

CAPRICORN MUNICIPAL DEVELOPMENT GUIDELINES

MEETING MINUTES, POST AMALGAMATION MEETING 15

Venue: Gladstone Regional Council, Calliope Training Room, Don Cameron Dr, Calliope

Date and Time: 9:30am to 3:30pm Thursday 6th August 2020

Attendance: **Robin Thekkekara, Graham Sweetlove, Scott McDonald, Brendan Fuller, Pat Moore, Kym Downey, Allan Heit, Thomas Natsa, Dev Krishnasamy, Jamie McCaul, Josh McErlean**

Apologies: **Anthony Lipsys, Richard Madden, Grant Vaughan, Jon Ashman, Michael Prior**

Time	Item	Action By
9:15	Welcome	
9:30	<p>M15.1. Governance</p> <p>Western Downs Regional Council has expressed interest in becoming part of the group. A fee proposal has been sent but there has been no further contact.</p> <p>No issues have been raised by industry since last meeting regarding document issues or changes, however a number of new people have requested to be added to the email notification list (there are now 59 emails on the list)</p>	
9:45	<p>M15.2. Previous Meeting Minutes (Attachment 1)</p> <p>The intention is that we will work through the previous meeting minutes as quickly as possible to identify items that need to be followed up. In some cases items from the previous minutes have been included in the agenda below.</p> <p>From previous meeting minutes</p> <ul style="list-style-type: none"> - M13.8 Cardno needs to check status and issue update What are the different types of trenching used and when are they actually used. Drawing that this is present: CMDG-W-040 CMDG-S-090 	<u>Cardno</u>
10:45	<p>M15.3. IPWEA Street Design Manual – Walkable Neighbourhoods</p> <p>Previously considered as item 14.4.</p> <p>The draft document is on the IPWEA website but the opportunity to provide feedback closed on 17 Jan 2020. Ideally each local government should review the document and advise whether they would be happy to adopt the document given it will shortly be issued as a final document.</p> <p>Note that D1 currently refers to Queensland Streets (1995).</p> <ul style="list-style-type: none"> - The reference “Queensland Streets (1995)” is to remain in the document as is. - Councils are to provide feedback on IPWEA Street Design Feedback, pulling out good bits to provide to Cardno for collation & distributor for further review - Councils to go back to Meeting 14 Section 14.14 and review the question raised. 	<u>Cardno/ Councils</u>

Time	Item	Action By
11:00	<p>M15.4. D5 Stormwater Design, D7 Erosion Control and Stormwater Management</p> <p>Previously considered as item 13.24.</p> <p>D05.15.01 Lawful point of Discharge. RRC (Greg) and RRC (Jamie) were to review this clause in light of the intended adoption of QUDM 2017. A decision needs to be made as to whether to adopt the QUDM 2017 approach or adopt with changes. Potentially notes could be provided as to what is considered substantial damage to define this better. Jamie has circulated a recent paper on Lawful point of Discharge for all to consider (Attachment 2). This decision also affects D7. Both D5 and D7 Drafts with changes as agreed in the last meeting have been completed. These documents are attached (Attachments 3 and 4 respectively) ready to issue pending resolution of whether to adopt QUDM 2017 or adopt QUDM 2017 with qualifications in relation to the Lawful point of Discharge matter.</p> <p>The relevant clause as it stands in The Draft D5 document is as follows:</p> <p><i>D05.01.01. All discharge points from developments are required to be a Lawful Point of Discharge (LPOD). A Lawful Point of Discharge shall be determined in accordance with the two-point test as specified in QUDM. Lawful points of discharge shall be located in the following locations:</i></p> <ul style="list-style-type: none"> ▪ <i>Drainage reserve/Drainage Easement: Local or State Authority owned stormwater infrastructure within a dedicated drainage reserve or easement (i.e. field inlet, open channel, swale drain); and</i> ▪ <i>Council controlled land: Council controlled land where there is stormwater infrastructure within the Council controlled land.</i> <p>- Cardno to update CMDG D5 to state “Queensland Urban Drainage Manual (QUDM), latest version” instead of referring to a specific year for the document.</p>	<u>Cardno</u>
11:30	<p>M15.5. D1 Geometric Road Design</p> <p>Previously considered as item 14.8.</p> <p>There needs to be discussion on finalising the new D1 Urban tables format. The current draft of D1 ready for the urban tables to be inserted in the new format is attached (Attachment 5). Note this document is set up such that there will be an individual annexure for each local government containing both Urban and Rural tables - however the Rural tables will simply be drawn from the existing D1 document.</p> <ul style="list-style-type: none"> - Cardno will locate all the discussed tables and bring them into the document as an appendix. - Cardno to provide LSC with a template of the document so it can be completed and returned to Cardno to be entered into the updated document. - Banana, CHRC and GRC are all completing revision of road hierarchy in this year. Updates to their respective tables will be required at this time. - Each council will handle what level of industry consultation they undertake. This will be separate from the committee. - A copy of the table listing the appendices (Each council) will be located in both the rural and urban sections of D1. 	<u>Cardno/</u> <u>LSC/</u> <u>Banana/</u> <u>CHRC/</u> <u>GRC</u>

