



Vincent Street  
CESSNOCK 2325

7 July 2008

To All Councillors

*You are hereby notified that the next Meeting of the Infrastructure & Services Committee will be held in the Council Chambers on Wednesday, 16 July 2008, commencing at 6.30 pm, for the purpose of transacting the undermentioned business.*

**B R MORTOMORE  
GENERAL MANAGER**

**AGENDA:**

PAGE NO.

**(1) APOLOGIES**

**(2) CONFIRMATION OF MINUTES**

Minutes of the Infrastructure & Services Committee  
Meeting held on 2 July 2008.

**(3) OFFICERS' REPORTS**

**DIRECTOR INFRASTRUCTURE & SERVICES**

59/2008	Cessnock Community Performing Arts Centre progress report 6	2
60/2008	Report of the Kurri Kurri Aquatic Centre Advisory Committee held 19 June 2008	4
61/2008	Hunter Economic Zone (HEZ) Deed Containing Agreement (DCA)	7
62/2008	Purchase of Grader, Backhoe and Two (2) Skid Steer Loaders	12

**(4) QUESTIONS WITHOUT NOTICE**

## **OFFICER'S REPORTS**

### **DIRECTOR INFRASTRUCTURE & SERVICES REPORT NO. 59/2008**

**SUBJECT: CESSNOCK COMMUNITY PERFORMING ARTS CENTRE PROGRESS REPORT 6**

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Recreation and Community Services Manager, Ms N Benson, reports:

#### **BACKGROUND**

On 16 October 2007 North Construction and Building Pty Ltd were engaged to undertake construction of the Cessnock Community Performing Arts Centre (PAC) and works commenced on the site on 29 October 2007. The total budget for the construction of the PAC incorporating car park and stormwater drainage works as well as contract administration is \$8.1M.

The PAC has been divided into three (3) sections and they are referred to as Building A, B or C. A description is as follows:-

- Building A is the two (2) storey building closest to Aberdare Road and will comprise of community offices, meeting rooms, Senior Citizens Room and toilets and change rooms;
- Building B is the centre building that had been demolished will be the theatre, stage and lounge area; and
- Building C is the building closest to the Aberdare Tavern that has been demolished with the exception of the façade and will form the entry foyer, box office and kitchen.

#### **REPORT**

Major activities sine last month's report includes:

- Joinery and external painting to Building A is complete
- Main switchboard and power connected to the site
- Passenger lift installed
- External cladding of the southern elevation commenced
- All mechanical plant installed

Forecast activities for the coming month include:

- Awning structure and awning linings completed
- Internal finishes to the theatre completed and ready for carpet
- Removal of all scaffolding – internal and external
- External wall claddings completed
- Internal lighting and power completed
- Hydraulic and mechanical installation completed

The original contract completion date is 31 July 2008. Works have progressed generally in accordance with the revised construction program and building B is still ahead of finishing on time. Council has commenced construction of the carpark at the rear of the centre and will move to Castlemaine Street at the completion of these works. Landscape works will be completed by Council Parks and Gardens staff immediately after the works in Castlemaine Street.

The revised contract completion date is 29 September 2008 and this date will continue to change as the project progresses. Depending on weather conditions and adjustments to the program the date could actually move closer to the original contract completion date.

Expenditure to date on the project is \$4.4M and liaison with the Cessnock Senior Citizen's Association and the Samaritans continues with meetings regarding fit-out, timeframes and leases held at regular intervals. Council recently met with the Samaritans to finalise legal documentation regarding the sale of the Samaritans building to Council and the lease arrangements for occupancy in the PAC. This matter is expected to be finalised late July.

Community consultation has been maintained through correspondence and meetings with TAFE, local schools, dance groups and performing arts committees. Constructive preliminary discussions are being held with TAFE and local high schools regarding training courses at the PAC that may be offered by TAFE as soon as the centre is operational. Training could be in areas of OH&S, entertainment and theatre operation. Due to the amplified amount of enquiries about the centre, Council will call for applications for use of areas within the building in late July with a view to allocate space to community groups and educational institutions from October onwards.

