

DRAFT **TEN YEAR WORKS PROGRAM**

kempsey.nsw.gov.au



2019–2029



Contents

<i>What infrastructure assets does Council maintain?</i>	<i>3</i>
<i>How does Council assess the asset condition?</i>	<i>3</i>
<i>Why have a ten year works program?.....</i>	<i>3</i>
<i>Sealed Roads.....</i>	<i>4</i>
<i>Unsealed Roads.....</i>	<i>10</i>
<i>Kerb and Gutter</i>	<i>14</i>
<i>Pedestrian and Cycling Facilities.....</i>	<i>16</i>
<i>Bridges</i>	<i>20</i>
<i>Wharves, Jetties and Footbridges.....</i>	<i>23</i>
<i>Public Carpark Renewals.....</i>	<i>24</i>
<i>Stormwater Drainage Works</i>	<i>25</i>
<i>Public Amenities.....</i>	<i>27</i>
<i>Open Spaces & Facilities</i>	<i>29</i>
<i>Sporting Infrastructure</i>	<i>31</i>
<i>Flood Mitigation Infrastructure Renewals.....</i>	<i>33</i>
<i>Riverbank Rock Protection Works.....</i>	<i>35</i>

What infrastructure assets does Council maintain?

Community infrastructure assets include roads (both sealed and unsealed), bridges (both concrete and timber), rural culverts, footpaths, kerb and gutter, guardrails, signs, street furniture, bus shelters, car parking facilities, stormwater drainage (including pits, pipes, head walls and open drains), flood mitigating structures, buildings, parks (sports fields, playgrounds and cemeteries), airport and waste management facilities.

Modelling shows that approximately \$15.4 million is required per annum for community infrastructure renewal. This will allow us to replace assets at the same rate they are being used or consumed. A review of asset management practices is currently in progress to improve underlying data and processes in place to establish this quantum.

Further information on Council's management of Community Infrastructure can be found at:
<http://www.kempsey.nsw.gov.au/corporate/policies/procedure-3-04-03-asset-management-plan-general-2013.html>

The road network is the largest asset group maintained by Council in terms of size and value and is also one of the most frequently used and vital asset groups to the community and business operators.

How does Council assess the asset condition?

In most cases some form of condition assessment is undertaken or updated periodically. For small asset classes such as bus stop shelters, this process is done manually. For large classes like roads, footpaths and kerb and gutter, automated survey vehicles equipped with sensors, data loggers and high definition video cameras are used to collect information about these assets and their condition.

Why have a ten year works program?

A proposed works program has been developed to identify the specific locations or assets nominated to be renewed or refurbished over the next ten years. This program is centred around Council's Long Term Financial Plan (LTFP) that gives the budget amounts expected to be available in future years based on numerous assumptions of what will happen in regard to income and operating costs over the same period.

Having a listing will give the community an opportunity to know if works are listed within the foreseeable future. It should be noted that the plan is revised each year to take into account more detailed investigations of projects prior to commencement and that changes may be made. In general, works listed for the following year are set and already under investigation for works to proceed. Works listed in the first four years of the program are relatively firm; however, some priorities may alter from year to year depending upon the individual circumstances. Works listed out beyond four years have initially been identified to go into the program; however, changes may occur as the program is formally revised in line with updated condition data every three years. In some classes the listings have been aggregated in to groups of years to simplify tracking.

Works that are not on the program may be warranted in terms of the asset conditions; however, the priority may not be as high as other items. Works on lower traffic local roads are being considered where there is an unreasonable maintenance impact or where the community risk is escalating.

Sealed Roads

Council is responsible for managing the Shire's network of 613km sealed and 570km unsealed roads including regional roads and the former Pacific Highway Corridor. Road traffic and environmental factors cause roads to deteriorate over time creating the need for maintenance. Both sealed and unsealed road types are built upon layers formed of compacted gravel known as the road base. The road base provides strength to compensate for the underlying soil weakness. Sealed roads also have a sealed wearing surface that is constructed of bitumen and aggregate, asphalt or concrete. A bitumen or thin asphalt seal adds little strength to the road formation, it's primary role is to reduce the ingress of water from the surface into the base. If water is allowed to saturate the road base it will be weakened and potholes will form during rainfall leading to deformation and deterioration of the road. The majority of Council's sealed road program utilises rehabilitation techniques to recycle/strengthen existing pavements to minimise costs. However, some existing pavements are inadequate in depth and must be removed and replaced with new pavement materials at a significantly higher cost.



Pavement stabilisation with lime to recycle and strengthen the existing pavement material



Excavation and replacement of inadequate pavement

The majority of Council roads are sealed with a 2-coat bitumen spray seal. Highly trafficked or urban streets may utilise an asphalt surface. Concrete is rarely used for road pavements.

The sealed roads program on the following pages has been grouped for presentation purposes. The program for the coming year (2019/20) is at the top and is highlighted in brighter green. The immediate future program for the next three years follow in lighter shades of green. The medium term priorities over five to ten years complete the program. This listing is reviewed each year as part of confirming the program for the following year and after each condition inspection.

Funding

Funding for the sealed roads program is drawn from a number of sources:

- Rate revenue
- Federal *Roads to Recovery Program* grants
- Federal *Blackspot Improvement Program* grants
- State Government *Saving Lives on Country Roads Program* grants
- Roads and Maritime Services *REPAIR Program* grants (for Regional Road projects only)
- Roads and Maritime Services Block Grant (for Regional Roads only)
- Section 94 contributions

Other one off grants, in addition to the sources identified above, for road or bridge projects may arise from time to time.

