stuart St.

Resealing of Stuart St (West) carpark in Kempsey will be undertaken.

#### **6. Footpaths and Cycleways**

##### **PAMP**

The priority of PAMP projects has been adjusted to reflect current concerns and are listed for adoption.

#### **7. Cycleways**

No funds have been provided in 2005 / 06 for the construction of cycleways.

Council's Works Program is dependent upon the adoption of the 2005 / 2010 TISP.

#### **REPORT IMPLICATIONS**

- ***Environmental Implications***

***There are no environmental implications from the following recommendation.***

- ***Social Implications***

***Social implications from this report are improvements to transportation infrastructure for the benefit of the community.***

- ***Economic (Financial) Implications***

*The economic implication from this report is the expenditure of funds available on projects sought by the community.*

- ***Policy or Statutory Implications***

*There are no policy or statutory implications.*

- ***Director's Review***

*The projects listed reflect community input in technical determinations and Council is asked to support the recommendation.*

**Director Shire Services Recommendation**

**That the 2005 / 2010 Transportation Infrastructure Strategic Plan be adopted.**

2005. 528 **RESOLVED:**

*Moved: Cl. Bowell  
Seconded: Cl. Green*

**That the 2005 / 2010 Transportation Infrastructure Strategic Plan be adopted incorporating the contents of DSS2 Roads to Recovery as adopted.**

<b>DSS2</b>	<b>ROADS TO RECOVERY</b>
<b>FILE: *</b>	<b>NJT</b>

**SUMMARY:**

Reporting on the 2005 - 2009 Federal Government Roads to Recovery Program.



Council received a total grant of \$2,880,313 under the 2001 - 2005 Federal Government Roads to Recovery Program (R2R).

Advice has been received that Council will receive a grant of \$712 907 per year over the four years of the extended Roads to Recovery program (R2R2) between 2005 - 2009. The total funding of \$2 851 628 over the four years is slightly less than the previous program. Under the program, the same amount of funding (\$340 million) is provided to NSW. This amount is then divided between Council's in the State on the basis of the 2004 / 05 recommendations of the roads component of the Financial Assistance Grant (FAG). No advice has yet been received on guidelines for funding projects of regional significance.

Traditionally Council has allocated funds from the R2R to Local Roads. It would be prudent to continue this trend as our Regional Roads are funded by the NSW State Government through the Roads and Traffic Authority, by the Regional Road Block Grant, ex 3x3 Funding, Repair Funds and other special funding from time to time.

The funds that are being made available through the Federal Governments Roads to Recovery Program continue to provide Council with a unique opportunity to repair aging infrastructure.

The following resolutions resulted from the Roads Workshop held 14th February 2005:

1. *That a long- term strategic Asset Management Plan be developed for Council's entire infrastructure.*
2. *That the Strategic Emphasis for Roads be adopted.*

### **Strategic Emphasis for Roads**

- Council should continue to pursue Federal Government for additional funding for Local Roads.
- As previously detailed, Council's funding is limited. Priority therefore needs to be given to funding Specific Road Maintenance so that the Road Network is maintained at sustainable levels ahead of new capital projects. All new capital projects should be considered in accordance with the Road Asset Acquisition Policy.
- Sealed Road Specific Maintenance should receive priority over Unsealed Roads Specific Maintenance.
- Resealing should in turn receive priority over Rehabilitation.
- Council should be diligent in preparing Section 94 Plans for Roads in order to secure maximum funding.
- For Regional Roads, consideration needs to be given as to whether Council Funds should be expended in addition to Block Grant Funding. In addition Council should lobby State Government for additional funding contribution towards Regional Roads.
- Specific maintenance projects should receive priority funding under the Roads to Recovery Program.

As has been reported to Council on a number of occasions, it is becoming increasingly difficult to manage the transport network with the lack of resources, increasing community expectations, and the increasing age of the infrastructure.