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12:00	<p>M15.6. D1 Road Design, D2 Pavement Design – VPD and rural road sealing</p> <p>Previously considered as item 14.11 and 14.12</p> <p>The following question is posed by IRC - design specs reference vehicles per day (vpd); however, it is unclear if this is a reference to AADT or at any time. IRC are to provide a definition for “vpd” and advise on document changes required.</p> <p>Table D1.27.03 provides an interpretation that a surface may only be sealed when the traffic is greater than 150vpd, yet Table D2.08.01 provides a surface may only be sealed when the traffic exceeds 100vpd. This conflict affects other Local Governments as well. It is recommended that the 100vpd reference in Table D2.08.01 be deleted.</p> <p><i>Table D1.27.03 Rural Road Elements for Isaac Regional Council</i></p> <table border="1" data-bbox="225 622 1283 1104"> <thead> <tr> <th>Traffic Volume or Road Class</th> <th><150 VPD (or rural access)(or rural access)</th> <th>150 – 500 (or rural minor collector)(or rural minor collector)</th> <th>500 – 3000 (or rural major collector)</th> <th>>3000 (or arterial)(or arterial)</th> </tr> </thead> <tbody> <tr> <td>Road Reserve (flat terrain ≤ 5%)</td> <td>20m</td> <td>20m</td> <td>25m</td> <td rowspan="8">As per Division 8: Schedule C Sub- Arterial</td> </tr> <tr> <td>Road Reserve ** (Undulating/Hilly > 5%)</td> <td>25m</td> <td>25m</td> <td>30m</td> </tr> <tr> <td>Formation</td> <td>8m</td> <td>8m</td> <td>10m</td> </tr> <tr> <td>Pavement Width</td> <td>8m gravel</td> <td>8m</td> <td>10m</td> </tr> <tr> <td>Seal Width ***</td> <td>8m</td> <td>8m</td> <td>10m</td> </tr> <tr> <td>Lane width</td> <td>2 x 3.5m</td> <td>2 x 3.5m</td> <td>2 x 4.0m</td> </tr> <tr> <td>Desirable Speed Environment</td> <td>100kph</td> <td>100kph</td> <td>100kph</td> </tr> <tr> <td>Design Speed for Individual Elements (Minimum)</td> <td>80kph</td> <td>80kph</td> <td>80kph</td> </tr> </tbody> </table> <p>Notes: ** In undulating terrain this width shall be increased to enable services to be constructed on accessible flatter land on top and below batters. *** Where the road is a designated on-road bicycle route (signposted and pavement marked) the shoulder provision needs to conform to the AUSTROADS Traffic Engineering Practice Part 14: Bicycles</p> <p><i>Table D2.08.01 Pavement Design Criteria</i></p> <table border="1" data-bbox="225 1357 1315 1879"> <thead> <tr> <th>Street Type</th> <th>Minimum Pavement (mm)</th> <th>Minimum Surface Treatment</th> <th>Minimum Base Course CBR ^(a)</th> <th>Minimum Subbase Course CBR</th> </tr> </thead> <tbody> <tr> <td>Access Place/Access Street</td> <td>200</td> <td>30mm (DG10) or 45mm (DG14)</td> <td>80</td> <td>35</td> </tr> <tr> <td>Urban Collectors (Major and Minor)</td> <td>200</td> <td>45mm (DG14)</td> <td>80</td> <td>45</td> </tr> <tr> <td>Sub-Arterial</td> <td>250</td> <td>45mm (DG14)</td> <td>80</td> <td>45</td> </tr> <tr> <td>Arterial</td> <td colspan="2">In accordance with DTMR Pavement Design Manual</td> <td>80</td> <td>45</td> </tr> <tr> <td>Park Residential</td> <td>200</td> <td>30mm (DG10) or 45mm (DG14)</td> <td>80</td> <td>35</td> </tr> <tr> <td>Rural & Rural Residential</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td> • <100 vpd</td> <td>150^(b)</td> <td>Gravel</td> <td>80</td> <td>35</td> </tr> <tr> <td> • >100 vpd</td> <td>200</td> <td>2 coat seal</td> <td>80</td> <td>35</td> </tr> <tr> <td>Industrial</td> <td>300</td> <td>50mm (DG14)</td> <td>80</td> <td>45</td> </tr> <tr> <td>Roundabouts</td> <td>250</td> <td>50mm (DG14 Polymer modified)</td> <td>80</td> <td>45</td> </tr> </tbody> </table> <p>Note: a) Should supply of CBR 80 material be unavailable then CBR 60 material may be used subject to satisfactory pavement design. b) depth of base course only (subbase course not required)</p>	Traffic Volume or Road Class	<150 VPD (or rural access)(or rural access)	150 – 500 (or rural minor collector)(or rural minor collector)	500 – 3000 (or rural major collector)	>3000 (or arterial)(or arterial)	Road Reserve (flat terrain ≤ 5%)	20m	20m	25m	As per Division 8: Schedule C Sub- Arterial	Road Reserve ** (Undulating/Hilly > 5%)	25m	25m	30m	Formation	8m	8m	10m	Pavement Width	8m gravel	8m	10m	Seal Width ***	8m	8m	10m	Lane width	2 x 3.5m	2 x 3.5m	2 x 4.0m	Desirable Speed Environment	100kph	100kph	100kph	Design Speed for Individual Elements (Minimum)	80kph	80kph	80kph	Street Type	Minimum Pavement (mm)	Minimum Surface Treatment	Minimum Base Course CBR ^(a)	Minimum Subbase Course CBR	Access Place/Access Street	200	30mm (DG10) or 45mm (DG14)	80	35	Urban Collectors (Major and Minor)	200	45mm (DG14)	80	45	Sub-Arterial	250	45mm (DG14)	80	45	Arterial	In accordance with DTMR Pavement Design Manual		80	45	Park Residential	200	30mm (DG10) or 45mm (DG14)	80	35	Rural & Rural Residential					• <100 vpd	150 ^(b)	Gravel	80	35	• >100 vpd	200	2 coat seal	80	35	Industrial	300	50mm (DG14)	80	45	Roundabouts	250	50mm (DG14 Polymer modified)	80	45	<p><u>Cardno/</u> <u>GRC</u></p>
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	<ul style="list-style-type: none"> - The trigger for sealing a road is to be the same for all councils at 150 AADT in D2 Table D2.08.1 - A definition of the count method (vpd or other) to be added to the document (D2), GRC will provide the definition for inclusion. - Road cross sections to be a typical cross section standard drawing, refer to drawing set. 	
12:30	Lunch	
1:00	<p>M15.7. D1 Geometric Road Design - Rural Heavy Industry Access Road</p> <p>Previously considered as item M14.13 (not dealt with due to time constraints at previous meeting)</p> <p>Question raised by IRC for the consideration of the inclusion of a “Rural Heavy Industry Access Road” (Mine Access) or similar wording with appropriate associated elements within the Road hierarchy.</p> <ul style="list-style-type: none"> - GRC to provide the TMR drawing for Industrial Collector that was presented in the meeting. This will be distributed to the other council’s. See attachment 18 - Street Type to be added to table D2.08.1 “Resource Access Road” - IRC to provide proposal for inclusion into CMDG. - SD1807 provided for information - GRC Standard Drawings attached for information Refer Att 19, 20, 21 & 22 	<u>Cardno/ GRC/ IRC</u>
1:10	<p>M15.8. D2 Pavement Design – pavement design reference</p> <p>Previously considered as item M14.14 (not dealt with due to time constraints at previous meeting)</p> <p>BSC has raised a question as per a reference in D2 Pavement Design as to a reference made to APRG Report 21 - A Guide to the design of New Pavements for light traffic. This document has since been superseded by Guide to Pavement Technology Part 2: Pavement Structural Design and has been updated in the draft document. The D2 document is currently under review by LSC.</p> <p>It is recommended that this reference change should be made to the current D2 document and the additional changes contemplated in the review occur later.</p> <ul style="list-style-type: none"> - No changes will be made to the document until a review has occurred. - RRC to develop different options and discuss with LSC 	<u>RRC/ LSC</u>