The following lists the prioritised works program for sealed roads over the next 10 years:

Sealed Road Section	Estimated Cost	Year
2019/20		
Regional Roads		
Stuarts Point Road (from Barbers Lane to 1.5km westward)	\$930,000	2019/20
Crescent Head Road (from Bypass work to 0.4km eastward)	\$240,000	2019/20
Crescent Head Road (from Seale Road to 0.45km eastward)	\$260,000	2019/20
Armidale Road (from Sherwood Road to Bellbrook – safety improvements)	\$510,000	2019/20
Rural Local Roads		
South West Rocks Road (2.5km to 3.5km south of Plummery Lane)	\$600,000	2019/20
Belmore River Right Bank Road (from South West Rocks Road for 1.0km)	\$620,000	2019/20
Gowings Hill Road (near Battles Outlet Road – 1.25km – safety improvement)	\$418,500	2019/20
Urban Local Roads		
Middleton Street, Sth Kempsey (Railway bridge to Queen Street - 0.3km)	\$300,000	2019/20
Innes Street, East Kempsey (Bissett Street to Gill Street - 0.45km)	\$300,000	2019/20
Marine Parade, Stuarts Point (Nineteenth Ave to Ocean Ave - 0.9km)	\$630,000	2019/20
Airport Road, Aldavilla (Sherwood Road to airport entry – 1.1km)	\$660,000	2019/20
Haven Crescent, Yarravel (0.5km)	\$310,000	2019/20
Hillview Drive, Yarravel (Sherwood Road to Haven Crescent - 0.54km)	\$343,375	2019/20
Tozer Street, West Kempsey (Marsh Street to Broughton Street)	\$300,000	2019/20

TOTAL 2019/20

\$6,421,875

2020/21		
Regional Roads		
Armidale Road (from Ferrier Drive to 1.5km westward)	\$900,000	2020/21
Plummery Lane (Jerseyville Bridge to 1.2km westward)	\$720,000	2020/21
Armidale Road (from Sherwood Road to Bellbrook – safety improvements)	\$655,000	2020/21
Rural Local Roads		
South West Rocks Road (3.5km to 5.5km south of Plummery Lane)	\$1,300,000	2020/21
Belmore River Right Bank Rd (1.0km to 2.0km from South West Rocks Rd)	\$600,000	2020/21
Urban Local Roads		
Verge Lane, Kempsey (Sydney Street to Elringtons Lane - 0.4km)	\$360,000	2020/21
Betts Street, East Kempsey (Bissett Street to Gill Street - 0.4km)	\$360,000	2020/21
North Street, West Kempsey (Tozer Street to Sea Street - 0.35km)	\$360,000	2020/21
Bloomfield Street, South Kempsey (Lachlan St to Prince Street - 0.55km)*	\$343,000	2020/21
Bloomfield Street, South Kempsey (Railway St to West Street - 0.65km)*	\$584,280	2020/21

TOTAL 2020/21

\$6,182,280

Sealed Road Section	Estimated Cost	Year
2021/22		
Regional Roads		
South West Rocks Road (0.4km to 3.1km west of Old Station Road)	\$1,600,000	2021/22
Armidale Road (3.0km to 3.9km west of Turners Flat Road)	\$600,000	2021/22
Armidale Road (from Sherwood Road to Bellbrook – safety improvements)	\$1,235,000	2021/22
Rural Local Roads		
Belmore River Right Bank Rd (2.0km to 3.0km from South West Rocks Rd)	\$600,000	2021/22
Belmore River Left Bank Road (3.0km to 5.0km from South West Rocks Rd)	\$1,200,000	2021/22
Urban Local Roads		
Goonbi Street, South Kempsey (Nicholson St to Bloomfield St -0.2km)*	\$150,000	2021/22
Macquarie Street, South Kempsey (Middleton St to Bloomfield St - 0.45km)*	\$300,000	2021/22
Nicholson Street, South Kempsey (Lachlan Street to end - 0.35km)*	\$270,000	2021/22
Prince Street, South Kempsey (Middleton Street to end - 0.2km)*	\$150,000	2021/22
Nance Road, South Kempsey (South Street to Queen Street - 0.5km)*	\$400,000	2021/22
Railway/Druitt Street, South Kempsey (Bloomfield St to Queen St - 0.25km)*	\$160,000	2021/22
Yarravel Street, South Kempsey (Lachlan St to Macquarie St -0.25km)*	\$114,010	2021/22
TOTAL 2021/22	\$6,779,010	
2022/23		
Regional Roads		
Armidale Road (from Hickeys Creek Bridge to 2.0km west)	\$1,000,000	2022/23
Crescent Head Road (Macleay Valley Way to East Street - 0.6km)	\$400,000	2022/23
Plummers Lane (1.3km east of Macleay Valley Way to Summer Island Road - 2.7km)	\$1,400,000	2022/23
Rural Local Roads		
South West Rocks Road (5.5km to 7.0km south of Plummers Lane)	\$750,000	2022/23
South West Rocks Road (Kinchela Creek Bridge to Riverside Drive - 0.6km)	\$300,000	2022/23
Hat Head Road (0.6km to 1.2km east of South West Rocks Road)	\$500,000	2022/23
Gowings Hill Road (end 2018 work to Burnt Bridge - 0.8km)	\$350,000	2022/23
Gowings Hill Road (Burnt Bridge to Marys Bay Road – 1.1km)	\$600,000	2022/23
Urban Local Roads		
Verge Street, Kempsey (Sydney Street to Eden Street - 0.35km)	\$200,000	2022/23
Austral Street, Kempsey (Sydney Street to Eden Street - 0.25km)	\$150,000	2022/23
Verge Street, Kempsey (Belgrave Street to Vincent Street - 0.28km)	\$160,000	2022/23
Vincent Street, Kempsey (Belgrave Street to Verge Street - 0.1km)	\$60,000	2022/23
Rudder Street, East Kempsey (Macleay Valley Way to Wharf Street - 0.5km)	\$350,000	2022/23
TOTAL 2022/23	\$6,031,220	

Sealed Road Section	Estimated Cost	Year
2023/24		
Regional Roads		
Armidale Road (5.2km to 7.2km west of Turners Flat Road)	\$1,000,000	2023/24
Smithtown Road (from Macleay Valley Way to 1.7km eastward)	\$842,024	2023/24
Rural Local Roads		
Hickeys Creek Road (Toms Gully Road to Powicks Bridge - 2.3km)	\$1,200,000	2023/24
Urban Local Roads		
Queen Street, South Kempsey (South Street - 0.75km) - includes bridge*	\$1,250,000	2023/24
North Street, West Kempsey (Sea Street to Kemp Street - 0.70km)	\$630,000	2023/24
West Street, South Kempsey (South Street to Middleton Street - 0.75km)	\$400,000	2023/24
Vernon Street, South Kempsey (Middleton St to Nicholson St - 0.2km)	\$120,000	2023/24
Gordon Rees Avenue, South Kempsey (Lachlan St to Naiooka St - 0.08km)	\$50,000	2023/24
Marsh Street, West Kempsey (River Street to Tozer Street - 0.2km)	\$120,000	2023/24
Marsh Street, West Kempsey (Sea Street to Kemp Street - 0.13km)	\$80,000	2023/24
Wide Street, West Kempsey (Tozer Street to Kemp Street - 0.6km)	\$350,000	2023/24
York Lane, Kempsey (Belgrave Street to Forth Street - 0.187km)	\$180,000	2023/24