**RECOMMENDATION** that the information be noted.

To: **The General Manager**  
Infrastructure & Services  
Committee – 16 July 2008

**L OLDFIELD**  
**DIRECTOR INFRASTRUCTURE & SERVICES**  
7 July 2008

# **DIRECTOR INFRASTRUCTURE & SERVICES REPORT NO. 60/2008**

**SUBJECT:     REPORT OF THE KURRI KURRI AQUATIC CENTRE ADVISORY  
                  COMMITTEE HELD 19 JUNE 2008**

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Recreation Operations Manager, Ms A Sander, reports:

## **BACKGROUND**

A meeting of the Kurri Kurri Aquatic Centre Advisory Committee was held on 19 June 2008.

Attendees: Council Officer - Ms A Sander, KKAC Centre Manager - Miss K Ziembra, Aquatic Education Coordinator - Mrs K. Weldon, Y Valley Aquatic Swim Club - Mr K Smith, Lower Hunter Aquanauts - Mrs C Leggatt, Hydro Aluminium - Mrs C Fall, Towns with Hearts - Mr C James & Kurri Kurri Chamber of Commerce - Mr Petherbridge.

Apologies: Mayor - Councillor John Clarence, Kurri Kurri Rotary Club – Mr P Milne, Kurri Kurri Chamber of Commerce – Mr R Cairns & Regional Manager YMCA Sydney – Mr B Perkins.

## **ITEMS FOR CONSIDERATION**

### **1.     Centre Managers Report**

The Centre Manager Kate Ziembra reported that the number for Aquatic Education enrolment are still above the projected totals. A total of 980 enrolled. Term 3 of the school calendar year is always the coolest part of the year and numbers usually drop in the education programs.

Note: Numbers overall have dropped for the year with recreation swimming casual visits being the worst affected. Program numbers still doing well. Council Recreation Operations has held discussions with the Centre Manager regarding the reduction in patronage from last year. The figures have largely reduced in casual recreation swimming and swimming club groups. The unseasonably cooler weather last year was recognised as being the major factor with this result.

The weekend of 31 May and 1 June Northern District Championships were again held at the Kurri Kurri Aquatic Centre. The carnival was a great success with over 850 patrons visiting the centre over the weekend. The weather was kinder than last year as the event was held over the June long weekend.

Signs have been placed through the centre to advise of programs that the YMCA can offer patrons, one of these signs has been placed on the external wall, it is a banner style sign and easily moved.

The Centre celebrated World YMCA week which was held from 2-6 June 2008. Information regarding what the YMCA organisation does in the community was available as a fact sheet. In house competitions for patrons were organised as well as a state wide competition.

Yearly planned maintenance at the Centre held 19 & 20 June. The centre was closed for the two (2) days to complete major repair works and maintenance. The centre came back online on Saturday 21 June with the works completed that affected the pool deck and aquatic area.

2. Gym Update

A proposal was presented to Council by the YMCA of Sydney regarding the gym project. Council is still considering its options on what is to be built, material selection, site analysis and size of the development. It is proposed that further information be sought from all stakeholders and this information be brought back to Council for its consideration.

3. Community Feedback

A positive response again from community representatives who are happy with the operations and program options at the centre. The amount of Community based events held at the centre is pleasing to see.

The centre seems to be the hub of Kurri Kurri with people constantly using the facility for all types of functions and activities.

4. Correspondence

Nil.

5. General Business

Air vents: question regarding the air vents in the pool hall. Informed that the vents have not been funded this financial year. Committee asked if the Council could look at cheaper alternatives to speed the process along. Question asked if the dehumidifier is turned on. The Centre Manager confirmed that it is being used, however at times if the fire doors are opened it maybe turned off.

Old Squash Centre: The group asked if the Council has considered leasing the old squash centre at Kurri Kurri to try to offer some gym facilities. The Centre Manager would look into the idea. The Centre Manager told the group that the centre is trying to convert the store room at the deep end of 25m pool into a combined store room with a fitness bench in for squad members so they can incorporate exercises into their program.

Swimming Club Officials Seminars: A Committee member spoke to the group about trying to run NSW Swimming Officials Seminars here at KKAC to allow officials to gain update points for their accreditations. The Centre Manager said that would be fine for the clubs to do this, dates would simply need to be set so the multi purpose room can be booked for the seminars. Other clubs would be canvassed to see if they are interested if it would be possible.