Although it would be ideal and politically expedient to extend the sealed road network, as responsible managers of the road network Council needs to realise that our liabilities are presently far outweighing the benefits that any improvements by extending the seal might have. If allocated to specific maintenance such funds would provide a much needed boost to our road network.

Council is continually seeking ways to improve the image of the shire for tourism, business potential and promote a sense of pride in the community. The rehabilitation of our road network is extremely effective in improving the initial image people have of our shire. If the infrastructure especially the roads we drive on are aging and falling apart then the image falters.

The 2005 – 2010 Transport Infrastructure Strategic Plan, points out that one of the objectives of Council is to ensure that future generations should not be financially responsible for the benefits received by today's residents. It would therefore be prudent for Council to utilise this unique opportunity of increased funding to rehabilitate or reconstruct our existing aging road infrastructure, instead of leaving this ever-increasing future financial liability for our children to fund. It would also be prudent for Council to reinstate funds previously allocated for the extension of the sealed road network to specific maintenance. The lack of funding of local road maintenance is becoming an increasingly serious situation and financial burden for Council. Council or the community cannot afford to let this situation continue.

A purpose program of works has been developed for the first two years (2005 / 06 & 2006 / 07) of the program along with a list of projects that can be considered in the future for inclusion in the program in 2007 / 08 and 2008 / 09. By only adopting the first two years of the program, Council will be able to be flexible to changing needs or priorities during the period of the program and it will also allow the development of the concept designs for some of the projects listed for future consideration.

The proposed program of works for 2005 / 06 and 2006 / 07 has been developed from the objectives of Council's previous mix of projects allocated under the 2001 - 05 Roads to Recovery Program, together with Council's resolution on 14<sup>th</sup> February 2005, that specific maintenance projects should receive priority funding under the Roads to Recovery Program. The proposed program of works for 2005 / 06 and 2006 / 07 is listed below.

	2005/06	2006/07	2007/08	2008/09
Frederickton Town Improvement - Creek St from Great North Rd to Edgar St - k&g, drainage and road construction	\$40,000			
Kundabung Town Improvement - Kundabung Rd - road rehabilitation	\$30,000			
Gladstone Town Improvement - Barnard St drainage	\$40,000			
Willawarrin Town Improvement – Footpath construction	\$30,000			
Paragon Ave, Memorial Ave to Gregory St, South West Rocks - Pavement Rehabilitation	\$100,000			
Settlers Way – gravelling and sealing of 0.78km section between sealed sections	\$40,000			

Queen St, Kempsey - Nicholson St to Middleton St - Pavement Rehabilitation	\$80,000			
Vernon St, Middleton St to Nicholson St, Kempsey - Pavement Rehabilitation	\$75,000			
Mighell Rd - Gravel resheet - Pavement Rehabilitation	\$50,000			
Sherwood Rd - 1.99km to 2.56km - Pavement Rehabilitation	\$92,907			
Sherwood Rd, western side, adjacent to Aldavilla Public School, Aldavilla – Shoulder construction	\$20,000			
Sherwood Rd, eastern side, north of Ronella Dr - Concrete lined drain	\$35,000			
Gordon Young Drive / Gregory St, South West Rocks - Intersection Improvement	\$80,000			
Trial Bay Creek Bridge approaches - road construction		\$100,000		
Tozer St, Elbow St to Marsh St, Kempsey - shoulder reconstruction and drainage		\$140,907		
Hill St, Sturt St to Mitchell St, South West Rocks – pavement rehabilitation		\$55,000		
Nicholson St, Lachlan St to Macquarie St, Kempsey – pavement rehabilitation		\$107,000		
Belmore St, Crescent Head - Road reconstruction – pavement rehabilitation		\$100,000		
Elbow St / Tozer St, Kempsey - Intersection Improvement		\$100,000		
Stuarts Point Town Improvement - Ocean Ave - k&g, drainage and road construction		\$40,000		
Bellbrook Town Improvement - Nulla Nulla St - Initial seal road		\$30,000		
Crescent Head Town Improvement - Skyline Crescent - road reconstruction		\$40,000		
South West Rocks Town Improvement - Phillip Drive - k&g, drainage and road construction			\$40,000	
Hat Head Town Improvement - cycleway / footpath construction			\$40,000	
Willi Willi Rd - Gravel resheet			\$50,000	
Kempsey Town Improvement - To be determined				\$40,000
Smithtown Town Improvement - Belmore St southerly from Verge St - k&g, drainage and road construction				\$40,000
To be determined			\$582,907	\$632,907
TOTAL	\$712,907	\$712,907	\$712,907	\$712,907

