

2015

Standing Committee Meetings –  
Technical Services



**NORTH BURNETT**  
REGIONAL COUNCIL

Mt Perry

North Burnett Regional Council

September 01, 2015

Attendees	<b>Agenda Item 1</b>	<b>Attendees</b>	
Welcome	<b>Agenda Item 2</b>	<b>Welcome / Housekeeping</b>	
Apologies	<b>Agenda Item 3</b>	<b>Apologies</b>	
Declaration	<b>Agenda Item 4</b>	<b>Declaration of Interest</b>	
Deputations	<b>Agenda Item 5</b>	<b>Deputations</b>	
Environment	<b>Agenda Item 6</b>	<b>Environmental Report</b>	
Infrastructure	<b>Agenda Item 7</b>	<b>Infrastructure Report</b>	
	7.1	Technical Services Internal Section Report	<b>003-009</b>
	7.2	Engineering Internal Section Report	<b>010-012</b>
	7.3	B-Double Report – Crystal Vale	<b>013-016</b>
General Business	<b>Agenda Item 8</b>	<b>General Business</b>	
Closure of Meeting	<b>Agenda Item 9</b>	<b>Closure of Meeting</b>	

*Responsible Officer: Trevor Harvey – Manager Technical Services  
 Report prepared by: Trevor Harvey – Manager Technical Services*

**PART A WATER AND WASTE WATER**

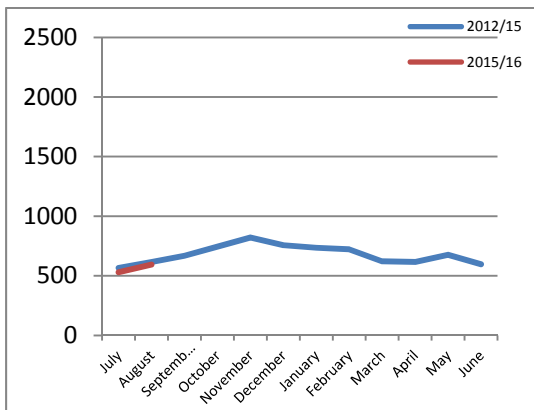
**Reporting Period: 16/07/2015 to 15/08/2015**

**Water Operations:**

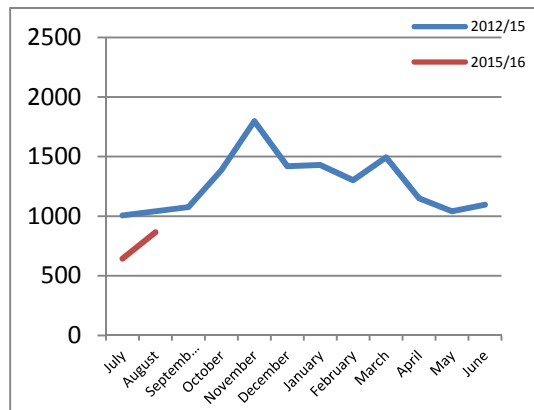
*Monthly Statistics*

Water usage across the Council area was close to average compared to previous years. The previous three years demand figures have been averaged for each scheme. This will allow an easy comparison to the average use.

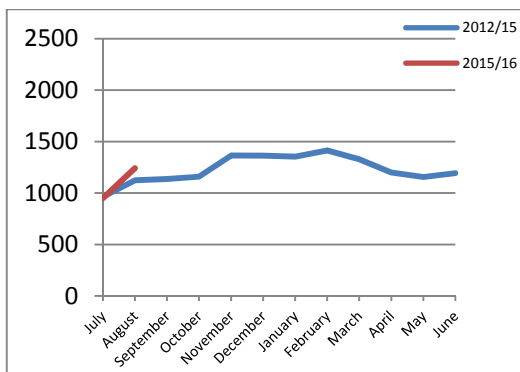
**Water Consumption Litres/Connection/Day**