TOTAL 2023/24

\$6,222,024

2024/25 – 2025/26		
Regional Roads		
Armidale Road (North Street to Sherwood Road - 2.75km)	\$1,800,000	2024/25 – 2025/26
Crescent Head Road (Adventist School entry to East Street - includes new bridge - 0.4km)	\$2,200,000	2024/25 – 2025/26
Rural Local Roads		
Grassy Head Road (0.4km from Stuarts Point Rd to Reserve Road - 2.9km)	\$1,500,000	2024/25 – 2025/26
South West Rocks Road (from Smithtown Road to 1.6km east)	\$900,000	2024/25 – 2025/26
Hat Head Road (1.2km to 3.0km east of South West Rocks Road)	\$1,200,000	2024/25 – 2025/26
Fishermans Reach Road (Nineteenth Avenue to Serrata Lane - 3.2km)	\$1,600,000	2024/25 – 2025/26
Gowings Hill Road (Marys Bay Road to Giblin Place - 1.2km)	\$800,000	2024/25 – 2025/26
Gowings Hill Road (from West Street to South Street - 1.1km)	\$750,000	2024/25 – 2025/26
Urban Local Roads		
Fourth Avenue, Stuarts Point (Ocean Avenue to Walter Conn Road - 0.3km)	\$250,000	2024/25 – 2025/26
Forth Street, Kempsey (Gladstone Street to Stuart Street - 0.6km)	\$428,000	2024/25 – 2025/26
Sea Street, West Kempsey (Kemp Street to North Street - 2.3km)	\$1,659,070	2024/25 – 2025/26

TOTAL 2024/25 - 2025/26

\$13,087,070

Sealed Road Section	Estimated Cost	Year
2026/27 – 2027/28		
Regional Roads		
Armidale Road (Temagog Road to 2.5km west of Temagog Road)	\$2,000,000	2026/27 – 2027/28
Armidale Road (from 0.3km to 1.5km east of Link Road)	\$1,000,000	2026/27 – 2027/28
Crescent Head Road (from east of Beranghi Road to Berrys Lane - 1.6km)	\$1,200,000	2026/27 – 2027/28
Crescent Head Road (from east of Berrys Lane to Dulconghi Hill - 1.0km)	\$750,000	2026/27 – 2027/28
Stuarts Point Road (Hunters Road for 1.5km eastward)	\$1,200,000	2026/27 – 2027/28
Rural Local Roads		
South West Rocks Road (7.0km to 9.5km south of Plummers Lane)	\$2,000,000	2026/27 – 2027/28
South West Rocks Road (1.6km to 3.3km east of Smithtown Road)	\$1,200,000	2026/27 – 2027/28
South West Rocks Road (3.8km to 4.8km east of Smithtown Road)	\$800,000	2026/27 – 2027/28
Belmore River Right Bank Road (3.0km to 6.0km from South West Rocks Road)	\$2,146,591	2026/27 – 2027/28
Urban Local Roads		
Gladstone Street, Kempsey (Forth Street to Kemp Street - 1.0km)	\$900,000	2026/27 – 2027/28
Leith Street, West Kempsey (Sea Street to Cochrane Street - 0.7km)	\$650,000	2026/27 – 2027/28

TOTAL 2026/27 - 2027/28

\$13,846,591

2028/29		
Regional Roads		
Armidale Road (2.5km to 4.5km west of Temagog Road)	\$1,600,000	2028/29
Armidale Road (Nulla Nulla Creek Bridge to West St, Bellbrook - 1.5km)	\$1,350,000	2028/29
To Be Determined	\$1,000,000	2028/29
Rural Local Roads		
Belmore River Right Bank Road (6.0km to 8.0km from South West Rocks Road)	\$1,600,000	2028/29
Gowings Hill Road (east of Dungay Creek - 0.8km)	\$500,000	2028/29
Urban Local Roads		
Sherwood Road (west of Old Aerodrome Road to The Ponds Way - 1.2km)	\$1,075,615	2028/29

TOTAL 2028/29

\$7,125,615

*Projects within South Kempsey will reassessed for priority following the review of the South Kempsey One Community One Mob Plan in 2019/20.



Plummers Lane (east of Summer Island Road) – December 2018

When undertaking work Council will also ensure that the width of the road is consistent with what is required. On the Lower Macleay floodplain road projects regularly see the road shoulders widened. The extra width gives a sealed shoulder to support the road and keeps vehicles away from the edge. This is particularly important during floods where the ground on either side of the road can be wet and soft for long periods of time. The wider road is also safer.

Unsealed Roads

The unsealed roads program aims to replenish the gravel surface on Council's network of 570km of unsealed roads at regular intervals. Gravel is lost over time through erosion and dust. Without sufficient gravel on the road, the effectiveness of maintenance grading is reduced as our grading teams are reluctant to disturb the natural clay material below the roads. This would lead to a worse result in terms of the rate of deterioration in road conditions following maintenance grading. Priority is given to the main feeder roads as these tend to have higher traffic loadings hence deteriorate faster and have higher vehicle speeds. They also tend to be on school bus routes. Priority is also given to ensuring all roads are reasonably trafficable during periods of wet weather.

During the course of 2019 Council is reviewing the priority of sealing certain unsealed roads. The outcome of this review may have an impact on identified works in forward sealed and unsealed programs. Council's Delivery Program 2017 – 2021 identifies initial priorities for sealing of unsealed roads for further development, including Maria River Road and Point Plomer Road. Grant funding is currently being sought to progress with the sealing of these roads, with contributions identified in the lists below in the event grant funding is able to be obtained.

The following lists the prioritised unsealed road works for the next 10 years. An allowance of approximately \$50,000 is included each year for gravel spotting at locations requiring urgent attention during maintenance works, which is not shown in the lists below.