The proposed projects listed above include funds allocated to:

- Town Improvement projects - due to a shortfall of budgeted funding.
- Specific Maintenance - Road rehabilitation projects
- Improvement Works – Drainage, intersection improvements and approaches to proposed Trial Bay Creek Bridge construction.

A number of other projects have been listed but not prioritised to maintain and improve the existing road network, as listed in the table below.

<b>FUTURE PROJECTS - NOT PRIORITISED</b>	
Arakoon Rd - 0.00km to 0.56km - Road rehabilitation	\$98,000
Great North Rd - K&G and Road rehabilitation	\$110,000
Union Lane, Kempsey - Road rehabilitation	\$12,000
Laurels Ave, Kempsey - Road rehabilitation	\$35,000
Landsborough St, Gregory St to Memorial St - Road rehabilitation	\$150,000
Cardwell St, Martin St to end, Arakoon - Road rehabilitation	\$80,000
Bloomfield St, Albert St to Railway St, Kempsey - Road rehabilitation	\$125,000
Bloomfield St, Vernon St to Albert St, Kempsey - Road rehabilitation	\$65,000
Sullivan St, Rudder St to Washington St, Kempsey - Road rehabilitation	\$190,000
Angus McNeil Cres, Lachlan St east, Kempsey - Road rehabilitation	\$35,000
John St, Belgrave St to Eden St, Kempsey - Road rehabilitation	\$90,000
Carrai St, Goonbi St to Lachlan St, Kempsey - Road rehabilitation	\$48,000
Dangar St, River St to Tozer St, Kempsey - Road rehabilitation	\$100,000
Fraser Lane, Bloomfield St to Nicholson St, Kempsey - Road rehabilitation	\$40,000
Geoffrey O'Hea St, Kempsey - Road rehabilitation	\$90,000
Park Ave, River St to Tozer St, South West Rocks - Road rehabilitation	\$65,000
Short St, Tozer St to Sea St Kempsey - Road rehabilitation	\$65,000
Dungay Creek Rd - 0.00km to 0.77km Road rehabilitation	\$130,000
Marys Bay Rd - 1.97km to 2.25km - Road rehabilitation	\$42,000
Sherwood Rd - 2.56km to 3.20km Road rehabilitation	\$200,000
New Entrance Rd – Bridge widening	\$190,000
New Entrance Rd / Entrance St / Quarry St, South West Rocks - Intersection Improvement	\$60,000
Rudder St / Entrance St, South West Rocks - Intersection Improvement	\$30,000
Marlin Drive / Ocean St, South West Rocks - Intersection Improvement	\$100,000
Frank Cooper St / Lionel Hogan Cl - Intersection Improvement	\$100,000
Queen St (causeway), Kempsey – Upgrading of causeway	\$150,000

Queen St (causeway), Kempsey – Upgrading causeway approaches	\$130,000
Queen St, Kempsey - South St to Nance Rd - Road rehabilitation -	\$80,000
Queen St, Kempsey - Nance Rd to Harry Boyes Ave - Road rehabilitation -	\$70,000
Humpty Back Bridge widening - Plummers Lane	\$90,000
McIntyre St, Gregory St to Memorial Ave, SWR – pavement rehabilitation	\$60,000
<b>TOTAL</b>	<b>\$2,622,000</b>

Council has also listed a number of projects to be considered under this program. These projects are listed in the table below.

