



Vincent Street
CESSNOCK 2325

11 August 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, 20 August 2008, commencing at 6.30pm, 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 6 August 2008.

(3) OFFICERS' REPORTS

DIRECTOR INFRASTRUCTURE & SERVICES

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(4) QUESTIONS WITHOUT NOTICE

OFFICER'S REPORTS

DIRECTOR INFRASTRUCTURE & SERVICES REPORT NO. 67/2008

**SUBJECT: REPORT OF THE CESSNOCK CITY COUNCIL LOCAL TRAFFIC
 COMMITTEE MEETING HELD ON 21 JULY 2008**

A meeting of the Cessnock City Council Local Traffic Committee was held on 21 July 2008 and reports as follows:-

Attendees at the meeting included Councillor J Maybury, Mr G Warnick, the Mayor, Councillor J Clarence, Mr M Kerr, Mr J Carey and Mr C Eddy.

In line with RTA requirements, the items presented for consideration are listed into "Formal Matters" and "Informal Matters". "Formal Matters" are those items where Council is required to exercise its delegated powers for approval of traffic facility items. "Informal Matters" are those items where Council is not required to exercise this function but are presented to the Council for information. Items raised as General Business are included at the end of the report.

FORMAL MATTERS

**ITEM NO: 08/076 WOLLOMBI ROAD CESSNOCK – MERGE LANE
 MARKINGS AT ALLANDALE ROAD**

Original Matter:-

Question Without Notice From Councillor Davey

Councillor Davey advised that the left hand lane marked "Merge Right" with arrows on the pavement along Wollombi Road from the Vincent Street intersection is resulting in dangerous merging.

This matter was considered at the Traffic Committee meeting on 16 June 2008, with the original recommendation being that:-

1. Advance warning and guide signposting be installed on Wollombi Road Cessnock between Allandale Road and the access to Cessnock Marketplace;
2. A painted island (with chevron infill) be installed on the western side of the access to Cessnock Marketplace;
3. The existing pavement merge arrows be re-marked.

However, the Committee's final recommendation was to defer the matter for further investigation.

Since the previous Traffic Committee meeting, Councillor Davey has advised that the concerns relate to the combined use of lane 1 (the kerbside lane on Wollombi Road) as the lane 1 right turn from Allandale Road (which has to merge once traffic has completed the right turn) and the left turn into Cessnock Marketplace. The three existing pavement arrows on Wollombi Road lane 1 direct traffic to merge as soon as it has turned right, which is misleading to motorists who intend to enter the Cessnock Marketplace.

There is limited space available to install merge taper markings on the eastern side of the Cessnock Marketplace access, which will reduce the capacity of lane 1 and may lead to queuing through the traffic signals. The existing merge taper is located on the western side of the Cessnock Marketplace and should be lengthened slightly. In addition, the taper should be in-filled (using chevron in-fill markings) to increase the visibility of the merge taper, especially at night.

Since lane 1 is used as a combination left turn / merging lane, installation of three combination left turn / merge arrows on the pavement is recommended. This proposal does not require any re-configuration of the Allandale Road approaches to the traffic signals at Wollombi Road or the existing lanes on Wollombi Road.

RECOMMENDED that:-

1. *Three (3) combination UA3(L) / UA5(R) “Left Turn / Merge Right” pavement arrows be installed on Wollombi Road Cessnock, in the kerbside lane between Allandale Road and Cessnock Marketplace;*
2. *A W5-34 “Merging Traffic” advance warning sign be installed.*

ITEM NO: 08/081

LAKE ROAD ELRINGTON – B-DOUBLE APPLICATION

Application relates to Main Road 220 (Lake Road) from Leggetts Drive to Quarrybylong Street Cessnock and on Quarrybylong Street from Aberdare Road (MR220) to the HPOTS Training Depot (corner McFarlane Street). The purpose of the proposed route is for coal transport ex Victoria for a new coal processing plant at Aberdare, investigating clean coal technology.

This application is similar to one received from DECA Training in 2004. At that time, the Traffic Committee had concerns with the HPOTS access, regarding the difficulty a 25m B-Double would have in performing the movement without crossing to the incorrect side of Quarrybylong Street.

Accordingly, it is recommended that the proposed route not be approved until the HPOTS access is widened to permit the safe movement of a B-Double through the access without the vehicle having to cross to the incorrect side of the road.

Approval of the route along the State Road sections of the proposed route would be subject to RTA consideration and widening of the HPOTS access will be subject to concurrence from HPOTS and South Maitland Railways.

RECOMMENDED *that approval of the proposed route, for 25m B-Doubles, along Quarrybylong Street Cessnock from Aberdare Road (MR220) to the HPOTS Training Depot (corner McFarlane Street) and return, be approved, subject to the completion of access widening at the HPOTS Training Depot and RTA approval of the route along Main Road 220 from Leggetts Drive.*

ITEM NO: 08/084

JOHNSON AVENUE KURRI – “STOP” SIGN AT MITCHELL AVENUE

Council decision of 21 May 2008:-

Council investigate the installation of a “Stop” sign in Johnson Avenue at Mitchell Avenue.

Sight distance in Johnson Avenue at Mitchell Avenue was checked on 2 July 2008 and found to be below RTA requirements for a “Give Way” control and as such, the installation of a “Stop” sign is recommended.