Time	Item	Action By
1:20	<p>M15.9. CMDG-R-051 and CMDG-R-058 - Footpath Joint Details</p> <p>Previously considered as item M13.20.</p> <p>Amended drawings were produced and circulated as per the minutes of meeting 14 (Attachments 6 and 7 – both drawings now watermarked as draft). However, additional issues were raised by RRC and GRC as per the attached emails (Attachment 8). Relevant BCC standard drawings have been provided by Brendan but I have not included in the agenda as the files are encrypted and caused issues including them. They will be available for viewing at the meeting.</p> <p>It is recommended that:</p> <ul style="list-style-type: none"> • The following changes be made to CMDG-R-051 <ul style="list-style-type: none"> ○ Label Note 13 “Refer to CMDG Specification D9 for pathway widths” and refer to Note 13 in the sections. ○ Remove note 7 regarding extra depth to 125mm ○ Remove Note 4 regarding passing spaces ○ Note 9 – add “or as otherwise approved by the local government in Design Specification D9 Cycleway and Pathway Design” • The following changes be made to CMDG-R-058 <ul style="list-style-type: none"> ○ delete reference to galvanised mesh on Sawn Joints Detail ○ amend D/3 deep to D/4 deep on Sawn Joints Detail ○ Possible reference to tool joint in lieu of Sawn Joint – need direction on this ○ Amend Note to Alternative Expansion Joint Detail to delete reference to 20mm dowel (Note 7 has the dowel diameter) ○ Delete Note “For Steel mesh reinforced....” from Metal Key Joint Detail ○ Relabel “Metal Key Joint” detail to Expansion Joint (EJ) ○ Amend Drawing Title by relacing Footpath” with “Pathway” <p>- Cardno to find out what actions have been made on the drawing previously and action.</p>	<p><u>Cardno</u></p>