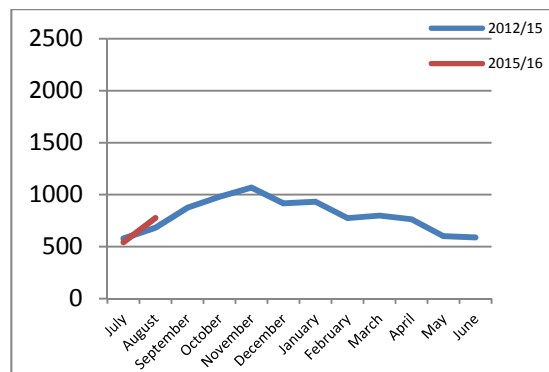
**Biggenden**



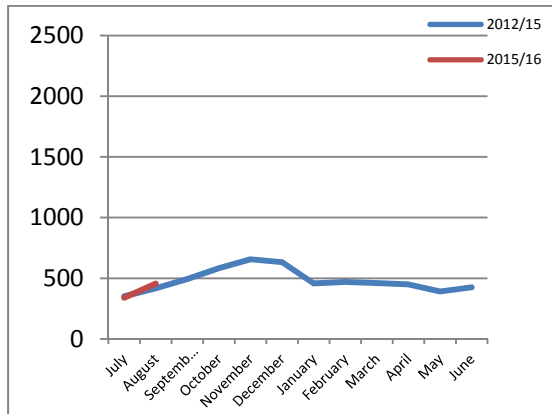
**Eidsvold**



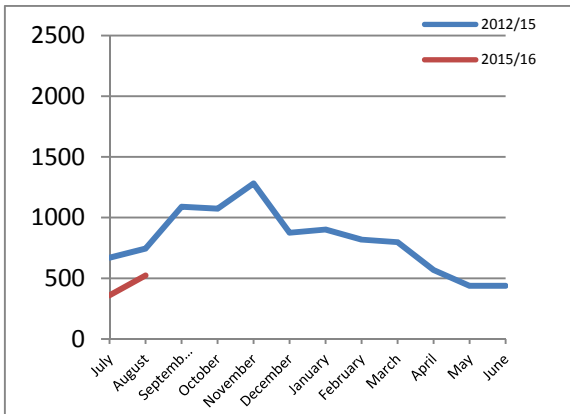
**Gayndah**



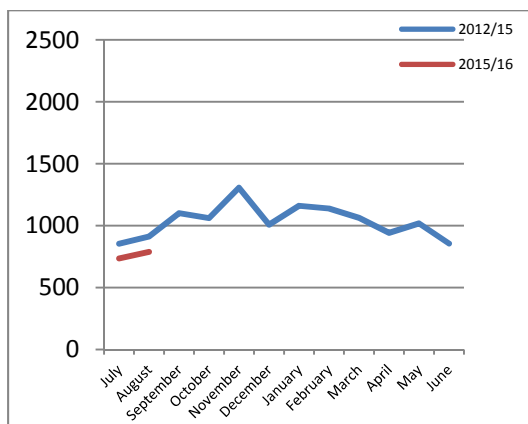
**Monto**



**Mount Perry**



**Mulgildie**



**Mundubbera**

**Water Maintenance:**

*General*

Senior staff are currently preparing the annual performance report which this year incorporates the new 65 KPI's as specified by State Government.

*Biggenden*

Work was of routine nature during the month. Six service connection breaks were repaired.

*Eidsvold*

The hydraulic control mechanism that operates the three pressure filters has failed beyond repair. Extensive market research over the past two years to try and source a spare / replacement unit has failed so a manual valve bank has been made to replace the controller. This now means backwashing the filters is a complete manual process. One service connection break repaired.

A hazard inspection was completed at the water treatment plant.

Meter replacements were commenced.

## Gayndah

Work was of routine nature during the month. Six service connection breaks were repaired.

## Monto

Work was of routine nature during the month with two main and four service connection breaks repaired. Meter replacements were commenced.

## Mount Perry

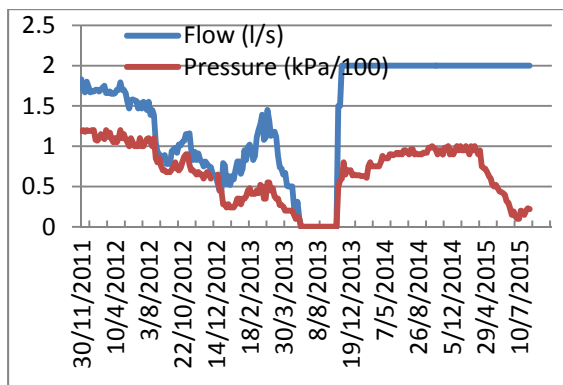
Work was of routine nature during the month.