RECOMMENDED *that “Stop” restrictions and associated pavement markings be installed in Johnson Avenue Kurri at Mitchell Avenue.*

ITEM NO: 08/086

MT VIEW ROAD MT VIEW – “NO STOPPING” SIGNAGE

Applicant advises that many near-misses have occurred due to the volume of tourists stopping in the middle of the road to admire the view coming down from Bimbadeen Lookout. It would be appreciated if Council would investigate installing “No Stopping” signs all the way up to and down from the Lookout as traffic is increasing and the chance of an accident is ever increasing.

The installation of “No Stopping” signage on the narrow road shoulders on Mt. View Road is not supported for reasons of cost (the number of signs required) and on-going maintenance. A more reasonable, low cost option would be to install “Restricted Parking Area // No Stopping On Road Shoulder” and “End Restricted Parking Area” signage (similar to signage erected for other special event outdoor concert venues in Pokolbin), supported by continuous yellow edge markings within the area of treatment.

The area of treatment would only apply in sections of Mt View Road where shoulder widths were less than 2m wide or the combined carriageway / shoulder width is less than 9m.

RECOMMENDED that:-

1. “Restricted Parking Area // No Stopping On Road Shoulder” and “End Restricted Parking Area” signage be installed on Mt View Road Mt View, in areas where shoulder widths are less than 2m or the combined carriageway / shoulder width is less than 9m;
2. Continuous yellow edge markings also be installed within the area of treatment.

ITEM NO: 08/088

DEASYS ROAD POKOLBIN – HAZARDOUS TRAFFIC SITUATION AT DEASYS LANE

Applicant lives at 345 Deasys Road Pokolbin and wanted to make Council aware of a hazardous traffic safety situation. There is significant risk being placed to residents turning right off Deasys Road into Deasys Lane in Pokolbin. A number of residents have been nearly wiped out over the last few weeks.

The issue of concern is the speed at which east bound traffic comes over a crest where Deasys Lane meets Deasys Road. My only suggestion is that a clear warning sign is placed over the hill before the crest warning traffic to slow down.

Deaseys Road was inspected by Council on 1 July 2008, confirming that the speed limits on Hermitage Road and McDonalds Road are 80 km/h, however there are no reminder signs to re-assure drivers of the limit on Deasys Road itself.

As speed zone matters are determined by the RTA, the installation of speed zone reminder signage (with pavement numerals) is recommended.

The installation of Special Advance Warning "Intersection Ahead" signage on the approaches to Deasys Lane is also recommended as Deasys Road is a link between the Singleton LGA and Branxton via McDonalds Road and Wine Country Drive and traffic volumes are significant.

A review of all other advance warning signposting (including curve warning signage with supplementary speed plates) and the installation of centreline and edgeline linemarking should also be carried out.

RECOMMENDED that:-

1. The RTA be requested to investigate the installation of speed zone re-assurance signposting (with pavement numerals) on Deasys Road Pokolbin;
2. Special Advance Warning "Intersection Ahead" signage be installed on the approaches to Deasys Lane;
3. A review of all other advance warning signposting (including curve warning signage with supplementary speed plates) be undertaken and the necessary signage installed;
4. Centreline and edgeline linemarking be installed between the Singleton LGA boundary and McDonalds Road.

ITEM NO: 08/089

**FOURTH STREET WESTON – KLINE STREET
INTERSECTION**

Original matter:-

Cr Maybury made representations on behalf of a Weston resident, where the resident's vehicle was written off in a recent crash at the four-way "Stop" controlled intersection.

Cr Maybury advised that the Weston resident has requested the construction of a roundabout or the installation of guard rails as a measure to reduce the amount of property damage resulting from crashes at the intersection.

Cr Maybury was advised that the intersection would be listed for inspection at the Traffic Committee meeting on 16 June 2008. At that meeting, the Committee recommended that the matter be deferred for further investigation.

The intersection was re-investigated by NSW Police, Council and the RTA on 2 July 2008 and noted the following points:-

1. The installation of barriers as a measure to protect the integrity of adjoining private property in situations that don't meet specified RTA guidelines is not supported as the barriers then become an obstacle (a road safety crash risk) within the road reserve and an on-going maintenance burden;
2. Conditions beyond the carriageway at the intersection do not warrant the installation of guard rail;
3. There is no evidence of damage to fences or signage to suggest the need for a barrier.

It is recommended that all approaches to the existing "Stop" controls be highlighted by re-marking the holding lines, installing short lengths of double unbroken (BB) centreline markings and installing advance warning "Stop Sign Ahead" (W3-1) signs

RECOMMENDED that:-

1. Short lengths of double unbroken (BB) centreline markings be installed on all approaches to the intersection of Fourth Street and Kline Street Weston;
2. The existing "stop" holding lines be re-marked;
3. Advance warning "Stop Sign Ahead" (W3-1) signs be installed.

ITEM NO: 08/090

**PAYNES CROSSING ROAD WOLLOMBI – “GIVE WAY”
AND “STOP” SIGNAGE AT CUNNEENS BRIDGE**

Matter raised at the Wollombi Forum meeting of 23 April 2008:-

The Forum requests the Traffic Committee to inspect the existing "Give Way or "Stop" signage at Cunneens Bridge for sight distance problems.

Paynes Crossing Road on the approaches to Cunneens Bridge was inspected on 1 July 2008 to determine if sight distance was a concern when standing at the “Give Way” or “Stop” controls recently installed as part of the chicane treatment.