Unsealed Road Section	Estimated Cost	Year
Aldavilla Rd (Belgrave Falls Rd to Old Aerodrome Rd - 2.53km)	\$137,500	2019/20
Collombatti Rd (Chain O Ponds Rd to Wybalena Avenue - 0.9km)	\$40,500	2019/20
Collombatti Rd (Johnstons Access to Ptolemy's Access - 3.2km)	\$159,500	2019/20
Dungay Creek Road (Gills Gully to Eight Mile Creek Road – 4.0km)	\$220,000	2019/20
Goulds Ln (Old Mill Ln to end – 0.45km)	\$30,000	2019/20
Hickeys Creek Rd (End bitumen to end - 9.9km)	\$367,500	2019/20
Maria River Rd (Crescent Head Rd to Shire Boundary - 12.0km)	\$200,000	2019/20
Point Plomer Rd (End bitumen to end - south end - 2.0km)	\$330,000	2019/20

TOTAL 2019/20

\$1,485,000

Barbers Ln (Rogers Ln to end - 1.78km)	\$98,000	2020/21
Maria River Rd (Crescent Head Rd to Shire Boundary - 12.0km)	\$200,000	2020/21
Mines Road (Armidale Road for 2.0km northward)	\$117,500	2020/21
Nook Creek Road – 1.5km	\$82,500	2020/21
Old Station Road (Verges Creek Road to Friths Lane - 4.35km)	\$239,500	2020/21
Point Plomer Rd (End bitumen to end - north end - 4.0km)	\$400,000	2020/21
Rogers Lane (Barbers Lane to end - 2.3km)	\$126,500	2020/21
Upper Smith Creek Road (Pacific Hwy to end - 4.0km)	\$225,500	2020/21

TOTAL 2020/21

\$1,489,500

Unsealed Road Section	Estimated Cost	Year
Bannermans Access (Nagles Falls Road to end – 0.8km)	\$55,000	2021/22
Billybyang Creek Road (Hickeys Creek Road to Sundowner Road – 1.7km)	\$90,000	2021/22
Billybyang Creek Road (Sundowner Road to end – 3.4km)	\$185,000	2021/22
Maria River Rd (Crescent Head Rd to Shire Boundary – 12.0km)	\$200,000	2021/22
Mines Road (2.0km to 6.0km from Armidale Road)	\$245,000	2021/22
Smiths Creek Road (Old Coast Road to end – 5.6km)	\$305,000	2021/22
Smiths Creek Road (Crowther Drive to Crowther Drive – 2.6km)	\$145,000	2021/22
Wharf Road (Pacific Hwy to end – 1.0km)	\$43,000	2021/22
Yabsleys Lane (Blewitts Lane to end – 0.4km)	\$12,000	2021/22

TOTAL 2021/22

\$1,280,000

Brassils Creek Road (Warbro Brook Road to end – 5.2km)	\$300,000	2022/23
Dennis Road (Mungay Creek Road to end – 4.7km)	\$270,000	2022/23
Mungay Creek Road (Mines Road to end – 5.2km)	\$300,000	2022/23
Saleyards Road (Saleyards for 2.0km northward)	\$120,000	2022/23
Turners Flat Road (Maineys Road to Lovelocks Creek Road – 2.9km)	\$180,000	2022/23
Winstead Road (Kundabung Road to end – 2.6km)	\$150,000	2022/23

TOTAL 2022/23

\$1,320,000

Browns Road (Stuarts Point Road to end – 1.4km)	\$84,000	2023/24
Collombatti Road (Cedar Crossing to Roses Road – 1.6km)	\$96,000	2023/24
Collombatti Road (Roses Road to Johnstons Access – 0.7km)	\$42,000	2023/24
Kinchela Creek Left Bank Road (Bridge to end – 2.6km)	\$130,000	2023/24
Kinchela Creek Right Bank Road (Kinchela Ck Left Bank Rd to end – 2.45km)	\$120,000	2023/24
Maineys Road (Turners Flat Road to end – 1.5km)	\$90,000	2023/24
Maria River Road (End bitumen to Shire Boundary – 12.0km)*	\$600,000	2023/24
Turners Flat Road (Lovelocks Creek Road to Willi Willi Road – 2.4km)	\$144,000	2023/24

TOTAL 2023/24

\$1,306,000

Ballengarra Road (Pipers Creek Road to end – 2.7km)	\$162,000	2024/25
Kemps Road (Pacific Highway to end – 3.0km)	\$180,000	2024/25
Maguires Crossing Road (Loftus Road to end – 1.5km)	\$66,000	2024/25
Seale Road (from Crescent Head Road for 1.6km eastward)	\$100,000	2024/25
Seale Road (Verges Creek Road to Belmore River Right Bank Road – 4.1km)	\$250,000	2024/25
Point Plomer Road (End bitumen to end – 6.0km)*	\$420,000	2024/25
Austral Eden Inner Road (3.0km)	\$150,000	2024/25

TOTAL 2024/25

\$1,328,000

Unsealed Road Section	Estimated Cost	Year
Chain-o-Ponds Road (Jacks Crossing Road to Collombatti Road - 4.85km)	\$300,000	2025/26
Corangula Road (Armidale Road to Fischers Road - 1.0km)	\$55,000	2025/26
Corangula Road (Fischers Road to end - 1.3km)	\$65,000	2025/26
Davy Lane (Battles Outlet Road to end - 0.4km)	\$24,000	2025/26
Dungay Creek Road (Clarkes Road to Dungay Creek causeway - 1.8km)	\$125,000	2025/26
Dondingalong Road (Adelaide Brook Road to Battles Outlet Road - 0.4km)	\$24,000	2025/26
East Street, Gladstone (Macleay Street to end - 0.3km)	\$20,000	2025/26
Kemps Access Road (Sheppard Road to end - 4.0km)	\$240,000	2025/26
Ranch Road (Crescent Head Road to end - 1.7km)	\$100,000	2025/26
Seven Hills Road (Tamban Road to end - 5.75km)	\$350,000	2025/26
TOTAL 2025/26	\$1,303,000	
Five Day Creek Road (Armidale Road to Dews Access - 8.8km)	\$500,000	2026/27
Spooners Avenue (Saleyards Road to railway bridge – 4.3km)	\$280,000	2026/27
Toorumbbee Road (Willi Willi Road to end - 3.2km)	\$150,000	2026/27
Willi Willi Road (Turners Flat Road to Temagog Road - 10.2km)	\$300,000	2026/27
TOTAL 2026/27	\$1,230,000	
Carrai Road (Willi Willi Road to end - 5.6km)	\$240,000	2027/28
Pipers Creek Road (end bitumen to Ballengarra Road - 7.5km)	\$450,000	2027/28
Willi Willi Road (Turners Flat Road to Temagog Road - 10.2km)	\$600,000	2027/28
TOTAL 2027/28	\$1,290,000	
Armidale Road (Top of Pee Dee Hill to Five Day Creek Road - as required)	\$250,000	2028/29
Collombatti Road (Swan Lane to Chain o Ponds Road - 7.6km)	\$494,000	2028/29
Willi Willi Road (Temagog Road to Toorumbbee Road - 9.0km)	\$565,000	2028/29
TOTAL 2028/29	\$1,309,000	

*Contingency amount for gravel resheeting work in the event current grant application for sealing the road is unsuccessful or further contribution by Council to sealing of the road is required.