**CURRENT STATISTICS**

KKAC Visits Report

Category	May 07	May 08	YTD 2006/2007	YTD 2007/2008
Fitness	536	383	5422	4554
Memberships	1295	955	10404	9611
Recreational Swimming	3060	2207	39997	36561
Pools Education	3702	3530	31367	32040
Recreation Programs	114	88	2036	1792
Schools	557	76	4756	4870
Swim Club	125	76	1518	1312
Groups	0	0	620	427
<i>Total</i>	<i>9389</i>	<i>7315</i>	<i>96120</i>	<i>91167</i>

Kurri Kurri Aquatic Centre Post Code Survey May 2008

Area	Postcode	% Usage May 07	% Usage May 08
Maitland/Rutherford	2320	10%	10%
Lochinvar	2321	3%	2%
East Maitland	2323	18%	12%
Cessnock	2325	28%	29%
Weston	2326	11%	13%
Kurri Kurri	2327	22%	26%
Branxton	2335	1%	2%
Raymond Terrace	2324	0%	0%
Other		7%	6%

**RECOMMENDATION** that Council endorse the report of the Kurri Kurri Aquatic Centre Advisory Committee meeting held on 21 February 2008.

To: **The General Manager**  
Infrastructure & Services  
Committee – 16 July 2008

**L OLDFIELD**  
**DIRECTOR INFRASTRUCTURE & SERVICES**  
7 July 2008

# **DIRECTOR INFRASTRUCTURE & SERVICES REPORT NO. 61/2008**

**SUBJECT: HUNTER ECONOMIC ZONE (HEZ) DEED CONTAINING AGREEMENT (DCA).**

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Transport & Road Safety Manager, Dale Dickey, reports:

## **INTRODUCTION**

Under the provisions of clause 57(6) of Cessnock Local Environmental Plan 1989 consent must not be granted to development of land within the Hunter Employment Zone that, in the opinion of the consent authority, will or will be likely to generate additional vehicular traffic until the consent authority has received written advice from the Roads and Traffic Authority that arrangements satisfactory to that Authority have been made relating to improvements and additions to road infrastructure on and in the vicinity of the land to which clause 57(6) applies. To permit further development within HEZ, the RTA and Cessnock City Council require road infrastructure works to be undertaken to address the impacts of future traffic volumes associated with this development on the surrounding State and Local road network.

To facilitate this process the RTA require HEZ Nominees Pty Ltd to enter into a Deed Containing Agreement (DCA) with the RTA and Cessnock City Council, where HEZ agrees to undertake these road network upgrades.

This report is for Council consideration of infrastructure requirements for Precinct 1 (94.7 hectares) and Precinct 2 (72.63 hectares) relating to development within the Hunter Economic Zone and to resolve to enter into the Deed Containing Agreement between the three (3) parties.

## **BACKGROUND**

Over the previous two years Parsons Brinckerhoff (PB) on behalf of HEZ Nominees Pty Ltd has completed several studies to assess the traffic impacts of development within the Hunter Economic Zone on the surrounding road network.

These studies have progressively defined the roadwork necessary to support development of 360 hectares of land within HEZ. This report addresses Precincts 1 & 2 as identified in the Part 3A application which is with the Department of Planning. To develop Precincts 1 & 2 which, when combined, total 167.33 hectares.

## **REPORT**

In table format below is a list of works identified to meet the traffic demand generated by Precincts 1 and 2 of HEZ:

<b>RTA WORKS</b>	<b>THRESHOLD</b>	<b>OTHER CONDITIONS</b>
<b>Eastern Access – Leggetts Drive / Spine Road / Pelaw Main By-Pass</b>		
Stage 1 – Seagull Type intersection	Before any further subdivision of Precinct 1 land	Seagull layout specified – Figure 4.8.18 of RTA's Road Design Guide (RDG)
Stage 2 – Four-Leg Traffic Control Signals (TCS) intersection	a) Part of Pelaw Main By-Pass (PMB) construction b) Before 90% of the developable land in Precinct 1 is subdivided (85.23 ha)	Standards and minimum requirements specified