Time	Item	Action By
1:30	<p>M15.10. Bonding Deed for Defects Liability</p> <p>RRC and Hartecs has exchanged correspondence about a bonding deed for defects liability and a clause within it:</p> <p><i>The RRC bonding deed clause is as follows:</i></p> <p><i>To secure to the Council the due fulfilment by the Applicant of the obligations under this Deed, the Applicant shall provide to the Council a bond in a form satisfactory to the Council (Bank Guarantee with no termination date, or a Cash Bond) to the value of the amount specified in Part 2 of the Schedule hereto which amount shall be the value of 5% of the Constructed Cost of the Works, or a minimum value of \$1,000.00. The length of the defects maintenance period for Council assets is twelve (12) months from the later date of the As Constructed Plans clearance or the Survey Plan endorsement, excepting that Stormwater detention/retention system and culverts will be 24 months.</i></p> <p>RRC has commented that it's their understanding that the 24-months was only for the quality components such as bios. The question is whether pipework or culverts etc. would require 24 months.</p> <p>Note that CMDG document CP1 (Clause CP1.18.1) only references a 12 month defect liability period – this item is for discussion and no changes are recommended at this stage.</p> <ul style="list-style-type: none"> - No changes to be made to the CMDG at this stage. RRC to identify where RRC bonding clause has come from and identified in the next meeting if required. 	<p><u>RRC</u></p>
1:40	<p>M15.11. CMDG-R-55—AS/NZS 2890.6:2009 - Reference to Bollard</p> <p>Previously considered as item M14.15, 16 and 17 (not dealt with due to time constraints at previous meeting)</p> <p>GRC has raised a point regarding the bollards within the CMDG specifications are not up to Australian Standards for those required in off-street parking facilities.</p> <p>Typically parking facilities are asphalt and the fixing would most likely require a foundation like concrete. As such, what size footing would be suitable to meet the structural requirements?</p> <p>Excerpt from <i>AS/NZS 2890.1:2004 Parking Facilities, Part 1: Off-street car parking (pg. 19)</i></p> <div style="border: 1px solid black; padding: 5px;"> <p>2.4.5.3 Barriers</p> <p>Barriers shall be constructed to prevent vehicles from running over the edge of a raised platform or deck of a multi-storey car park including the perimeter of all decks above ground level. They are required wherever the drop from the edge of the deck to a lower level exceeds 600 mm. At drops between 150 mm and 600 mm, wheel stops (see Clause 2.4.5.4) shall be provided. Barriers shall comply with the following requirements:</p> <ul style="list-style-type: none"> (a) They shall be designed structurally for the loading requirements of AS/NZS 1170.1. (b) If at the end of a parking space, they shall be at least 1.3 m high so that drivers of cars backing into the space can see the barrier above the rear of the car. NOTE: The upper portion of such a barrier may be a light structure provided for sighting purposes only. (c) They shall not be made from brickwork, unreinforced concrete or other materials likely to shatter on impact. </div>	<p><u>Cardno/</u> <u>LSC/ RRC</u></p>