Mooneba Road gravel resheeting - 2018

Kerb and Gutter

Council manages almost 193 kilometres of kerb and guttering. The kerb and guttering within the Kempsey Shire Council catchment mainly consists of concrete, with some paving. Approximately 10% of the kerb guttering is listed in poor condition with Council's defects register identifying over 2.2km of completely failed kerb and gutter.

Where the kerb and gutter has failed completely, there is a much greater potential for water to damage the road pavement. It is also likely to affect property access and increase the risk of injury to the community. Replacing failed kerb and gutter provides a better risk outcome than most other actions. Whilst defects in kerb and guttering are being fixed over time as the condition of the adjoining road is rectified, there are numerous smaller sections of failed kerb and gutter that require replacement outside of the normal road program. At projected levels of funding it is expected that all high risk defects will be addressed within four years. Beyond this timeframe funding of this program is projected to reduce and as a result current forecast programming is limited to this four year horizon.

The table following lists the prioritised works program for kerb and gutter replacement over the next 4 years.

Kerb and Gutter – Street	Estimated Length (m) of failed Kerb & Gutter	Estimated Cost	Year
Angus McNeill Crescent, South Kempsey	50	\$33,000	2019/20
Dangar Street, West Kempsey	125	\$50,000	2019/20
Edgar Street, Frederickton	60	\$24,000	2019/20
Gordon Nixon Avenue, West Kempsey	100	\$40,000	2019/20
Keith Moses Crescent, West Kempsey	65	\$26,000	2019/20
Leith Street, West Kempsey	225	\$88,118	2019/20
Main Street, Smithtown	44	\$17,600	2019/20
Nance Road, South Kempsey	50	\$60,000	2019/20
Queen Street, South Kempsey	72	\$28,800	2019/20

TOTAL 2019/20

\$367,718

Albert Street, South Kempsey	170	\$68,000	2020/21
Becke Street, West Kempsey	50	\$25,000	2020/21
Hennessy Street, Stuarts Point	80	\$32,000	2020/21
Hill Street, Crescent Head	10	\$5,000	2020/21
Jack Williams Crescent, West Kempsey	30	\$15,000	2020/21
Little Rudder Street, East Kempsey	60	\$32,500	2020/21
Milton Barnett Street, West Kempsey	20	\$10,000	2020/21
Seventeenth Avenue, Stuarts Point	10	\$5,000	2020/21
Thirteenth Avenue, Stuarts Point	25	\$10,000	2020/21
Walter Conn Road, Stuarts Point	10	\$5,000	2020/21
Warne Drive, Aldavilla	270	\$108,000	2020/21
Yabsleys Lane, East Kempsey	150	\$63,862	2020/21

TOTAL 2020/21

\$379,362

Kerb and Gutter – Street	Estimated Length (m) of failed Kerb & Gutter	Estimated Cost	Year
Akubra Place, South Kempsey	15	\$8,000	2021/22
Broughton Street, West Kempsey	90	\$45,000	2021/22
Bruce Field Street, South West Rocks	20	\$10,000	2021/22
Ferry Street, East Kempsey	10	\$7,500	2021/22
Forth Street, Kempsey	20	\$10,000	2021/22
Frank Cooper Street, South West Rocks	35	\$17,500	2021/22
Gladstone Street, Kempsey	20	\$8,000	2021/22
Government Road, South West Rocks	10	\$7,800	2021/22
Jersey Street, South Kempsey	25	\$12,500	2021/22
Polwood Street, West Kempsey	100	\$40,000	2021/22
Roscoe Turner Avenue, West Kempsey	10	\$5,000	2021/22
Rudder Street, East Kempsey	10	\$6,509	2021/22
Tabrett Street, West Kempsey	100	\$40,000	2021/22

TOTAL 2021/22

\$217,309

Jack Bond Crescent, West Kempsey	80	\$40,000	2022/23
Sea Street, West Kempsey	20	\$10,000	2022/23
To Be Determined		\$82,519	2022/23

TOTAL 2022/23

\$132,519



Panorama Avenue, South West Rocks

Replacement of failed kerb and gutter

Pedestrian and Cycling Facilities

Footpaths

Council manages almost 65 kilometres of footpaths and shared footpath/cycleways. The majority of the footpaths are located in Kempsey, although footpaths have been established at South West Rocks, Crescent Head, Stuarts Point, Frederickton, Bellbrook, Smithtown and Gladstone. Most of the footpaths are constructed as concrete.

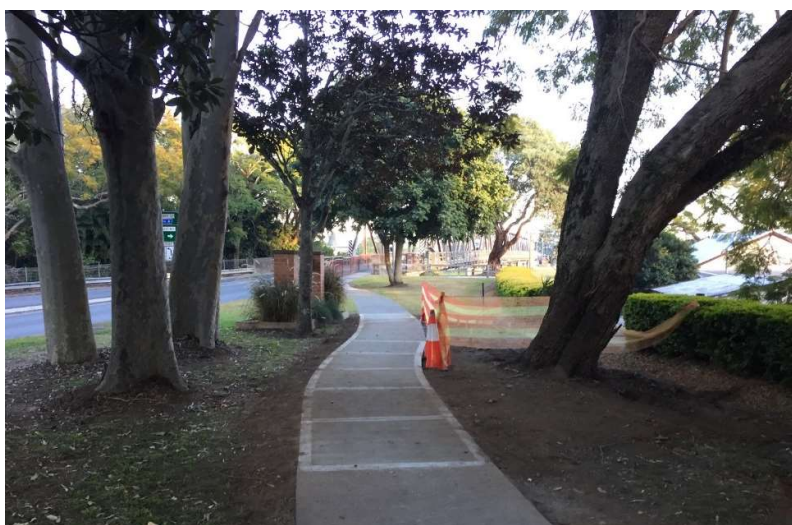
Around 85% of footpaths are identified as being in satisfactory or better condition. These footpaths require little maintenance. This leaves 15% of the network in poor or failed condition with slipperiness, uneven joints and cracking/spalling identified as the most common defects. Footpaths in poor condition attract a greatly increased maintenance effort to reduce the risk of injury.

By 2020/2021 the worst sections of footpath will have already been replaced, however there are a significant number of smaller defects which don't affect the whole section, so replacing sections at a time will be beneficial. From 2021/2022, the renewal program will be area based. It will work outwards from key nodes replacing sections of poor or failed path.