To improve sight distance and safety, the following measures are recommended:-

1. Relocate the "Give Way" sign and pavement markings for the chicane treatment on the southern approach to Cunneens Bridge 5m closer to the bridge to improve sight distance to the queue of vehicles at the "Stop" sign on the opposite end of the bridge;
2. Trim grass growth (and the cut batter if necessary) on the northern end of Cunneens Bridge to improve the line of sight from the "Stop" sign to the queue of vehicles at the "Give Way" sign (above).

RECOMMENDED *that the following measures be implemented to improve sight distance and safety on Paynes Crossing Road at Cunneens Bridge:-*

1. The existing "Give Way" sign and pavement markings for the chicane treatment on the southern approach to the bridge be relocated 5m closer to the bridge;
2. Grass growth on the northern end of Cunneens Bridge be removed to improve the line of sight from the "Stop" sign.

INFORMAL MATTERS

ITEM NO: 08/075

**PITTMAN LANE BELLBIRD - LANEWAY BESIDE BELLBIRD
PUBLIC SCHOOL**

The Principal has some safety concerns regarding the use of the laneway by the parents. Currently the southern side of the road is signed “No Stopping” i.e. the traffic travelling east in the laneway is not able to lawfully drop off children as they would be contravening the signs. The northern side of the road is signed “No Parking” which allows the children to be lawfully dropped off if the vehicles are travelling in a westerly direction. From observations it was very apparent that all vehicles travelled east and parked to the northern alignment to drop off their children.

The Principal's concern is that he still wishes to have the laneway utilised as a drop-off point as it is off the main road and is ideally suited for the task. I have advised him to, at this stage, advise via the school newsletter that the laneway is able to be used for this purpose but for it to be done lawfully the vehicles must travel up the hill (westbound) to do so. He is concerned that if this occurs then he might have compliance concerns and then have traffic chaos as the laneway is quite narrow and this might result in more issues than it resolves. I have further asked him to make representations to have the laneway changed to one-way conditions (west travel only) as it would solve all issues.

The provision of one-way traffic conditions in the laneway is not supported for a number of reasons:-

1. It serves as a rear access to properties abutting the laneway;
2. School related usage takes place for approximately two hours on any school day and outside of school hours, traffic conflicts in the laneway are extremely low;
3. Non-compliance with the one-way requirement if implemented.

Patrolling by Council's Rangers and the NSW Police is recommended to encourage correct usage of the "No Parking" zone.

RECOMMENDED that:-

1. *The installation of one-way traffic conditions in Pittman Lane Bellbird, beside Bellbird Public School, is not supported;*
2. Council's Rangers and the NSW Police be requested to patrol the laneway and surrounding areas for instances of non-compliance with the "No Stopping" restrictions.

ITEM NO: 08/077

HELEN STREET CESSNOCK – PARKING ACROSS DRIVEWAY

Applicant requests a "No Parking" sign installed in front of her driveway access in Helen Street. She was blocked in and could not get her car out of her property recently and this happens all of the time. [She] would also be happy for something to be painted on the road to indicate "No Parking. This is a problem because they are so close to the school and parents park there every day.

The applicant's driveway access was inspected on several occasions during school morning and afternoon periods and the claims that the driveway was obstructed was not supported on each occasion.

The installation of parking restrictions is not supported as the area is residential in nature.

RECOMMENDED that no action be taken.

ITEM NO: 08/078

MAITLAND ROAD CESSNOCK – DEDICATED LEFT TURN AT MILLFIELD STREET

Requests investigation into dedication of the left lane at the east approach to Millfield Street in Maitland Road into a left turn lane. Vehicles turning left at Vincent Street are using this lane and blocking the left turn movement (under a green arrow) into Cumberland Street on the through red signal.

As the matter relates to traffic signals on the State Road, it is recommended that the matter be referred to the RTA.

RECOMMENDED that the RTA be requested to investigate dedicating lane 1 on Maitland Road Cessnock at Millfield Street as a "Left Lane Must Turn Left" lane.

ITEM NO: 08/079

**VINCENT STREET CESSNOCK – SPEED LIMIT
SIGNPOSTING**

Question Without Notice from Councillor Troy from Council meeting of 2 July 2008:-

Councillor Troy advised that there are no speed limit signs erected on the road leading out to Baddeley Park from Vincent Street and asked whether a sign could be erected.

As the matter relates to speed zoning, it is recommended that the matter be referred to the RTA.

RECOMMENDED that the RTA be requested to investigate additional speed limit re-assurance signposting on Vincent Street Cessnock between Aberdare Road and Baddeley Park.

ITEM NO: 08/080

**WOLLOMBI ROAD CESSNOCK – PARKING OUTSIDE
No.139**

Applicant requests parking to be reviewed outside No.139 Wollombi Road Cessnock. A new business has apparently opened in March 2008 and resident feels that number of parked cars has increased. There is a lane way behind No.139 Wollombi Road and residents of West Avenue use this as an access to their houses. With the parked cars on Wollombi Road, vision is obscured by oncoming traffic and is now a danger with restricted vision.

Wollombi Road near at the junction of the laneway (at the rear of the West Avenue properties) was inspected on 26 June 2008, where there was no parked vehicles causing any restriction to sight distance to approaching traffic. In addition, the installation of parking restrictions is not supported as the area is residential in nature.