RTA WORKS (cont.)	THRESHOLD	OTHER CONDITIONS
<b>Northcote / Boundary Street intersection</b>		
Upgrade to Channelised Right Turn (CHR) type intersection	Before 20 hectares of Precinct 1 is subdivided	Standards specified
<b>Stanford / Railway / Mulbring Street intersection</b>		
Design standard determined by RTA to provide for priority movement in both directions on the classified (State) road – (MR195)	Before 20 hectares of Precinct 1 is subdivided	Standards specified
<b>Pelaw Main By-Pass (PMB)</b>		
Initially a two lane, two way road (with provision to widen to four lanes, divided)	Before 90% of the developable land in Precinct 1 is subdivided (85.23 ha)	Standards specified
Two lane circulating roundabout at John Renshaw Drive / Pelaw Main By-Pass intersection	Part of PMB construction	Standards and minimum requirements specified
Upgrade PMB to four lane, divided carriageway	Subject to determination by RTA but likely after subdivision of Precincts 1 & 2 (167.33 ha)	Standards specified
<b>Northern Access – Station Street connection</b>		
Stage 1 – provide for priority movement in both directions on the classified (State) road (MR588) at Station / First Street intersection and upgrade Station / Cessnock Street intersection	Provision for emergency and light vehicles only (up to 8t GVM) before 45 ha of Precinct 1 is subdivided	Standards and minimum requirements specified
Stage 2 – new 2-lane bridge and road approaches over South Maitland Railway (SMR), ancillary works and further upgrade of Station / Cessnock Street intersection	Intersection upgrade - provision for emergency, light vehicles and heavy vehicles (over 8t GVM), before 90% of the developable land in Precinct 1 is subdivided (85.23 ha)	Standards and minimum requirements for intersection specified
Stage 2 – bridge duplication over SMR and upgrade of Cessnock Rd between SMR and Station Street	Before 90% of the developable land in Precinct 1 is subdivided (85.23 ha)	Standards and minimum requirements not specified



RTA WORKS (cont.)	THRESHOLD	OTHER CONDITIONS
<b>Leggetts Drive / Lake Road intersection</b>		
Two-lane circulating roundabout	Before 67 ha of Precinct 1 is subdivided	Standards and minimum requirements specified
<b>Network Traffic Study - Other State Road intersections</b>		
Network Traffic Study to assess impact of HEZ on specified intersections	Before a Development Application to subdivide Precinct 2 is lodged	Study provided to RTA / Council for assessment and determination

COUNCIL WORKS	THRESHOLD	OTHER CONDITIONS
<b>Northern Access – Station Street connection</b>		
In conjunction with Stage 1 – signalised, boom-gate controlled railway crossing over SMR, road approaches and upgrade of Station Street between SMR and Cessnock Road	Before 45 ha of land in Precinct 1 is subdivided	Council requirements
In conjunction with Stage 2 – upgrade Cessnock Road from new bridge over SMR to Station Street	Before 90% of the developable land in Precinct 1 is subdivided (85.23 ha)	Council requirements
In conjunction with Stage 2 – closure of the Cessnock Road connection to Government Road	Before 90% of the developable land in Precinct 1 is subdivided (85.23 ha)	Council requirements
In conjunction with Stage 2 – parking restrictions in Station Street south of Cessnock Road	Before 90% of the developable land in Precinct 1 is subdivided (85.23 ha)	Council requirements
<b>Traffic Study – Local Road network</b>		
Traffic study to assess impact of HEZ on roads in Weston and Kurri, including LATM study	Before a Development Application to subdivide Precinct 2 is lodged	Study provided to Council for assessment and determination

As traffic volumes are a prediction only, a further traffic study is to be undertaken before commencement of Precinct 2. After completion of Precinct 1, traffic generation and assignment from the HEZ development will be investigated to enable a more concise input into the model for Precinct 2.

## **IMPLICATIONS**

Areas of concern at local road network level are the streets in the suburbs of Pelaw Main, Kurri and Weston. Infiltration of traffic from the HEZ development into the local street network in these suburbs is difficult to properly model as they disperse quickly after leaving the major access to HEZ. As well as identifying works required on the major road network, this study is also to identify any remedial measures required on collector and local roads to protect the amenity of residents of these suburbs.

As traffic through Pelaw Main has been of concern to Council, a separate report was completed by Parsons Brinkerhoff, identifying the traffic impacts on Stanford Street Pelaw Main for the peak hour traffic increase from HEZ. This report assessed the impact of 360 hectares of developed land up to year 2016 while the proposed Deed Containing Agreement (DCA) relates to the completion of approximately half this area (167.33 hectares).