In order to address the current asset condition, the following lists the prioritised works program for footpath renewals over the next 10 years:

Location	Cost	Year
South Kempsey		
Albert Street - Nicholson Street to Bloomfield Street	\$3,420	2019/20
Queen Street at school	\$10,450	2019/20
Reginald Ward Street - (Robert Eggins Street to Queen Street)	\$6,840	2019/20
Hat Head		
Straight Street (missing link)	\$2,280	2019/20
Straight Street (adjacent shop)	\$6,650	2019/20
Straight Street (Vine Street to Myrtle Street)	\$23,360	2019/20
West Kempsey		
Elbow Street (fronting Civic Centre and Library)	\$47,000	2019/20
TOTAL 2019/20	\$100,000	
Central Kempsey		
Belgrave Street/York Street (path to bridge)	\$6,000	2020/21
Forth Street (Smith Street to end)	\$12,000	2020/21
Smith Street (Stuart Street to Geoffrey Debenham Street)	\$14,000	2020/21
York Lane (Belgrave Street to Forth Street)	\$10,000	2020/21
Belgrave Street (Vincent Street to Verge Street)	\$5,000	2020/21
West Kempsey		
Marsh Street (Sea Street to Tozer Street)	\$30,000	2020/21
Sea Street (Elbow Street to Marsh Street)	\$23,000	2020/21
TOTAL 2020/21	\$100,000	

Location	Cost	Year
Frederickton	\$20,000	2021/22
South West Rocks (Gordon Young Drive/New Entrance area)	\$40,000	2021/22
South West Rocks (CBD area towards Rocks Fair)	\$40,000	2021/22
Crescent Head	\$20,000	2022/23
Stuarts Point	\$40,000	2022/23
West Kempsey	\$40,000	2022/23
Gladstone	\$20,000	2023/24
South West Rocks	\$40,000	2023/24
South Kempsey	\$40,000	2023/24
East Kempsey	\$70,000	2024/25
West Kempsey	\$30,000	2024/25
Smithtown	\$20,000	2025/26
Frederickton	\$20,000	2025/26
Crescent Head	\$20,000	2025/26
Central Kempsey	\$40,000	2025/26
South West Rocks	\$80,000	2026/27
Stuarts Point	\$20,000	2026/27
West Kempsey	\$80,000	2027/28
Hat Head	\$20,000	2027/28
East Kempsey	\$50,000	2028/29
South Kempsey	\$50,000	2028/29



Lord/Rudder Streets, Kempsey

Ageing concrete footpaths often become displaced due to settlement or the effects of tree roots causing trip hazards. The footpath replacement program aims to eliminate high risk hazards.

Pedestrian Access and Mobility Plan (PAMP) Works

During 2016 Council reviewed the Pedestrian Access & Mobility Plan (PAMP). This has introduced a new level for the prioritisations of renewals and new facilities. Non-conforming infrastructure, in particular pram ramps were identified as a major barrier for those who are less mobile in the community. This infrastructure needs to be replaced over time with priority on the highest use routes. Additional Infrastructure to assist with crossing busy roads was a priority and there is a renewed focus on completing missing sections of the footpath network. The annual program has been reviewed to allow approximately equal funding (\$100,000) for PAMP implementation and footpath renewals.

A significant number of PAMP works have been completed since 2016, primarily in South West Rocks and West Kempsey. It is desirable to review the PAMP in 2019/20 in order to be eligible for grant funding in future years. In 2019/20 via grant funding it is proposed to review the PAMP to identify and prioritise further works. If the grant application is not successful the funding allocation of \$100,000 will be devoted to high priority physical works.

Funding

Funding is provided from:

- Revenue (\$100,000)
- RMS *Active Transport Program* grants (typically 50% of cost)



Gregory Street, South West Rocks

Pedestrian refuge to facilitate safe crossing of a busy arterial road by pedestrians and mobility scooters

Shared Footpaths & Cycleways

In 2017 a Bike Plan was commissioned to provide a framework for existing cyclist needs and to establish opportunities for future development of the cycling network within the Kempsey Shire.

A Bike Plan is a strategic document that identifies an approach to developing and managing cycling infrastructure within a community. The strategic, high-level goals of a Bike Plan are based around:

- Integrating consistent and continuous cyclist networks into the transport system to facilitate and encourage cycling.
- Linking cyclist concentrations to networks to facilitate and encourage safe and convenient accessibility.
- Identifying clusters and patterns of cyclist crashes to highlight areas that restrict safe and convenient access.
- Developing and integrating cyclist routes that form part of a wider connected network.
- Linking to and between Planning Instruments (e.g. Local Environment Plans [LEPs] and Development Control Plans [DCPs]).

Funding

The Bike Plan identified high priority improvement works and is an essential plan to qualify for RMS Active Transport Program grant funding. At this stage no specific funding has been allocated to these facilities. Applications for grants under the the program are made annually. A list of identified priority sites is provided below:

Location	Cost	Year
Kempsey (Riverside Park) to Kemp Street, West Kempsey - shared path/cycleway	\$285,000	Subject to current grant application
Pacific Street, Crescent Head - school to sports field - shared path/cycleway	\$36,000	Not funded
Gregory Street, South West Rocks - Spencers Creek Road to Lindsay Noonan Drive - shared path/cycleway	\$30,000	"
Gregory Street, South West Rocks - Lindsay Noonan Drive to Cooper Street - shared path/cycleway	\$80,000	"
Gregory Street, South West Rocks - Cooper Street to Austin Street - shared path/cycleway	\$45,000	"
Kempsey to Frederickton - Off-road cycleway/shared	\$2,900,000	"
Hill Street to Short Street, South West Rocks - shared path/cycleway	\$65,000	"
River Street, West Kempsey - on-road linemarking/signage	\$50,000	"



Gowings Hill Road footpath/cycleway

Bridges

Council manages 56 concrete bridges and 84 timber bridges as part of the road transport infrastructure network.

Bridges either provide a single access route or an alternative route to a destination. Where alternative routes are available there is a cost resulting from the greater amount of travel required if a bridge is taken out of service.

Bridges provide for direct and quick access and are essential for economic activity. It is therefore necessary to manage bridge assets to ensure that they are maintained in a safe condition with cost efficient use of resources.

The timber bridge program includes, in general, replacement of 3–4 timber bridges per year and refurbishment of a similar number to extend their effective lives. It is projected that at the current level of expenditure over the next 24 years all timber bridges will be replaced with concrete/composite structures or reinforced concrete box culverts. Recently a program to address rural timber bridges was announced by the State Government. Funding applications shall be made under this scheme to seek to expedite delivery of the bridge replacement program to that currently planned.