## Mundubbera

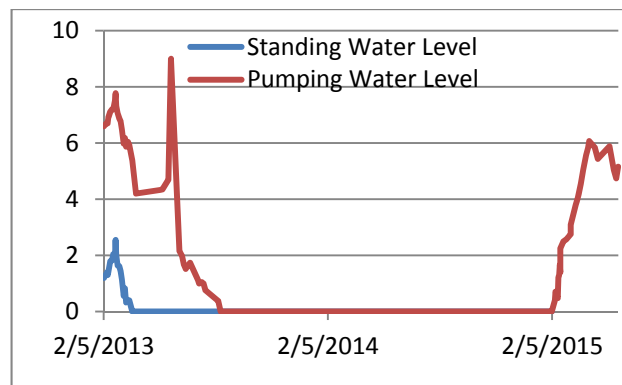
Work was of routine nature during the month. One main break and nine service connection breaks were repaired. A new potable water filling point was installed at the water treatment plant.

A hazard inspection was completed at the water treatment plant.

## Mulgildie



**Mulgildie Artesian Bore Production**



**Mulgildie Artesian Bore Level**

The deterioration of the bore performance has coincided with the re-commissioning of the mining operations at Goondicum. A slight improvement in both monitored parameters was noticed during the reporting period which again coincides with the re-closure of the mining operations.

Negotiations have been ongoing with Goondicum Resources regarding potential solutions to the failing Mulgildie Town raw water supply. Three options were being considered by Goondicum, however an email late August has indicated no further action will be undertaken by the company as it has ceased the mining operation.

Work was of routine nature.

## **Waste Water Maintenance**

### *General*

Nil.

### *Biggenden*

Work was of routine nature during the month.

*Eidsvold*

Work was of routine nature during the month.

*Gayndah*

A new pump was installed in No1 sewerage pump.

*Monto*

As a result of the recent asset condition survey numerous manholes have been extended to reduce the infiltration problem. Other work was of routine nature during the month.

*Mundubbera*

Work was of routine nature during the month.

## **PART B      BUILDINGS AND FACILITIES**

**Reporting Period:** 20/07/2015 – 19/08/2015

**Prepared by:** Melinda Thorburn

### **Maintenance**

- As of 19 August, 2015, there are 57 open tasks to be actioned.
- Approximately 101 tasks have been received this month.
- During the month approximately 88 task requests were completed.

### **CONSTRUCTION**

#### **Works in Progress**

Eidsvold SES Shed Fit out:

- Quotes are being obtained to complete the internal fit out. It is anticipated this work will commence in September 2015.

Mundubbera Swimming Pool Filter replacement:

- Quotes have been received and Tender awarded;
- Purchase Order has been issued for Filters and other components to be supplied and held on standby pending either mid-season failure of existing filters or installation at end of swim season in April 2016.

Biggenden Swimming Pool:

- Quotes have been invited for the replacement of the concourse and refurbishment of Change rooms.
- Remainder of work will be included in a Tender document to be released closer to end of swim season for works on pool shell and re-painting of pool once season ends.

Eidsvold Electricity Upgrades – Library, Pharmacy, Op Shop, Aged Care units:

- Quotes are being obtained for additional phases to Library, additional meter box for Pharmacy, Smoke Alarms and safety switches for Op Shop and Safety switch for Units 1 – 3 Aged Care Units.

## **Part C            ASSET MANAGEMENT**

**Reporting Period:** 20/07/2015 – 19/08/2015

**Prepared by Cameron Brauer**

### **2013 Flood Damage**

Ongoing involvement has been required as QRA continue to assess final claims from NBRC. Several information requests have been completed recently with an additional one received this week requiring feedback from NBRC.

### **Two Way Repeaters/Communication**

A site visit to Mt Perry Mountain was carried out with Evolution Mining staff and consultants engaged by NBRC (Philcomm). Further investigation is ongoing to provide detailed feedback to Evolution Mining in relation to the technical requirements of NBRCs proposed network and impact assessment on the Evolution Mining infrastructure.

A site visit was also carried out at the Biggenden Water Tower where it is proposed to install equipment for the Biggenden region.

