

Blayney Shire Council



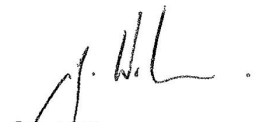
22 April 2013

Dear Councillor,

Your attendance is requested at an Extraordinary Council Meeting of the Blayney Shire Council to be held in the Chambers, Blayney Shire Community Centre on Tuesday, 30 April 2013 at 6.00 pm for consideration of the following business -

- (1) Acknowledgement of Country
- (2) Recording of Meeting Statement
- (3) Apologies for non-attendance
- (4) Disclosures of Interest
- (5) Mayoral Minute
- (6) Notices of Motion
- (7) Reports of Staff
 - (a) General Manager
 - (b) Infrastructure Services
- (8) Questions from Councillors
- (9) Closed Meeting

Yours faithfully



G.A. Wilcox
GENERAL MANAGER

INDEX OF REPORTS OF THE BLAYNEY SHIRE COUNCIL MEETING
HELD ON TUESDAY 30 APRIL 2013

GENERAL MANAGER'S REPORTS	1
01) MEMORANDUM OF UNDERSTANDING - RAIL CROUP, T3.8.5	2
INFRASTRUCTURE SERVICES REPORTS.....	5
02) BRIDGE CONSTRUCTION - NEWBRIDGE AND GARLAND ROADS	6

GENERAL MANAGER'S REPORTS
PRESENTED TO THE BLAYNEY SHIRE COUNCIL
MEETING HELD ON TUESDAY, 30 APRIL 2013



01) **MEMORANDUM OF UNDERSTANDING - RAIL GROUP,**
T3.8.5
(General Manager)

RECOMMENDED:

1. That approval be given for the Mayor and General Manager to sign the final Memorandum Of Understanding, under seal if necessary.

REPORT

As verbally reported by the Mayor to Council's April Meeting, the meeting with Minister Duncan Gay on 20 March went very well and resulted in a discussion session on an amended draft MOU which incorporates nearly all the points previously requested by the five councils.

The draft MOU has been referred to the five councils' legal advisor who has confirmed that it is now a satisfactory document for the councils to sign. Transport for NSW has been advised accordingly and the final draft is now awaited. However in the interests of saving time the council representatives are seeking approval to sign on the basis of the current draft.

The main elements of the draft MOU are:

- A commitment "to work cooperatively together..."
- To agree on a "strategic joint governance framework....."
- To provide a "coordinated investment framework..."
- To recognise that freight is to be subject to "commercial contracts...."
- To ensure that "supporting road pricing/regulatory initiatives" are designed.
- To obtain prior approval for media comment mentioning Transport for NSW.

A copy of the amended draft MOU will be available for inspection at the meeting, and may also be inspected beforehand. The document is confidential at this stage.

The Minister's staff undertook to arrange to invite expressions of interest to operate the line within two weeks of receipt of the completed final MOU, signed by all councils.

BUDGET IMPLICATIONS

Council provides funding within its budget to meet minor costs associated with meetings and legal advice. The Draft MOU will not impact on Councils resources.

POLICY IMPLICATIONS

The placement of Councils seal requires approval of Council.

IP&R

DP1.2.2 – Improve transport linkages.

OP1.2.2b – Advocate the upgrading of the Blayney to Demondrille railway to support the transport of bulk materials to/from the Blayney Local Government area.

Attachments

Nil

INFRASTRUCTURE SERVICES REPORTS
PRESENTED TO THE BLAYNEY SHIRE COUNCIL
MEETING HELD ON TUESDAY, 30 APRIL 2013



02) **BRIDGE CONSTRUCTION - NEWBRIDGE AND GARLAND ROADS**
(Director Infrastructure Services)

RECOMMENDED:

1. That Council approve:
 - a. The application for a \$1,000,000 loan as identified in the Blayney Shire Operations Plan 2012-13, and grant authority to the Mayor and General Manager for the use of the Common Seal of Council on documentation, should it be required, to give effect to this resolution.
 - b. The undertaking to seek by open tender, suitability qualified contractors for the piling works associated with Newbridge and Garland Road bridges.
 - c. Commencement of construction works associated with Newbridge and Garland Road bridges.