The selection of a refurbishment treatment is based upon a condition and load capacity assessment with the aim of extending the life of the structure by 10-15 years. Often several of the bridge components such as headstocks and/or girders are replaced in addition to a new deck. This can be a cost effective means to defer replacement so that higher priority bridges can be replaced. Refurbishment projects are assessed on an annual basis as part of an inspection and condition rating program.

Bridge Replacement

The following lists the prioritised works program for bridge replacements over the next 10 years:

Location	Cost	Year
Boyters Lane - Boyters	\$250,000	2019/20
Back Creek footbridge	\$640,000	2019/20
Belmore River Right Bank Road - Scotts	\$250,000	2019/20
Turners Flat Road – Turners Flat Bridge (Continuation of 2018/19 project)	\$2,500,000	2019/20
TOTAL 2019/20	\$3,640,000	
Nulla Nulla Creek Road - Roses	\$500,000	2020/21
Warbro Brook Road - Butlers	\$200,000	2020/21
Temagog Road - White Hawk	\$250,000	2020/21
TOTAL 2020/21	\$950,000	
Toose Road - McKenzie's	\$250,000	2021/22
Warbro Brook Road - Mclver	\$390,000	2021/22
Smiths Creek Road - Nursery Gully	\$250,000	2021/22
TOTAL 2021/22	\$890,000	

Location	Cost	Year
Verges Creek Road - Verges Creek	\$200,000	2022/23
Willi Willi Road - Oaky Creek	\$200,000	2022/23
Carrai Road - Harrys Gully	\$180,000	2022/23
Summer Island Road - Robinson's (with floodgate structure)	\$240,000	2022/23
Sundowner Road - Petersen's	\$250,000	2022/23
TOTAL 2022/23	\$1,070,000	
Billybyang Road - Kyles	\$290,000	2023/24
Billybyang Road - Wicks	\$260,000	2023/24
Hickeys Creek Road - Holberton	\$260,000	2023/24
Billybyang Road - Griffiths	\$260,000	2023/24
TOTAL 2023/24	\$1,070,000	
Brassils Creek Road - Warbro	\$280,000	2024/25
Secombs Lane - Powicks Access	\$210,000	2024/25
Collombatti Road – Brenton's Dam	\$300,000	2024/25
Smiths Creek Road - Duck Creek	\$280,000	2024/25
TOTAL 2024/25	\$1,070,000	
Billybyang Road - Sundowner	\$260,000	2025/26
Kinchela Creek Left Bank - Lee's Drain	\$260,000	2025/26
Mines Road - Deep Creek	\$250,000	2025/26
Mines Road - Bococka	\$300,000	2025/26
TOTAL 2025/26	\$1,070,000	
Hickeys Creek Road - Billybyang Creek	\$350,000	2026/27
Toms Gully Road - Toms Gully Bridge	\$240,000	2026/27
Five Day Creek Road - No. 3	\$160,000	2026/27
Five Day Creek Road - No. 1	\$160,000	2026/27
Five Day Creek Road - Pumpkin Creek	\$160,000	2026/27
TOTAL 2026/27	\$1,070,000	
Nulla Nulla Creek Road - O'Neill's	\$700,000	2027/28
Old Station Road - Frogmore	\$260,000	2027/28
TOTAL 2027/28	\$960,000	
Temagog Road - Anderberg	\$600,000	2028/29
Chain o Ponds Road – Chain o Ponds	\$300,000	2028/29
TOTAL 2028/29	\$900,000	



Knauer's Bridge, Kinchela Creek Left Bank Road

Replacement of timber bridge with reinforced concrete precast bridge decking. Other small bridges are often replaced with concrete box culverts.

Timber Bridge Refurbishment

The following lists the prioritised works program for bridge refurbishment in 2019/2020:

Location	Cost
Sundowner Road - Kyles	\$40,000
Sundowner Road - Sundowner	\$50,000
Mungay Creek Road - Havachat	\$40,000
Carrai Road - McKenzies	\$40,000
Tamban Road - Basch's	\$15,000
Tamban Road - No. 2	\$15,000

TOTAL 2019/20

\$200,000



Maria River Road

Connection Creek Bridge

Refurbishment

October 2018

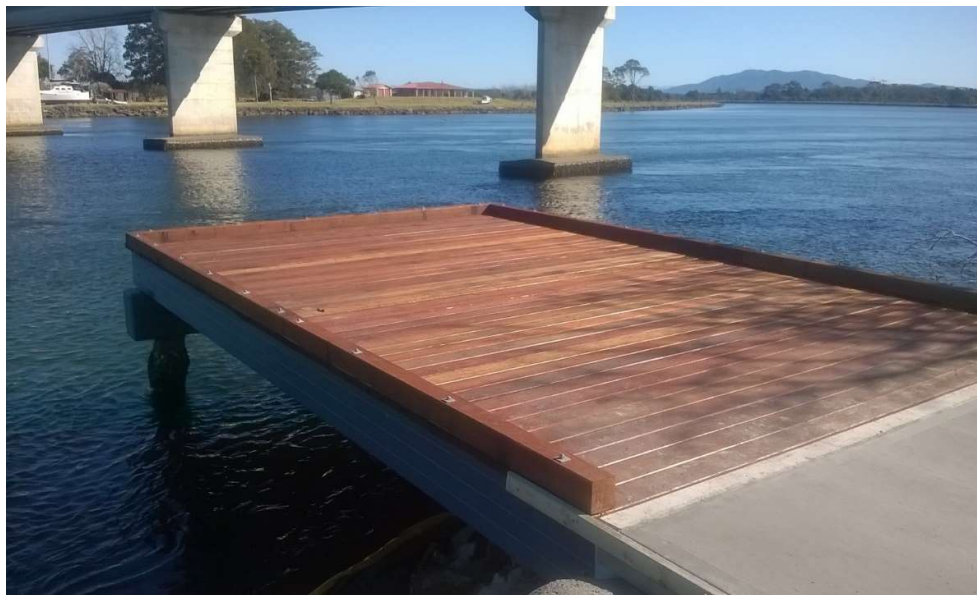
Wharves, Jetties and Footbridges

There are six wharves and jetties, three floating pontoons and six footbridges under Council control. On completion of replacement of the Back Creek footbridge at South West Rock all footbridges will have been replaced in the last 12 years and have an expected life of 30-40 years without major works required. Replacement of timber footbridges has generally been funded under the Timber Bridge Replacement Program, but no funding has previously been provided for replacement of wharves and jetties.