Time	Item	Action By
	<p>CMDG-R-55 & CMDG-R-55A (Attachments 9 and 10) has bollards with a height of only 1100mm.</p> <p>Standard drawings from Brisbane City Council for their Streetscape Fixed Bollard BSD-7095 has only an above-ground height of 1000mm, and their removable bollards (drawing BSD-7096) at 990mm. Mackay Regional Council only has bollard drawings for parks, and all four—as vehicle blocks or removable—have heights of 900mm. Various other bollard drawing examples are provided in Attachment 11.</p> <p>Suggestion made by Scott (GRC) to no longer refer to CMDG guidelines and instead provide information such as: “Bollard 1300mm high above ground level with rounded top. Paint safety yellow.” Allowing the diameter, material type, fixing method to be determine by the contractor/operational team to meet manufactures specifications.</p> <p>Or, rather than changing the standard, perhaps it should be specified where the existing standard drawings (CMDG-R-55 & CMDG-R-55A) are to be used (i.e. level ground parking lots only), as the Australian Standard stating a height of 1300mm is for multistorey carparks to stop people driving off the edge.</p> <p>CMDG-R-55 and CMDG-R-55A have notes referencing that “Council will accept other bollards on application”, however, this doesn’t quite fit with these drawings being <i>guidelines</i>.</p> <p>NOTES:</p> <ol style="list-style-type: none"> 1. Concrete N32 in accordance with AS 1379 and AS 3600 2. Retroreflective tape to AS/NZS 1906.1. Apply in accordance with manufacturer’s recommendations 3. All dimensions in millimetres 4. Council will accept other bollards on application <p>Recommended changes are CMDG-R-055 and CMDG-R-055A:</p> <ul style="list-style-type: none"> • Delete Note 4 • Add Note 5 “<i>This drawing is intended for ground level bollards only. The designer must specify bollard requirements in accordance with AS/NZS 2890.6:2009 in all other instances.</i>” • Amend applicability (CMDG-R-55 and CMDG-R-55A are both written to be applicable to GRC and IRC, however one of them is incorrect. Direction is sought once the above matters have been resolved) <ul style="list-style-type: none"> - LSC & RRC to send comment to Cardno. - Note 4 to be deleted (As above) - Note 5 to be added (As above) - Add additional bollard (yellow) 1300mm high (footing detail to be investigated prior to being put in the drawing) - Applicability’s to be checked for the notes on both drawings (to be requested from each council) - Try to bring together into one drawing if possible. 	