The report found:

- *“by 2016, with completion of HEZ owned land, the Pelaw Main By-Pass and no F3 to Branxton, traffic on Stanford Street is forecast to increase about 440 vehicles per hour. This would double the existing traffic flow on Stanford Street but would still be comfortably within the capacity of the road as defined by the Austroads Guidelines.”*
- *“by 2016 with HEZ owned land, the Pelaw Main By-Pass and the F3 to Branxton, traffic on Stanford Street is forecast to increase about 370 vehicles per hour, being comfortably within the capacity of the road as defined by the Austroads Guidelines.”*

The above volumes include natural growth of 100 vehicles per hour not attributed to HEZ. As the PB report considers the impact of the development of 360 hectares of land, whereas the DCA limits development to 167.33 hectares, the figures above could be halved as an estimate.

Government Road Weston has also been identified in PB's Traffic Study as requiring remedial treatment. The proposed Traffic Study prior to the completion of Precinct 1 should include an assessment for any necessary works at the First Street intersection, the link between First Street and Mitchell Avenue and the Mitchell Avenue intersection itself, however it will not be triggered until prior to the completion of Precinct 1.

Works have been identified at the Station Street / Cessnock Road Weston intersection to link HEZ to the existing road network as part of Precinct 1. Other works not related to State Road upgrades are:

- Construction of a signalised, boom-gate controlled railway crossing over South Maitland Railway, the associated road approaches and upgrade of Station Street between South Maitland Railway and Cessnock Road;
- The upgrade of Cessnock Road between the new bridge over South Maitland Railway (near Government Road) and Station Street;
- Closure of the Cessnock Road connection to Government Road;
- Re-configuration of the parking and installation of parking restrictions in Station Street to the south of Cessnock Road;
- Works identified in the LATM Traffic Study for Government Road between First Street and Mitchell Avenue.

**RECOMMENDATION** that Council enter into the Deed Containing Agreement with the RTA and HEZ Nominees Pty Ltd (as attached to this report) for the construction of road infrastructure associated with Precincts 1 and 2 of the HEZ development.

To: **The General Manager**  
Infrastructure & Services  
Committee – 16 July 2008

**L OLDFIELD**  
**DIRECTOR INFRASTRUCTURE & SERVICES**  
7 July 2008

Annexure – HEZ Development - Deed Containing Agreement – Transport Infrastructure Deed

# **DIRECTOR INFRASTRUCTURE & SERVICES REPORT NO. 62/2008**

**SUBJECT: PURCHASE OF GRADER, BACKHOE AND TWO (2) SKID STEER LOADERS**

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Acting Logistics & Waste Operations Manager, Mrs Renae Leayr, reports:

## **BACKGROUND**

In February 2008 tenders were called for the purchase/sale of one (1) Backhoe Loader, one (1) Motor Grader and one (1) Skidsteer loader as part of Council's ongoing plant replacement program. Council also sought the purchase of an additional smaller Skidsteer Loader (without trade-in) to expand the existing fleet.

By seeking a bulk tender Council hoped to be offered substantial discounts for purchasing more than one machine from a supplier.

## **REPORT**

Tenders closed on 5 March 2008. Fifteen (15) tenders were received and five (5) of these tenders were for purchase only of the plant being replaced. The prices offered from these five (5) tenders were compared with the trade-in prices from the other tenders and it was determined that a better price could be achieved via trade-in rather than direct sale. Also if Council were to sell an item of plant instead of using it as a trade-in Council would have to sell the plant straight away and hire a substitute item of plant until the new replacement plant arrived. As such the five (5) tenders for purchase only were not considered any further.

The remaining ten (10) tenderers in no apparent order were as follows:

<b>Company</b>	<b>Type of plant offered</b>		
	<b>Backhoe Loader</b>	<b>Motor Grader</b>	<b>Skidsteer Loaders</b>
Hitachi	John Deere 315SJ	John Deere 770D John Deere 670D	-
BT Equipment	-	Mitsubishi MG460	Mustang 2076
CJD Equipment	Volvo BL71	Volvo G930 VHP	-
Westrac CAT	Caterpillar 432E	Caterpillar 12M Caterpillar 120M Caterpillar 120M AWD	CAT 262 CAC HF CAT 226 B2 AC
KOMATSU	Komatsu WB97R-5	Komatsu GD655-3	Komatsu SK820-5SF
Semco Equipment Sales	Terex 880 4WD	-	-
CASE Construction	Case 580R Series 2 Case 590R Series 2	-	
Construction Equipment Aust.	JCB 3CX Control Contractor	-	Case 465 Case 450 Case 420
Carrington Equipment Group	Hidromek 102B	-	-
Hewlett Equipment Aust.	-	-	Thomas 255 Thomas 155

Of the above tenderers Westrac, CASE and Hewlett Equipment Australia offered discounts for bulk purchases.