Further investigation also completed included negotiations with Bundaberg Regional Council, South Burnett Regional Council and the Bundaberg Amateur Radio Club.

South Burnett Regional Council have recently implemented the Motorola Digital Network which is similar to the proposed NBRC network, with Bundaberg Regional Council still operating on a analogue system.

### **Assetic**

Development of a data dictionary is ongoing to identify fields of data that require capture to populate the Asset Register.

Assetic staff visits were completed on the 10<sup>th</sup> – 14<sup>th</sup> August where focus was on verification of the fleet register, bridge register and detailed assessment of stormwater infrastructure in the Monto Region.

Other asset classes being progressed include the Buildings and Other Structures registers and the update of the culvert and floodway registers.





**ENGINEERING INTERNAL SECTION REPORTS****20/07/2015 to 19/08/2015**

*Responsible Officer:* Tyronne Meredith – Works Engineer  
Engineering & Environmental Services  
*Report prepared by:* Lucy Connolly

**1 PURPOSE OF REPORT**

To inform Council of major activities undertaken by the Engineering Department in the reporting period.

**2 CORPORATE PLAN****Infrastructure****1.1 Roads and Drainage**

*1.1.1 Develop, maintain and review Asset Management Plan for Council to ensure effective delivery of road infrastructure.*

**1.2 Built Infrastructure**

*1.2.1 Maintain and review Asset management plan for Council to ensure effective delivery of Built Infrastructure.*

**3 POLICY IMPLICATIONS**

All relevant NBRC Policies are adhered to where applicable.

**4 STATUTORY REQUIREMENTS**

All relevant Standards and Codes are applied where required.

**5 RISK MANAGEMENT**

Risk management is an integral part in the planning and delivery of infrastructure services by the Engineering Department.

**6 CONSULTATION**

Internal consultation occurs formally fortnightly at Engineering Management meetings and informally through briefing sessions with Councillors and staff. Engineering staff engage with Government agencies, other agencies and with the wider community on an 'as needs' basis.

**7 OPTIONS FOR COUNCIL TO CONSIDER**

For information only.

**8 OFFICER'S COMMENTS / CONCLUSION**

Nil

**9 RECOMMENDATIONS**

That the report be received.

**WORKS SUPERVISOR – MONTHLY REPORT – PERIOD ENDING 19-08-15**

<b>SEALED ROADS</b>	
<b>District</b>	<b>Work Details</b>
<b>Central</b>	Bitumen Patching – various locations
<b>East</b>	Nil
<b>West</b>	Nil

<b>UNSEALED ROADS</b>			
<b>District</b>	<b>Roads Graded</b>	<b>Roads Re-sheeted</b>	<b>Roads Other Works</b>
<b>Central</b>	Pioneer Road Beronne Road East Woodmillar Road Wigton Road Barlyne Road Gilberst Road	West Woodmillar Road James Road	Mt Steadman Road – storm damage clean up Cattle Creek Road - signage
<b>East</b>	Yarrol Road Elliotts Creek Road Branch Vale Road Greys Road Wangool Road Scrub Road Harpurs Hill Road Elizabeth Street Eight Mile Road Jones Street	Sandy Camp Road Sunday Creek Road Eight Mile Road Bilboolan Road	
<b>West</b>	Bunns Road Glencoe Rd.	Cheltenham Rd Cannindah Rd	

<b>CAPITAL PROJECTS</b>		
<b>District</b>	<b>Work Details</b>	<b>Status [% complete]</b>
<b>Central</b>	Gayndah Airstrip Mundubbera Airstrip	1% 99.9%
<b>West</b>	Cannindah Rd TIDS. Splinter Creek Bridge Approaches	60% 25%

## DEPARTMENT OF TRANSPORT & MAIN ROADS WORKS (Including RMPC, Private Works, RPC etc)

*Anything outside of normal routine maintenance*

District	Work Details	Status [% complete]
<b>Central</b>	Reseal Prep	100%
<b>West</b>	Reseal Prep	25%
<b>FUTURE WORKS: Planning for a month in advance:</b>		
<b>East</b>	Maintenance grade Monto Mount Perry Road Maintenance Grade Gayndah Mount Perry Road Gravel Re sheet program Gayndah Mount Perry Road to Commence mid September	