Time	Item	Action By
2:00	<p>M15.12. CMDG-W-041 – Vertically acting thrust blocks.</p> <p>The current CMDG drawing is short on detail for vertically acting thrust blocks. For example the strap material or dimensions are not specified – the drawing instead has a note saying straps to have RPEQ certification.</p> <p>The SEQ drawing SEQ-WAT-1207-01 (and 1206-01) show more detail</p> <p>Both the SEQ drawing and the current CMDG drawing are attached (Attachments 12 and 13 respectively)</p> <p>It is recommended that CMDG-W-041 be amended to show details similar to the SEQ drawings relating to vertical thrust blocks.</p> <ul style="list-style-type: none"> - Cardno to create a draft update of the drawing using the details from the SEQ drawings. This is to be send out to all councils for review. 	Cardno
2:10	<p>M15.13. Various Changes or Clarifications requested from IRC</p> <p>The following items were not dealt with due to time constraints last meeting</p> <p>M14.25 Haul road crossing safety recommendations – Comments on a mandatory boom gate trigger consideration</p> <p>M14.26 Flexible pavement design reference update?</p> <p>M14.27 NHVR limit increase - B-doubles mass increased load limit effects on design specs.</p> <p>M14.28 Lower Order Road Design Guidelines (LORDG) – placing /possible conflicts with CMDG. IRC specific</p> <ul style="list-style-type: none"> - For discussion only, not outcomes achieved or required. - IRC to provide additional information for item M14.28 	IRC
2:20	<p>M15.14. Standard Drawings for 40, 50 and 80mm water meter assemblies.</p> <p>This was originally Item 14.33 and not dealt with due to time constraints last meeting</p> <p>GRC have pointed out that there are no Standard Drawings for 40, 50 and 80mm water meter assemblies.</p> <ul style="list-style-type: none"> - 32mm & 40mm water meters to be added to CMDG-W-091 & CMDG-W-093 - CMDG-W-091 Applicability for GRC to be PN12.5 - 50mm & 80mm water meters to be added to CMDG-W-094, CMDG-W-094A & CMDG-W-094B - CHRC to advise applicability - LSC to advise applicability - Applicability to be checked by Cardno in all instances. 	Cardno/ CHRC/ LSC
2:30	<p>M15.15. D9 Cycleway and Pathway Design</p> <p>Chris Hegarty hopes to have an updated document to present shortly. Otherwise this will be a progress update.</p> <ul style="list-style-type: none"> - Cardno to check D9 + check where we are with the changes 	Cardno