<b>Road</b>	<b>Comment</b>
Belmore River Right Bank Rd - (dust suppression)	Not in line with Council resolution on priority for specific maintenance projects, low traffic volumes
Swan Lane	Crown Road – will require gazetted as dedicated road.
Suez and Rainbow Reach Rds	Stuarts Point/ South West Rocks roadlink deferred, low traffic volumes
Inches Rd	Low traffic volumes, dead end road
Old Station Rd loop	\$40,000 allocated under Gravel Resheet vote, low traffic volumes
Quarry Rd	Will be sealed from contributions from quarry operations
North St, Gladstone	Minor roads vote, with landholders contribution
Barbers Lane (dust suppression)	Already sealed in front of houses, Not in line with Council resolution on priority for specific maintenance projects, low traffic volumes
Bus routes off Stuarts Point Rd	\$50,000 allocated to gravel resheet Mighell Rd
Willi Willi Rd	\$50,000 allocated to gravel resheet
Goulds Lane	Seal extended by developer in 2003 / 04
Pipers Creek Rd	\$60,000 allocated under Gravel Resheet vote, low traffic volumes
Bus routes in Upper Macleay	Priority given in Gravel resheeting vote
Collombatti area	\$44,000 Collombatti Rd, and \$60,000 Chain O Ponds Rds allocated under Gravel Resheet vote
Saleyards Rd	Land issues not finalised, sealed already adjacent to most dwellings
Aldavilla Rd/Old Aerodrome Rd	Low traffic volumes. Priority given to specific maintenance projects.
Hickeys Creek Rd	Ongoing gravel resheeting program
Maria River Rd	\$50,000 allocated under gravel resheet vote

Council resolved to develop an asset management plan. It is anticipated that a Road Asset Plan will be developed in 2005 / 06. This plan will provide a guide for the type and list of projects yet to be determined in the last two years of the Roads to Recovery Program.

**REPORT IMPLICATIONS:**

- ***Environmental Implications***

*There are no environmental implications from the following recommendation.*

- ***Social Implications***

*The social implications from this report would be improvements to the local road network and an increase in user safety and comfort.*

- ***Economic (Financial) Implications***

*There are no economic implications from this report as all funds are provided by the Federal Government.*

- ***Policy or Statutory Implications***

*There are no policy or statutory implications.*

- ***Director's Review***

*Council is asked to support the recommendation.*

**Director Shire Services Recommendation**

1. That the Roads to Recovery Program for 2005 / 2006 be approved and 2006 / 2007 be approved for planning purposes.
2. That investigation be undertaken into the Suez Road at the flood mitigation culvert and Old Airport Road, north from Aldavilla Road for consideration in the 2007 / 2008 R2R program.

2005. 529 **RESOLVED:**

*Moved: Cl. Hunt  
Seconded: Cl. McWilliam*

1. That the Roads to Recovery Program for 2005 / 2006 be approved and those items listed in 2006 / 2007, 2007 / 2008, 2008 / 2009 be approved for planning purposes.
2. That investigation be undertaken into the Suez Road at the flood mitigation culvert and Old Aerodrome Road, north from Aldavilla Road for consideration for inclusion in the 2007 / 2008 R2R2 program.

**3. That the Director Shire Services resubmit the report on Swan Lane for reconsideration.**

2005. 530 **RESOLVED:**

*Moved: Cl. Bowell  
Seconded: Cl. McWilliam*

**That Council make a further approach to the LGA and NSW Shires Association to consider a workshop to discuss the crisis in Local Government infrastructure.**



## **QUESTIONS WITHOUT NOTICE**

### **Councillor D F Saul**

1. What is Council's policy on backyard burning?

**Response:** The Director Sustainable Development Services advised he would investigate.

### **Councillor J C Gribbin**

1. Is Council aware of the road damage opposite Peter Needs Pharmacy at South West Rocks and when will it be repaired?

**Response:** The Manager Works advised a Council crew were currently working in the area and the work would be completed before they leave.