## TOWN CREW

*Anything outside of normal routine maintenance*

District	Work Details	Status [% complete]
<b>Central</b>	Repair Pipe at Maltby Place Driveway installation Slash sewerage ponds / riverwalk Gravel repair Weir Park Paint Giveaway Linds Traffic Control for Tree Loppers	
<b>East</b>	Ongoing Duties	
<b>West</b>	Eidsvold and Monto depot cleanup. Take surplus items from the depots to the Mundubbera Rotary auction. Awaiting for the scrap steel to be picked up from the depots. Monto repainting the house numbers onto the kerb.	60%  20%

## BRIDGE AND DRAINAGE CREW

*Anything outside of normal routine maintenance*

District	Work Details	Status [% complete]
<b>West</b>	Macks Bridge	60%

## PRIVATE WORKS

District	Work Details
<b>East</b>	Resident 1 – Grid Repair Resident 2 – Grade private road

# INFRA 03      B DOUBLE REPORT - CRYSTAL VALE GRAZING CO - JOURNEY ID MKQ-9 Version 2 2

*Responsible Officer:*            *Mr Tyronne Meredith – Works Engineer  
Engineering & Environmental Services*  
*Report prepared by:*            *Mr Warren Paulger – Consultant Engineer  
Lucy Connolly – Administration Officer*

## 1      **PURPOSE OF REPORT**

This report recommends a response from Council to the National Heavy Vehicle Regulator (NHVR) in relation to a B-Double permit application, seeking to utilise 25m B-Double vehicles moving livestock to/from 5428 Glencoe Road via Calrossie Road to Eidsvold Theodore Road (TMR).

## 2      **INTRODUCTION / BACKGROUND**

This report has been prepared following an inspection of Calrossie Rd, Glencoe Rd and Sloss Rd to consider the suitability of the roads for 25m B-Double usage to transport livestock as per the application received from Crystal Vale Grazing Company (NHVR Journey ID – MKQ-9 Version 2 2

Calrossie Road and Glencoe Road (to 6497 Glencoe Road), which are part of the nominated route, have previously been recommended for approval. Sloss Road is not currently maintained by Council.

Issues with the intersection of Eidsvold-Theodore Road with Calrossie Road are within the jurisdiction of the Department of Transport and Main Roads who undertake separate considerations for the route approval. Components of the routes outside the North Burnett Regional Council shall be assessed by the respective road managers.

Proposed route was originally inspected in April 2014 and was not endorsed by Council due to the inadequacy of infrastructure, namely lack of gravel pavement, long unsealed grades greater than 5% and narrow grids.

## 3      **CORPORATE PLAN**

### **Outcome 1: Infrastructure**

To have infrastructure facilities in place that are well planned, affordable and offers a safe environment to the community.

### **Outcome 3: Economic**

Developing a mix of profitable and innovative businesses which provide sustainable economic growth including a viable primary industry sector. Planning and development for regional growth and change is based on sustainability principles, cultural heritage and community engagement.

#### **4 POLICY IMPLICATIONS**

None identified at this time.

#### **5 STATUTORY REQUIREMENTS**

While not a statutory requirement, this B-Double Route assessment has been evaluated and reported by an experienced local government engineer holding registration under the Professional Engineers Act, Qld. The assessment was undertaken with reference to and generally in line with the AustRoads Guidelines for Assessing Heavy Vehicle Access to Local Roads.

#### **6 FINANCIAL IMPLICATIONS**

In general terms, the expansion of B-Double route access across the North Burnett Regional Council has a financial implication on Council's operational budget, given the warrant to maintain these roads to a higher level of safety and maintenance than might otherwise warrant.

Any required upgrading, to allow a route to be recommended for approval, would place a demand on Council's capital and/or operational budget. The full cost impact would need further review and would likely be a budget type consideration rather than minor maintenance. See Section 10 below for some initial order of costs associated with potential upgrades to consider the route for approval.

#### **7 RISK MANAGEMENT**

The focus of any 23/25m B-Double route assessment is based on safety for all road users and, in making recommendations to Council, risk to all road users is the prime consideration. This can be evidenced by insufficient sight distances, long steep grade (stopping capacity), structures, cross falls, radii etc.

A secondary consideration is the impact on the existing pavements. The vertical loadings per axle / axle group are no greater than other semi-trailers but the impact of the drive axles pulling the additional load can be detrimental to the pavements. This is particularly a concern where the vehicle is pulling up steeper inclines including long unsealed grades and out of gullies or floodways where the vehicle tyres can carry water onto unsealed pavements.