<p>2:40</p>	<p>M15.16. Underbore Detail</p> <p>LSC have raised the possibility of a CMDG drawing to show potential detail for small diameter water and sewer underbores. This item is to discuss what the common standard might be before progressing a standard drawing.</p> <p>Attachment 14 is the SEQ drawings for bored crossings as a reference.</p> <ul style="list-style-type: none"> - Cardno to provide draft underbore detail for consideration. 	<p><u>Cardno</u></p>
<p>2:50</p>	<p>M15.17. CAD drawing availability</p> <p>The question of CAD drawing availability in Electronic form (AUTOCAD) for engineering consultants was raised late in 2019. There were varying views from Local governments when this issue was raised by email.</p> <p>It is recommended that the CAD drawings for CMDG be made available to engineering consultants on request. The Committee may wish to consider if there are any attaching conditions.</p> <ul style="list-style-type: none"> - The CAD drawings are not to be provided to engineering consultants 	<p><u>No action required</u></p>
<p>3:00</p>	<p>M15.18. D1 - Solar Lighting</p> <p>Attachment 15 is GRC's Policy for Solar Street lighting which it is proposed to include in CMDG. Note there is annotation in the left hand column from Brendan Fuller regarding applicability for Urban or Rural.</p> <p>Recommended actions are:</p> <ul style="list-style-type: none"> • Amend D01.19 Lighting (Urban) to include GRC Policy items noted as relevant to urban • Amend D01.25 Lighting (Rural) to include GRC Policy items noted as relevant to rural • Development of a Purchase Specification for Solar Lights. <ul style="list-style-type: none"> - Cardno to send out the policy split into "Rural" & "Urban" for review and wordsmithing by all councils. Ideally this will be able to be added to D01.19 & D01.25. It is understood a point of difference may be required for incorporation into the document. 	<p><u>Cardno</u></p>
<p>3:10</p>	<p>M15.19. CP1.28 Bonding of Uncompleted Works</p> <p>Below are comments from Jacinta Giles (GRC) and suggested changes for CP1.28.</p> <p>Comments</p> <ul style="list-style-type: none"> • Comment on Emma's 4th comment - Timeframes are included in the Security Lodgement Form that GRC does not use. Adding this in may be repetitive for the councils that use the form • I suggest adding the following between points 2 and 3 where I have put a red star "Prior to the submission of a bond for uncompleted works, the Developer must receive approval from Council for the bonding of the uncompleted works. • In 3a), GRC does not use the Security Lodgement Form and uses a bonding deed instead. Suggest using a table of difference here • In 3e), the "Contribution Payment" Form is not a CMDG form that I can find and GRC does not have a form of this nature on its website. Recommend removing 3e) • I suggest adding the following at the end of the section where I have put a red cross "The Developer must comply with any other requirements imposed by Ergon Energy." 	<p><u>GRC</u></p>

	<p>CP1.28 BONDING OF UNCOMPLETED WORKS</p> <p>1. Generally, Council will not accept bonding of uncompleted works. In exceptional circumstances, Council may, at its discretion, approve the bonding of uncompleted works to enable early sealing of survey plans.</p> <p>Separate bonds for separate portions of the works are acceptable. Administration fees will apply to each bond submitted.</p> <p>2. Prior to the submission of any bond or plans for sealing, the following matters must be addressed to the satisfaction of Council: -</p> <ul style="list-style-type: none"> a) As constructed details (on work completed) has been submitted and approved. b) All allotment preparation work and earthworks on allotments have been completed in accordance with the requirements of these Guidelines, with finished surface levels, the degree of compaction achieved and geotechnical assessments required on any of the allotments submitted and approved by Council. c) Roads have been fully constructed. d) All allotment stormwater systems constructed. e) All water and sewerage reticulation shall be installed, tested and approved by Council Officers. f) Telstra for telecommunications cabling and gas service providers for provision of gas (if applicable) shall be completed. Ergon Energy regarding the reticulation of electricity and the provision of street lighting shall comply with clause CP1.27.4 g) All outstanding rates are paid. h) Other external works which the development relies on (eg a sewerage pump station) must be completed. i) All works within allotments must be fully completed and no further disturbance required on the allotments. j) All contributions required by the conditions of approval shall be paid prior to 	<p>Matters to Address Before Bonding</p>
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sealing of survey plans (Headworks Drainage and Traffic Contributions to Council, Ergon Energy Contributions, Department of Main Roads Contributions, etc).

Infrastructure Charges



3. Upon confirmation that the above matters have been completed, the Developer or Consulting Engineer shall submit the following to Council.

Bonding Submission

- a) Security Lodgement Form to be completed clearly indicating that the purpose of the bond is for uncompleted works.
- b) Fully priced and programmed schedule of outstanding works.
- c) Unconditional Bank Guarantee or cash to the value of the estimated value of the uncompleted works as certified by the Consulting Engineer and approved by Council x the incomplete Works Bond multiplier in Table CP1.28.1 plus GST.