RECOMMENDED *that no action be taken.*

ITEM NO: 08/082

**LEGGETTS DRIVE ELRINGTON – HAZARDOUS
INTERSECTION AT LAKE ROAD AT NIGHT**

Representations from the Mayor on behalf of Abernethy resident, who requests the Traffic Section to investigate some short term solutions such as Raised Reflective Pavement Markers (RRPMs) or reflective paint to help wet weather visibility.

The Abernethy resident states that the problem arises at night when returning to Cessnock from Kurri in conditions of poor visibility. It is extremely difficult to see the correct turning lane to the right to get into the start of Lake Road leading to Cessnock. It is easy to turn too early and get onto the wrong side of the road and be in the same lane as the oncoming traffic from Cessnock to precipitate a head-on collision. I am personally aware of some four or five near misses at this intersection all caused by cars coming from Kurri to Cessnock not being able to make a safe right hand turn from Leggetts Drive into Lake Road. In the rain at night when driving south from Kurri it is virtually impossible to find the correct path to make the turn right into Lake Road to get to Cessnock.

The lanes for traffic moving in opposite directions must be more clearly marked or separated to avoid a wet weather disaster. I would appreciate the Council's assistance in notifying the appropriate authorities of this black spot on the main road.

Leggetts Drive and Lake Road form part of State Roads MR220 (to the south and west) and MR195 (to the north) and it is recommended that the matter be referred to the RTA for further investigation.

RECOMMENDED *that the RTA be requested to investigate improved wet weather visibility at the intersection of Leggetts Drive and Lake Road Elrington.*

ITEM NO: 08/083 NEW ENGLAND HIGHWAY GRETA – REQUEST FOR TRAFFIC SIGNALS AT NELSON STREET

Applicant requests traffic lights at the intersection of Nelson Street and New England Highway Greta.

The installation of traffic signals on the State Road (SH9) is a matter for determination by the RTA.

RECOMMENDED *that the RTA be requested to investigate the installation of traffic signals on the New England Highway Greta at Nelson Street.*

ITEM NO: 08/085 ALEXANDRA STREET KURRI – PEDESTRIAN SIGNS

Applicant advises that traffic moves quickly through the laneway adjacent to his property and is concerned that pedestrians have nearly been hit by traffic exiting the lane. Applicant suggests that a pedestrian crossing sign be placed at the exit from the lane.

Council's investigation of the applicant's concerns resulted in the installation of yellow "<LOOK>" markings on the footpath on each side of the laneway, to encourage pedestrian awareness of traffic in the laneway.

The installation of pedestrian signage is not supported as traffic volumes in the laneway are very low and sight distance to pedestrians from the laneway to the footpath is good.

RECOMMENDED *that no action be taken.*

ITEM NO: 08/087 LEGGETTS DRIVE MULBRING – HAZARDOUS INTERSECTION AT SANDY CREEK ROAD AT NIGHT

The applicant requests the Traffic Section to look at [installing] Raised Reflective Pavement Markers (RRPMs) on Sandy Creek Road at the intersection with Leggetts Drive and / or a light at the intersection to assist definition of the roads?

Leggetts Drive at Sandy Creek Road forms part of State Road MR220 and it is recommended that the matter be referred to the RTA for further investigation.

Council's decision of 3 August 2005 to install street lighting at the intersection was referred to Energy Australia for investigation, initially on 24 August 2005 and more recently, on 11 June 2008.

RECOMMENDED *that the RTA be requested to investigate improved wet weather visibility at the intersection of Leggetts Drive and Sandy Creek Road Mulbring.*

GENERAL BUSINESS

A number of matters were raised during General Business at the Traffic Committee meeting and these items are provided for information below.

1. Alexandra Street Kurri – Cr J Maybury advised that a car carrier semi-trailer was being parked overnight near Deakin Street and enquired about the length of time that heavy vehicles are permitted to park in residential areas.

Cr Maybury was advised that the maximum period a heavy vehicle was permitted to park was one (1) hour and that Council's Rangers would be requested to patrol the area. In response, Cr Clarence requested that, as this is the first instance that Council has become aware of the vehicle parking in Alexandra Street, Council's Rangers be requested to issue two (2) warnings to the owner of the vehicle before an infringement notice is issued.

2. First Street Weston – Cr J Maybury advised that he had received a request to investigate the re-opening (to vehicular traffic) of a laneway joining First Street to Second Street, running parallel to and to the west of Station Street. Cr Maybury advised that he did not support re-opening the laneway to traffic and requested that, as part of the investigation, the adjoining residents be consulted before any recommendation to change the current conditions is considered.

Cr Maybury was advised that this would be done.

3. Various Streets in Cessnock LGA – Cr J Clarence advised that he was made aware of a number of concerns from residents who were parking their vehicles on footpath areas in streets where the carriageway was narrowed. Cr Clarence advised that these concerns related to the vehicle owners believing that their vehicles were less likely to be damaged in a crash because on some roads the carriageway was not wide enough to support two parking lanes and two travelling lanes.

Cr Clarence was advised that the parking of vehicles on the footpath was an offence, however Cr Clarence requested that Council's Rangers issue two (2) warnings to the owner of the vehicle before an infringement notice is issued.

RECOMMENDATION that Council endorse the report of the Cessnock City Council Local Traffic Committee meeting held on 21 July 2008.