With general 'as-of-right' traffic, the driver accepts responsibility for ensuring the road is suitable for usage. Council undertakes development and maintenance of the roads having due regard for their corporate plan and budget considerations. At no time does Council provide any assurance as to the condition of the road for any component of this traffic. However, in these permit applications, Council receives an assessment report and then resolves the route as being acceptable / unacceptable for the non-standard vehicles. With any acceptance, there would be a moral and likely legal expectation or responsibility that Council maintain the route suitable for the special vehicles in accordance with their resolution.

## 8 CONSULTATION

There has been no consultation with the applicant or the community in relation to this particular application.

The National Heavy Vehicle Regulator (NHVR) will be advised of Council's position on the application who will then consider all responses and make a determination regarding the application.

It should be noted that while previously the **local police office** was contacted for advice in the approval process, this is not part of the NHVR process. No contact has been made with local police regarding these route considerations.

## 9 OPTIONS FOR COUNCIL TO CONSIDER

Receive the report and consider the recommendation for adoption.

## 10 OFFICER'S COMMENTS / CONCLUSION

Due to the multiple routes in this application, comment is made on roads separately and then specifically on the combination of roads in each route application.

**Calrossie Rd** is gravel construction, across 'flat' terrain with sweeping curves and shallow gully/floodway crossing that are generally acceptable for 25m B-Double usage. The road generally has adequate clear zones with some local areas that could be improved. Recommended improvements would be limited to improved road furniture such as warning signage, guide posts etc. (estimated cost - \$2,500)

**Intersection – Calrossie Rd / Glencoe Road** This intersection is unsealed gravel standard in a 'Y' configuration in relatively level terrain that gives a general easy turning movement for even the longer vehicles. From a traffic safety aspect, the configuration is not desirable, but the risks are limited due to the low traffic volumes through the intersection.

**Glencoe Road** (Calrossie Rd intersection to boundary grid between Glencoe and Crystal Vale) is a predominantly gravel construction with adequate clear zones. There have been some recent upgrades, particularly between Calrossie Rd and Sloss Rd. Narrow grids impacted by curve approaches have had the grids widened, and the narrow sealed road at Moocorooba Rd intersection has been widened.

The road traverses undulating country but all grades in this section are less than 5%. The road generally has adequate clear zones with some local areas that could be improved. Recommended improvements would be limited to improved road furniture such as warning signage, guide posts etc. (estimated cost - \$2,500)

**Glencoe Road** (from boundary grid between Glencoe and Crystal Vale to Sloss Road and Glencoe Road intersection) is predominantly a formation only construction using the natural site material with variable clear zones. The road traverses undulating country and has four grades greater than 5% (varying from 5.3% to 7.8%). There is significant risk to the gravel pavement by the drive axles as they drag the increased load up these slopes. The absence of gravel pavement generally is also a concern for any grades even less than 5% due to the standard axle loads and the drive axles. Upgrading of these pavements to

gravel and the slopes with a heavier pavement and bitumen surfacing would address this defect.

**Sloss Road** to the Crystal Vale stock yards is in very poor condition but Council does not maintain this section of road.

## 11 RECOMMENDATIONS

It is recommended that “the *National Heavy Vehicle Regulator* be advised that

- a. Council **endorses** approval of the permit application for 25 metre B-Double vehicles to transport livestock to / from 5428 Glencoe Rd, from yards at Sloss Road, along Glencoe Rd and Calrossie Rd to Eidsvold-Theodore Rd, subject to the following conditions:
  - a) A maximum speed limit of 60kph is to be observed by B-Double transports along the route, except where official traffic signs indicate a lower speed, and
  - b) the operation of B-Double transports on these roads is to be suspended in the event of rainfall of 20mm or more being received in the area. Such access is to be restricted until such time as the road pavements and gullies dry sufficiently to prevent damage to the road surface by B-Doubles using the road.
- c) Council's decision does not include
  - a. consideration of the intersection of Eidsvold-Theodore Rd with Calrossie Rd, as this assessment would be undertaken by the Qld Department of Transport and Main Roads, or
  - b. route components outside the North Burnett Regional Council area.