The tenders were assessed against Council’s requirements and specifications and a shortlist was determined for demonstrations. For the Backhoe Loader the Westrac CAT 432 E and the CASE 590R Series 2 were short listed for demonstration. In the Motor Grader the CAT 12M and the John Deere 670D were demonstrated. Demonstrations of the CAT 262 CAC HF, CASE 465 and the Thomas 255 were also undertaken.

The results of the demonstrations are shown in the table below with rank showing the machines in order of preference following the demonstrations:

	<b>Rank</b>	<b>Machine</b>	<b>Location</b>	<b>Comments</b>
Backhoe Loader	<b>1</b>	CAT 432 E	Demo machine on site CCC Waste Depot	Both good quality machines. Either one will perform well for Council so they were ranked the same.
	<b>1</b>	CASE 590SR Series 2	Demo machine On site CCC Works Depot	
Motor Grader	<b>1</b>	John Deere 670D	Greater Taree City Council – Taree	Good visibility. Comfortable cab comparable with CAT. Standard steering wheel operation. More power than CAT
	<b>2</b>	CAT 12M	Mid Western Regional Council – Rylstone	Excellent visibility of blade from cab. Very Comfortable cab. Joystick compared to steering wheel and levers.
Skid Steer Loader	<b>1</b>	CAT 262 CAC HF	Gosford City Council - Gosford	Pressurised AC Cab – no dust ingress. Best visibility to bucket and wheels. Good reach/parallel lift on bucket for loading.
	<b>2</b>	CASE 465	Lake Macquarie Council – Warners Bay	Good visibility to bucket and wheels. Good reach/parallel lift on bucket for loading. Cab not pressurised.
	<b>3</b>	Thomas 255	Demo machine, on site Maitland Road - Cessnock	Slight improvement on current machine. Radial lift – less reach for loading. Plainer controls, less accessible.

Following the above demonstrations, several pricing scenarios were then developed for the top two ranking machines in each category. These pricing scenarios are provided in the Confidential Enclosure to the Supplementary Report to the Committee of the Whole.

Based on the demonstration result and the pricing scenarios Option 2 is considered to represent the best value for Council. Option 2 is ranked second according to price and contains the plant that ranked first in the demonstrations, being the John Deere 670D Grader, the CAT 432E Backhoe, the CAT 262 CAC HF Skid Steer and the CAT 226 B2 AC Skid Steer. Option 1 was \$5,898.66 cheaper than Option 2 but contained the CASE Skid Steer Loaders which were ranked second in the demonstrations. One of the reasons the CASE 465 Skid Steer ranked second was because it did not have a pressurised cabin.

The pressurised cabin is a new feature available on the CAT 262 and it is a valued attribute for Council. The skid steer being replaced is regularly used for asphalt milling work at Council, a process that produces fine dust containing silica. With a non-pressurised cabin this dust enters the cabin and can adversely affect the health of the operator. This problem will be mitigated with the purchase of the CAT 262 Skid Steer and it is recommended that the additional \$5,898.66 is a worthwhile investment when taking such Occupational Health and Safety factors into consideration.

**FINANCIAL**

Sufficient funds are available in Council's Plant Reserve to purchase the Backhoe Loader, Motor Grader and one of the Skid Steer Loaders. The second Skid Steer Loader will be funded from the SIC reserve as approved in a previous Council report

**RECOMMENDATION** that:

1. Council accept the following tenders according to Option 2 of the pricing scenarios:
  - a) The tender from Hitachi for the John Deere 670D Motor Grader
  - b) The tender from Westrac for the CAT 432E Backhoe Loader, the CAT 262 CAC HF Skid Steer Loader and the CAT 226 B2 AC Skid Steer Loader
2. The tenderers be informed accordingly.

To: **The General Manager**  
Infrastructure & Services  
Committee – 16 July 2008

**L OLDFIELD**  
**DIRECTOR INFRASTRUCTURE & SERVICES**  
7 July 2008