To: **The General Manager**
Infrastructure & Services
Committee – 20 August 2008

L OLDFIELD
DIRECTOR INFRASTRUCTURE & SERVICES
11 August 2008

DIRECTOR INFRASTRUCTURE & SERVICES REPORT NO. 68/2008

SUBJECT: CESSNOCK COMMUNITY PERFORMING ARTS CENTRE PROGRESS REPORT 7

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 changerooms;
- 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 since last month's report include:-

- Internal finishes to the theatre completed and ready for carpet
- Removal of all internal and external scaffolding
- External wall claddings completed to below scaffold level
- Internal linings completed
- Hydraulic and mechanical installation completed
- Carpet installation started in Building A
- Theatre fit out started
- Construction of kitchen and box office area in Building C commenced

Forecast activities for the coming month include:-

- Awnings structure & awning linings completed
- Completion of carpet installation and theatre equipment
- External wall claddings completed
- Lighting and power completed and commissioned
- Mechanical installation commissioned
- Completion of external concrete paving
- Completion of internal painting
- Completion of car park behind the centre and commencement of Castlemaine Street works

The original contract completion date is 31 July 2008 and the revised contract completion date is 29 September 2008. This date will continue to change as the project progresses and depending on weather conditions and adjustments to the program the date could actually move closer to the original contract completion date. Works have progressed generally in accordance with the revised construction program and 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.

Liaison with the Cessnock Senior Citizen's Association and the Samaritans continues with meetings regarding fit-out, timeframes and leases held at regular intervals. Community consultation has been maintained through correspondence and meetings with TAFE, local schools, dance groups and performing arts committees. Council officers recently met with representatives from the Hunter Institute of TAFE and local high schools regarding entertainment, theatre operation and OH&S TAFE courses planned to be held at the PAC as soon as the centre is operational. Due to the amplified amount of enquiries about the centre, Council will call for applications for use of areas within the building in late August 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 – 20 August 2008

L OLDFIELD
DIRECTOR INFRASTRUCTURE & SERVICES
11 August 2008

DIRECTOR INFRASTRUCTURE & SERVICES REPORT NO. 69/2008

SUBJECT: GRAVEL RESHEETING AND SEALING PROGRAM 2008/2009

Roads, Bridges & Drainage Manager, Mr John Booth, reports:-

PURPOSE

The following report lists priorities for the 2008/2009 Gravel Resheeting Program, including the extension to this program for additional gravel resheeting and selected sealing.

BACKGROUND

As detailed in the Roads, Bridges and Drainage Manager's Budget Briefing to the Councillors on 13 February 2008 an amount of \$514,400 was proposed for the Gravel Resheeting and Sealing Program. This amount was confirmed in the final Program Budget adopted for 2008/2009 provided under Item 14 of Essential Discretionary Items and continues the allocation to the Gravel Resheeting Program introduced in 2001/2002 (resolution by Council on April 4, 2001 reference Director, Strategic & Community Services Report No.49/2001).

Council has approximately 275 km of rural unsealed roads to maintain in its Local Road network. The Gravel Resheeting and Sealing Program 2008/2009 provides for upgrading selected lengths of deficient pavement on Local Rural Roads. The principal component is to provide for additional gravel to be placed and compacted to increase pavement depth during the scheduled regrading of selected gravel roads.

A separate component provides for the bitumen sealing of selected lengths of Council's unsealed rural gravel roads to ensure that the maximum benefit is obtained from the additional pavement thickness resulting from the gravel resheeting.

The selected lengths are identified on the basis of traffic volume, topography and corresponding horizontal and vertical alignment to address locations of high maintenance effort. Higher quality base material is proposed for the gravel overlay to allow for bitumen sealing.

IMPACT OF JUNE 2007 DECLARED NATURAL DISASTER FUNDING

Cessnock City Council has received advice from the RTA that its application for assistance under the Declared Natural Disasters Program for the June 2007 Storm Event for restoration works on Regional, Local and Crown Roads (on behalf of Department of Lands) has been approved in an amount of \$2,352,843. Additional funding was provided for major repairs to Whitebridge, Mulbring (allocation \$788,000) and Dill Street Bridge, Kurri Kurri (contribution \$30,000). Principal roads to be funded for restoration under the Declared Natural Disasters Program included Majors Lane, Broke Road, Buchanan Road, Blackhill Road, Great North Road, Watagan Creek Road and Yango Creek Road.

The resourcing of these emergency repairs and restoration resulting from damage incurred during the June 2007 Declared Natural Disaster has considerably impacted on delivery of Council Gravel Resheeting and Sealing Programs 2007/2008 by Works & Services (now Infrastructure and Services). Therefore, there will be a revote of unspent funds from 2007/2008 of \$413,350.

A report will be submitted to Council by the Financial and Administrative Services Manager setting out the proposed revotes across the 2008/2009 Budget, including those from the Gravel Resheeting and Sealing Program 2007/2008.

Accordingly the revote projects from 2007/2008 program have been included as per the enclosed Gravel Resheeting and Sealing Program 2008/2009. A few projects have been excluded as they have been completed under the additional work in relation with the flood damage restoration or deferred to a future program. As a result there are savings from the Gravel Resheeting and Sealing Program 2007/2008, arising from repairs to damaged pavement carried out and claimed through the Natural Disaster Program. In addition to expedite the work and maximise the value for money from the total funding available, the Gravel Resheeting and Sealing Program for 2008/2009 is prepared to augment funding for some locations that require restoration work due to the June 2007 Natural Disaster. Therefore, for the 2008/2009 Program additional gravelling and sealing has been proposed to increase the long term benefit from this Program.