2. What is happening with the sale of Parkland at South West Rocks?

**Response:** The General Manager advised there was a report being submitted to the next Council Meeting on this subject.

### **Councillor E A Green**

1. Was Council aware of the rubbish being dumped on Sandy Creek Road?

**Response:** The Director Shire Services advised Council has limited vehicles for rubbish collection and they clean up additional sites when Council is made aware of the problem.

### **Councillor T L Hunt**

1. Has Council written to the Governor thanking her for attendance at the recent 100 year Co-operative Civic Reception?

**Response:** The Mayor advised that a letter would be forwarded.

**Councillor J H Howell**

1. Was Council aware of the recent article in a Newcastle newspaper regarding septic inspections and problems with oyster farms?

**Response:** The Director Sustainable Development Services would investigate.

2. Could Council contact the RTA regarding funding towards mowing the shoulders of the Pacific Highway?

**Response:** The Manager Assets advised that the RTA is responsible for mowing 3 metres from the edge of the tar. The RTA have asked Council to quote on providing mowing services.

3. Is the Code of Conduct training session to be held 26th July available to Councillors?

**Response:** The General Manager advised that the training is being conducted by LGA and 2 staff members were attending. The training is for facilitators presenting Code of Conduct training.

4. Was Council aware that Hat Head boat ramp had become unserviceable?

**Response:** The Director Shire Services advised that the changing nature of the coastal system causes the sanding up and the problems are addressed when possible.

5. What is being done about the vandalism at the Community Care Centre?

**Response:** The Director Corporate Services would investigate.

6. Has Council been in touch with Dr Kylie El Shiek regarding funding for the medical clinic at Smithtown?

**Response:** The Director Shire Services advised Council was awaiting a response from the Doctor with a letter of support.



**MOTION FOR COMMITTEE**

2005. 531 **RESOLVED:**

*Moved: Cl. Howell  
Seconded: Cl. Sowter*

**That Council form itself into the Committee of the Whole, and at this stage the meeting be closed to the public to permit discussion**

of the confidential business items listed for the reasons as stated in the Agenda.



## DIRECTOR SHIRE SERVICES CONFIDENTIAL REPORT

DSS1	SWIMMING POOLS – TENDERS
CONF.	FILE: * WJL

REASON FOR PRESENTATION OF REPORT ON A CONFIDENTIAL BASIS

Local Government Act 1993, Section 10a (2) (c).

This report is submitted on a confidential basis as it contains information and matters of the following,

- (c) information that would, if disclosed, confer a commercial advantage on a person with whom the council is conducting (or proposes to conduct) business.

### SUMMARY:

Reporting on the proposed leasing of the Gladstone and South West Rocks Swimming Pools.



2005. 532 **RECOMMENDED:**

*Moved: Cl. Hunt  
Seconded: Cl. Bowell*

That the lease of Gladstone pool is offered to Ms L. Wright for a period of 3 years.

Councillor Gribbin recorded his vote against the foregoing Resolution.

2005. 533 **RECOMMENDED:**

*Moved: Cl. Hunt  
Seconded: Cl. Bowell*

That the General Manager be authorised to enter into discussions with all tenderers for South West Rocks pool to clarify tender details and report back to the August Council Meeting.



## REPORT OF THE MEETING OF THE COMMITTEE OF THE WHOLE

Upon resumption of Open Council, the following Report of the Committee of the Whole was submitted by the General Manager.



**ADOPTION OF REPORT OF THE COMMITTEE OF THE WHOLE**

2005. 534 RESOLVED:

*Moved: Cl. Bowell  
Seconded: Cl. Green*

That the foregoing recommendations of the Committee of the Whole, as reported by the General Manager, be adopted.



**CONCLUSION:**

There being no further business, the Meeting terminated at 12.35p.m.