REPORT

Councillors will recall previous reports in relation to the proposed replacement of the Newbridge Road bridge located on the outskirts of Blayney, and the Garland Road bridge at Garland.

Following the closure of tender submissions in November 2012 for piling works at the above mentioned bridges, the cost to undertake piling was considered high, and was outside of the previously developed estimates for these two projects. It was determined that the design parameters may have been over conservative, and council therefore undertook to review these parameters and identify any alternative solutions for these locations.

An investigation of other bridging and structural options for the Garland Rd crossing were undertaken, however the M-Lock bridge solution was considered the most economical solution.

Recent advice from Cardno (Council's bridge consultant), is that the piles have been redesigned following the review of the geotechnical investigations after considering alternate solutions. The revised drawings have been completed, and advice received from Cardno confirms that the revised pile lengths have been reduced by about one third.

Based upon the revision of the pile lengths, a revised cost estimate is provided for both bridges, as shown below.

Bridge	Revised Estimate	Original Estimate	Savings
Newbridge Road	\$895,000	\$1,091,000	\$196,000
Garland Road	\$507,000	\$617,000	\$110,000
Total	\$1,402,000	\$1,706,000	\$306,000

Whilst this is a considerable saving, notwithstanding that it remains higher than the original estimate reported to Council, there is an expectation that the reduced pile lengths may provide opportunity for smaller, suitably qualified contractors to undertake the piling works. This may provide opportunity for further savings as the tenders become more competitive.

Based upon the above revisions and the requirement to get the Newbridge Road project started to meet NSW Government requirements of expenditure before the end of the financial year, and construction by end of calendar year, Council is requested to consider the undertaking of these major projects.

The proposed methodology for progress is to seek tenders for the piling works, and Council staff to undertake construction of the M-Lock design bridge structure. The undertaking of the structure works by Council staff may also provide opportunity for further cost savings, and more importantly develop Council's employee skill base.

Subject to the work being undertaken prior to October, Councils 2013/14 works program would remain unaffected.

As the value of piling works is greater than \$150,000, in accordance with the NSW Local Government Act 1993 and Regulations (2005) Council is required to seek tenders for the work.

It is recommended that submissions be sought by way of open tender, based upon the revised design, and those tenderers whom previously submitted a proposal be invited to tender again.

The proposed work methodology is to undertake piling work at the Garland Road site and then relocate the piling contractor to Newbridge Road. With the existence of the bypass at Garland Road, Council day labour staff can then be directed from Garland Road to Newbridge Road, when required to complete the Newbridge project when the piling work commences there.

Due to the funding requirements associated with the Newbridge Road project, this site will be prioritised, and it is noted the method of construction requires the bridge to be built in 2 halves in order to maintain access to facilities beyond the bridge site, and in particular the SeaLink operation. Once Newbridge is finished, the Garland Road project can be completed.

Due to the nature of construction and with no opportunity of alternate access to Newbridge Road, the existing bridge will be load limited to 30 tonne whilst during the construction phase.

It is anticipated the completion of both bridges will require Council's day labour staff to be available when required. For periods, up to 4 staff will be required and need to be prioritised.

In addition to the likely cost savings in adopting this methodology, there are some job satisfaction and skill's development benefits for Council staff in adopting this method.

BUDGET IMPLICATIONS

Provision currently exists within the Transport and Communications – Local bridges program to fund the construction of the Newbridge and Garland Road bridges by way of commercial loan, NSW Government funds and council own funds.

POLICY IMPLICATIONS

Nil effect.

IP&R REFERENCES

DP 4.1.1 – Manage Local Road Network to agreed service levels.

DP 4.1.5 – Implement the Blayney Shire Council Asset Management Plans

Attachments

Nil