ASSESSMENT OF PROJECT PRIORITIES

The information collected from Council's road asset inventory and condition data was applied in identifying candidate lengths for gravel resheeting. This ensures that the segments most in need are undertaken to optimise the allocation of Council's available funding.

All rural unsealed segments were assessed over 100 m sections and then the ratings averaged over the total segment. The ratings were based on the following criteria:

1. Well compacted gravel materials with minimal loose stone or the presence of poor quality fine materials.
2. Predominantly reasonable quality gravel materials evident, but may contain some areas of loose stone or fine material build up outside the wheel paths. May have areas of gravel material wearing, evident by large stone outcrops resulting in less desirable ride quality.
3. Little or no evidence of quality gravel materials with significant areas of poor quality, fine material or natural soils. May show substantial distortion from traffic and create excess dust (does not include scouring from water run off).

The cost estimates for gravel resheeting where the pavement is to be left unsealed, are based on a nominal average overlay of 100 mm of gravel. The actual thickness applied may be more or less depending on the existing gravel pavement thickness. The material used has a higher plasticity due to its higher clay content and has a corresponding lower cost of supply than base quality material specified for a sealed pavement. Where possible all resheeting is to be a minimum width of 6.0m.

Lengths selected for bitumen sealing were further assessed on traffic volume, topography and corresponding horizontal and vertical alignment to address locations of high maintenance effort (based on recommendations of the Civil Maintenance Manager and Maintenance Coordinators). In future the Infrastructure & Services Maintenance Management System (MMS) should be able to track expenditure for each road segment.

These lengths were then further culled based on inspections and discussions carried out by the Civil Maintenance Manager and Roads, Bridges & Drainage Section staff.

Council has allocated \$514,400 in the Budget as stated above for extension of the gravel resheeting and sealing selected lengths for 2008/2009 Program.

The proposed break-up of the \$514,400, is as given below:

1. Gravel resheeting on Gills Lane, Brunkerville at an estimated cost of \$8,000 and
2. Additional gravel pavement and bitumen sealing of nominated project lengths on Old Maitland Road, Cessnock; and Murrays Run Road, Laguna at an estimated cost of \$236,400.
3. Wilderness Road selected road widening, gravel resheeting and sealing to improve safety and pavement structural performance at an estimated cost of \$270,000.

Revote of unspent funds and also savings from Gravel Resheeting and Sealing Program 2007/2008 amounting to \$413,350 will be available, if the full revote has been allocated to this program as per the Financial and Administrative Services Manager's report to Council in due course, which set out the proposed revotes across the 2008/2009 Budget.

Therefore provided that revote funding of \$413,350 is available then several projects from 2007/2008 program including a few additional Gravel Resheeting and Sealing projects have been recommended as per the attached Gravel Resheeting and Sealing Program 2008/2009.

The sections identified for gravelling and sealing all have high maintenance demands. Higher quality gravel with very low plasticity comprising subbase thickness of 100mm compacted and a base thickness of 100mm compacted is nominated. However base thickness of 150mm compacted is nominated for New Street, Mulbring to facilitate sealing, as gravel resheeting to provide subbase has been carried out on New Street in recent years. Naturally the higher quality gravel and increased pavement thickness has a higher cost per square metre of pavement.

In all of the gravelling and sealing projects it is important to carry out some minor drainage works, including installation of some transverse drainage culverts and cutting table and mitre drains to ensure long term durability of the completed pavement works.

It should be noted that, this program of works is based on the two sets of road asset data collected three (3) years apart in 2001 by Infrastructure Management Group (IMG) and in 2004 Pavement Management Services P/L (PMS). Council's Intervention Rule Base was reviewed on the two sets of data collected. The new data indicated the change in network condition (good and bad) over the three (3) years given the construction, rehabilitation and resealing/resurfacing works undertaken and changing age, environment and traffic on the network. A third contract to collect road inventory and condition data is due to be called later this year.

Council's Civil Maintenance Manager has concurred in the selections made (based on the asset database and inspections by Roads, Bridges and Drainage Section staff) regarding the Gravel Resheeting and Sealing Programs in the meeting held on 4 April 2008.

The introduction of the Gravel Resheeting and Sealing Programs has produced benefits to Council, ratepayers and the community. Council continues to receive favourable feedback from stakeholders within local communities and once again Infrastructure and Services Maintenance Teams should be congratulated on the quality of work.

The details of the individual projects selected are tabled in the recommendations below.

RECOMMENDATION that

Council adopt the proposed Gravel Resheeting and Sealing Program for 2008/2009 as outlined in this report based on the following;

1. The Program for Gravel Resheeting and Sealing Program 2008/2009 being \$514,400.
2. Subject to the 2007/2008 revote report being adopted by Council the Program for Gravelling and Sealing Program 2007/2008 of \$ 413,350 be added to (1.) above.