Table CP1.28.1 Incomplete Works Bond Multiplier

	Incomplete Works Bond Multiplier
Banana Shire	1.5
Central Highlands Regional Council	1.5
Gladstone Regional Council	1.5
Isaac Regional Council	1.5
Livingstone Shire Council	2.0
Maranoa Regional Council	1.5
Rockhampton Regional Council	2.0

- d) All bonds submitted shall be clearly identified as to the particulars of the site and, the purpose of the bond.
- e) "Contribution Payment" Form to be completed clearly noting all required contributions associated with the Development.

4. Electrical Reticulation Acceptance

Acceptance Procedures for Non 100% completion of electrical reticulation works.

The procedure of the developer to undertake the work is described in detail in the "Underground Urban Residential Developments, Subdivision Developers Handbook" which can be found on the Ergon Energy website at https://www.ergon.com.au/data/assets/pdf_file/0004/6736/PW000101R104-Developers-Handbook.pdf

Under the Ergon Network Connection Policy for residential subdivisions, **Open for Competition** is only available for Urban Residential Developments greater than 5 lots smaller than 2,000m². Any work outside of this category will be required to be completed by **Closed for Competition**

Closed for Competition Ergon Energy to undertake the internal Design and Construct of the Electrical Reticulation.

Open for Competition Developer to undertake the internal Design and Construct of the Electrical Reticulation



- Take out of the agenda for now. GRC will provide additional information and commentary for clarity.

M15.20. PS 26 Marker Posts

Amended Purchase Specification (**Attachment 16**) presented by GRC for adoption

- All councils to confirm if they use timber marker posts or not.
- If no councils use timber posts this will be replaced on CMDG-W-060 with flat posts.
- Councils to confirm which colours are used in what application.

All councils/ Cardno

	<p>M15.21. PS 28 Gaskets</p> <p>Amended Purchase Specification (Attachment 17) presented by GRC for adoption</p> <ul style="list-style-type: none"> - Councils happy to include on website - LSC had previously sent a purchase specification to Cardno, Cardno to locate this document 	<p>Cardno</p>
	<p>M15.22. C242 Pavements</p> <p>Recommended actions from Brendan at GRC are:</p> <ul style="list-style-type: none"> • Add highlighted Australian standards • Delete reference to Main Roads documents totally (they were all upgraded to AS1289 reference in 2018) <p>C242.03 REFERENCE DOCUMENTS</p> <p>C242.03.01 Documents referenced in this Specification are listed in full below whilst being cited in the text in the abbreviated form or code indicated.</p> <p>(a) Council Specifications</p> <ul style="list-style-type: none"> C241 - Stabilisation C244 - Sprayed Bituminous Surfacing <p>(b) Australian Standards</p> <p>AS 1141 Set: Methods for sampling and testing aggregates As 1289 Set: Methods of testing soils for engineering purposes</p> <p>AS 1141.14 - Particle shape, by proportional calliper. AS 1141.22 - Wet/dry strength variation. AS 1289.3.1.1 - Determination of the liquid limit of a soil - Four point Casagrande method. AS 1289.3.3.1 - Calculation of the plasticity index of a soil. AS 1289.3.6.1 - Determination of the particle size distribution of a soil - Standard method of analysis by sieving. AS 1289.3.6.3 - Determination of the particle size distribution of a soil - Standard method of fine analysis using a hydrometer. AS 1289.5.1.1 - Determination of the dry density/moisture content relation of a soil using standard compaction effort. AS 1289.5.3.1 - Determination of the field density of a soil - Sand replacement method using a sand-cone pouring apparatus. AS 1289.5.4.1 - Compaction control test - Dry density ratio, moisture variation and moisture ratio. AS 1289.5.4.2 AS 1289.5.8.1 - Determination of field density and field moisture content of a soil using a nuclear surface moisture - density gauge - Direct transmission mode. AS 1289.6.1.1 - Determination of the California bearing ratio of a soil - Standard laboratory method for a remoulded specimen. AS 5101.4</p> <p>(c) </p> <ul style="list-style-type: none"> - Cardno to action the above recommendations from GRC. M13.8 	<p>Cardno</p>
	<p>M15.23. Next Meeting Date</p> <p>12th November 2020 (Changed from the 5th November 2020 due to room availability)</p>	