GRAVEL RESHEETING AND GRAVELLING & SEALING PROGRAM 2008/09

FUNDING = \$514,400.00 (2008/2009 ALLOCATION) & \$413,350 (REVOTE 2007/2008)

Gravel Resheeting Program (2008/09)

ROAD	SEGMENT	CHAINAGE STARTS FROM	CHAINAGE	AADT	LENGTH (m)	Width (m)	FINAL COST
Gills Lane	5450,4 – 5	Leggetts Drive	1305 – 1890	100	585	4.00	\$8,000.00
			TOTAL		585		\$8,000.00

NOTE: The average gravel thickness of Over-burden material to be used in for Gravel Resheeting is 100mm(Compacted)

Gravelling and Sealing Program 2008/09

ROAD	SEGMENT	CHAINAGE STARTS FROM	CHAINAGE	AADT	LENGTH (m)	Width (m)	FINAL COST
Wilderness Road	5160,1&2	Lovedale Road	Various	200	500		\$270,000.00
Old Maitland Road	3065,10	Maitland Road	3650 – 3980	400 (2006)	330	7.00	\$30,000.00
Old Maitland Road	3065,11	Maitland Road	3980 – 4650	400 (2006)	670	7.00	\$61,000.00
Old Maitland Road	3065,14	Maitland Road	5800 – 6430	400 (2006)	630	7.00	\$56,400.00
Murrays Run Road	5340,2	Great North Road	85-745	200	660	7.00	\$68,000.00
Murrays Run Road	5340,4	Great North Road	950 – 1150	200	200	7.00	\$21,000.00
			TOTAL		2990		\$506,400.00

NOTE:

1. Use Subbase Thickness =100mm(Compacted) and Base Thickness to be used = 100mm(Compacted).

IF REVOTE MONEY IS AVAILABLE FROM GRAVEL RESHEETING AND SEALING PROGRAM 2007/2008 = 413,350.00

FOLLOWING GRAVEL RESHEETING PROJECTS ARE RECOMMENDED FROM THE 2007/2008 PROGRAM

ROAD	SEGMENT	CHAINAGE STARTS FROM	CHAINAGE	AADT	LENGTH (m)	Width (m)	FINAL COST
Howells Road	485,1 - 3	Ferguson Road	0 - 1200	150	1050	5.00	\$14,600.00
Barraba Lane	4730,3	Sandy Creek Road	2000 - 3000	150	1000	6.00	\$16,700.00
			TOTAL		2050		\$31,300.00

NOTE: The average gravel thickness of Over-burden material to be used in for Gravel Resheeting is 100mm(Compacted)

FOLLOWING GRAVEL RESHEETING & SEALING PROJECTS ARE RECOMMENDED FROM THE 2007/2008 PROGRAM

ROAD	SEGMENT	CHAINAGE STARTS FROM	CHAINAGE	AADT	LENGTH (m)	Width (m)	FINAL COST
Richmond Vale Rd	8105,3	Maitland Road	820 - 1320	500 (2008)	500	7.00	\$43,400.00
Mount View Road	2290,23	Oakey Creek Road	5165 - 5675	500	510	7.00	\$44,500.00
O'Connors Road	4264,5	Main Road 220	1180 - 2000	400	820	7.00	\$66,500.00
			TOTAL		1830		\$154,400.00

1. Use Subbase Thickness =100mm(Compacted) and Base Thickness to be used = 100mm(Compacted).

BALANCE AVAILABLE = \$413,350 - \$185,700.00 = \$227,650.00

FOLLOWING ADDITIONAL GRAVEL RESHEETING AND SEALING PROJECTS ARE RECOMMENDED FOR THE ABOVE FUNDS OF \$227,650.00

ROAD	SEGMENT	CHAINAGE STARTS FROM	CHAINAGE	AADT	LENGTH (m)	Width (m)	FINAL COST
Richmond Vale Rd	8105,3	Maitland Road	1320 - 1820	500 (2008)	500	7.00	\$49,000.00
Richmond Vale Rd	8105,4	Maitland Road	1820 - 2820	500 (2008)	1000	7.00	\$98,000.00
New Street	4080,3	North Street	1080 - 1690	150	610	7.00	\$54,000.00
Metcalfe lane	5053,1	Frame Drive	0 - 295		295	7.00	\$26,650.00
			TOTAL		2405		\$227,650.00

1. All the Roads Except New Street Use Subbase Thickness =100mm(Compacted) and Base Thickness to be used = 100mm(Compacted).

2. For New Street use Base Thickness of 150mm(Compacted).

To: **The General Manager**
Infrastructure & Services
Committee – 20 August 2008

L OLDFIELD
DIRECTOR INFRASTRUCTURE & SERVICES
11 August 2008

DIRECTOR INFRASTRUCTURE & SERVICES REPORT NO. 70/2008

SUBJECT: WASTE MANAGEMENT PLANNING PROGRESS

Environmental Planning Manager, Mr M Alexander, reports:-

This report provides Council with an overview of actions and status of activities dealing with waste management.

BACKGROUND

Council will recall previous reports relating to the position and activity Council is taking to address the waste management needs of the community in both the immediate and long term:

Overall Waste Management Strategy

Report 10/2001	Develop Waste Strategy
Report 20/2006	Waste Strategy
Info Memo	April 2008

Alternate Waste Technology via involvement with Hunter Integrated Resources (HIR)

Report 83/2000	Assessment of EOI
Report 46/2001	Establish HIR & Become Member of HIR
Report 2/2002	Investigation of Technology & Report on tender assessment
Cnl & Community Briefing	Nov/Dec 2003
Progress Briefing	June 2007
Report 104/2007	Sign Heads of Agreement

Expansion of Councils Waste & Reuse Centre

Report 70/2004	Proposed Landfill Site
Cnl Briefing	Sept 2005
Report 32/2006	Purchase of Site
Report 21/2008	Progress Report

Recycling

Report 123/2005	Commercial Recycling
Report 41/2006	Extension of Contract
Report 70/2007	Continuation of HRR
Clr Memo	Introduction of Lifecycle Collection Service

REPORT

Recognising the complexity and myriad of options associated with waste management and the growing need to find a solution or combination of solutions to meet future demand, a Waste Management Strategy was produced and adopted by Council in 2006. The strategy recognises that there is no one solution and a range of solutions provides the best result in both the short and long term.

Progress on each of the three (3) core areas of waste management is detailed below:

Landfill

The immediate need facing Council is to expand the City's Waste and Reuse Centre to accommodate the City's immediate and longer term need for waste disposal. Despite the advancement of technology it is recognised that there will remain a need for landfill in both the short and longer term.

To this end Council has successfully negotiated the purchase of land adjacent the current facility that will accommodate the development of a new area that will be capable of meeting the City's disposal needs for a minimum of 20 years. If the alternate technology proposal is introduced approx 40% of the current stream will be diverted extending the life by a further 8 -10 years.

As a result of the negotiation and purchase of the site opportunity presented to re-arrange the operations at the current site the realised additional void space of 210,000 cubic metres that should accommodate the immediate need for approx 3 -4 years. During this period the extension site will be constructed.

The site purchased by Council also includes area for future investigation.

Key features

- presented "infill" opportunity
- secures minimum 20year life
- provides future extension opportunity
- provides flora & fauna linkage between National Parks and State Forest
- utilises existing infrastructure
- provides rehabilitation to an existing highly degraded site
- approached as strategic plan (Cessnock Resource Management Park) incorporating landfill extension, environmental protection area, flora/fauna linkages & potential (further) industrial development by Dept of Lands

*Note: Council Briefing & Community Consultation to be provided upon completion of EIS - expected Oct 2008

Alternate Technology

Council is a member of Hunter Integrated Resources (HIR) a company established by Cessnock, Lake Macquarie, Maitland and Newcastle to investigate available technology to primarily deal with the organic rich domestic waste stream.

Expression of Interest, tender and extensive assessment of the available technology and capability of the providers has been undertaken with HIR (and member Councils) adopting an anaerobic technology. The technology will see up to 160,000 t.p.a. of kerbside collected waste diverted from landfill across the region. From the assessment undertaken it is apparent that there is no "one" fit solution. All technology has some merit.

The preferred anaerobic technology is seen as the most sustainable outcome as it delivers outcomes on more than one front. As a direct result, 160,000 tonnes of kerbside collected domestic waste will be diverted from landfill, the methane gas generated harvested for use a fuel to generate power on-site to both drive the plant and surplus returned to the grid. The surplus is in the order of 18,000MWh – enough to power approx 3,000 homes per year, additionally, the process is estimated to account for additional recycling of 4,500 tonnes of metals and produce approx 35,000 tonnes of compost like material suitable for broad acre application such as mine site rehabilitation.

The Heads of Agreement was signed in November 2007 and work is progressing to complete the Project Deed by November 2008.

Key features of the project can be summarised as:

- enjoys economies of scale through HIR arrangement
- expected the site would be operational by 2010
- expected to divert approx 60% of the kerbside collected material from landfill
- reduce green house gas 152,000 tpa CO₂e
- term 22.5 years
- per tonne processing rate
- minimises the attraction of the State Government waste levy (applied to landfill material)

Recycling

Council is a member of Hunter Resource Recovery (HRR) a company established by Cessnock, Lake Macquarie and Maitland Councils to provide a cost effective kerbside recycling service. The service has been in operation since June 1997 and now provides service to over 120,000 residents across the three (3) LGA's.

Locally, the service is provided to almost 18,000 residents and diverts approx 3,700 t.p.a. In recent progress, the service has been extended to include the "Lifecycle – Day After Collection" for used household materials such as clothing, household items, textiles, bric – brac etc. The addition of the service is expected to divert an additional 8000 tpa across the region and feed product directly to charitable organisation, the industrial wiper market and third world clothing market. The contract will continue until 2012.

Key features

- 18,000 local residents receive kerbside collection
- approx 3,700 tpa diverted from local landfill
- additional "Lifecycle" service offered at no additional cost
- contract continues until 2012
- enjoys economies of scale through HRR arrangement

CONCLUSION

It remains apparent that there will be a continuing need for landfill capacity for the foreseeable future. The strategy adopted by Council and the actions taken to date place are an important part of Council's suite of waste management practices that will deliver sustainable outcomes through:

- providing alternatives to landfill
- reduction in greenhouse gas emissions
- produce electricity to offset burning of fossil fuels
- contribute to diverting more than 66% of waste from landfill
- maximising resource recovery
- significantly improve the management of air, land and water quality emissions

The outcomes achieved through these approaches meet or better the objectives of the State Waste Strategy and community expectations of improved environmental performance and place Council in a strong position to meet future demands.

RECOMMENDATION that the information be noted.

To: **The General Manager**
Infrastructure & Services
Committee – 20 August 2008

L OLDFIELD
DIRECTOR INFRASTRUCTURE & SERVICES
11 August 2008