Wharves

A new wharf was constructed at Riverside Park and the Jerseyville Wharf was replaced in 2018. The condition of three of the remaining timber wharves is poor. No major work has been undertaken on these wharves for at least 15 years. It is proposed to replace one timber wharf each year for the next three years. In the absence of specific funding, the cost of replacement will be met by diversion of funds from the Bridge Replacement Program. Opportunities for grant funding will be pursued to assist with funding. The following program of works is proposed:

Wharf replacement program	Cost	Year
Gladstone Wharf	\$130,000	2019/20
Coal Wharf, South West Rocks	\$120,000	2020/21
Smithtown Wharf	\$180,000	2021/22



Jerseyville Wharf - 2018

Replacement of girders with composite fibre materials but timber decking for preservation of historical appearance

Public Carpark Renewals

Council maintains nine formal carparks in or adjacent to CBD's. A program of renewal/upgrades was commenced in 2017/2018 with \$175,000 allocated to refurbishment of the Clyde Street Mall carpark. Funding of \$175,000 per year to 2021/2022 and \$75,000 per year for 2022/2023 and 2023/2024 has been included in the Long Term Financial Plan.

There has been little investment in maintaining public carparks and Council has identified improving the presentation of these facilities as a priority.

The following program of works is proposed:

Public Carpark Renewal Program	Cost	Year
Clyde Street Mall Carpark (additional funds for continuation of project)	\$175,000	2019/20
Stuart Street Carpark - Stage 1	\$175,000	2020/21
Stuart Street Carpark - Stage 2	\$175,000	2021/22
Riverside Park Carpark	\$75,000	2022/23
Belgrave Street Carpark	\$75,000	2023/24
West Kempsey (Edinburgh Lane) Carpark	\$175,000	Not funded
South West Rocks (Landsborough Street) Carpark	\$75,000	"
Crescent Head (Rankine/May Streets) Carpark	\$75,000	"



Riverside Park Carpark

All carparks require upgrade for ease of use and aesthetic improvement

Stormwater Drainage Works

The stormwater network comprises of 98km of pipes, 764 headwall, 3,657 pits and 184 rural culverts.

A stormwater levy of \$25 per eligible property was introduced from 2017/18 to fund a higher level of service. This is in addition to funding from general rates and must be used to improve drainage. The levy generates approximately \$200,000 per year. The following works program is proposed to be fully funded from the levy over the next 5 years. Priority works beyond this period (\$200,000 per year) shall be determined during the course of the delivery of this program.

Storm Water Levy Funded Works Program	Cost	Year
Edgar Street, Frederickton – Stage 1 kerb and gutter and drainage	\$155,000	2019/20
Lindsay Noonan Drive, South West Rocks	\$45,000	2019/20

TOTAL 2019/20 **\$200,000**

Edgar Street, Frederickton – Stage 2 kerb and gutter and drainage	\$150,000	2020/21
Wide Street, West Kempsey – V-drain from Sea Street to Kemp Street	\$20,000	2020/21
Broughton Street/Douglas Fentiman Street - redirect	\$30,000	2020/21

TOTAL 2020/21 **\$200,000**

Hodgson Street, Crescent Head – augmentation of existing system	\$40,000	2021/22
Korogora St to Hodgson St, Crescent Head (A8)	\$80,000	2021/22
Hennessy Street, Stuarts Point - Stage 1 augmentation	\$80,000	2021/22

TOTAL 2021/22 **\$200,000**

West Kempsey Trunk Drainage (Pipe open drains) Sea Street & Tozer/Marsh/Wide	\$100,000	2022/23
Hennessy Street, Stuarts Point - Stage 2 augmentation	\$50,000	2022/23
Drainage Investigations	\$50,000	2022/23

TOTAL 2022/23 **\$200,000**

GPT Upgrades	\$200,000	2023/24
--------------	-----------	---------

TOTAL 2023/24 **\$200,000**

In order to address the current drainage asset condition, camera surveys of existing stormwater systems are proposed in order to develop a priority program based on condition and risk. \$50,000 for this task will be provided for in 2019/20, with subsequent years to also have funding at this level to address drainage defects identified.

Stormwater Renewals	Cost	Year
Investigate pipe defects by camera survey to establish scope and priorities	\$50,000	2019/20

TOTAL 2019/20

\$50,000



Macleay Valley Way, Frederickton

Extension of stormwater drainage system

Public Amenities

Council currently manages 23 public amenities, although new amenities are planned for, meaning this number will increase over the next 18 months. Public toilets are constantly open to the public, or generally open only during daylight hours for public use.

The community satisfaction survey undertaken in February 2016 identified the condition of public toilets in the Shire as a priority for our community. It was evident that greater levels of community satisfaction could be achieved through an increase in investment in the condition of our public toilets. An example of this is the work done to replace the toilets at Crescent Head beach.

Council has been successful in attracting grants for new amenities at Stuarts Point Foreshore Reserve, Frederickton Boat Ramp, Buchanan Drive and Gordon Young Drive (Back Creek Reserve) at South West Rocks, and Crescent Head CBD and Pool. Grant funding has also been obtained for replacement of amenities at Gladstone Park and Clyde Street Carpark in Kempsey CBD. This will result in the number of amenities Council manages increasing, and see a substantial increase in the level of service Council provides. These projects have not been included in the project list below as they are not part of recurrent funding.

The following lists the prioritised works program for public amenity replacements/refurbishment over the next four years. Amenities within the coastal reserves are being considered as plans of management are prepared and a further program of works will be developed once this review is completed. Any amenities proposed will be separately funded.

Location	Cost	Year
Riverside Park, Kempsey - design	\$25,000	2019/20
Willawarrin Sportsground – replacement (subject to additional funding contribution related to annual special event)	\$75,000	2019/20
TOTAL 2019/20	\$100,000	
Frederickton – former tennis courts site	\$125,000	2021/22
Smithtown – Nestle Park	\$250,000	2020/21
TOTAL 2020/21	\$375,000	
Frederickton – former tennis courts site (continued)	\$100,000	2021/22
Riverside Park, Kempsey - construction	\$250,000	2021/22
TOTAL 2021/22	\$350,000	
Bellbrook	\$200,000	2022/23
Riverside Park, Kempsey – construction (continued)	\$150,000	2022/23
TOTAL 2022/23	\$350,000	
Hat Head Public Amenities	\$300,000	2023/24
TOTAL 2023/24	\$300,000	



Crescent Head public toilets replacing dilapidated brick structure - 2018

Open Spaces & Facilities

The community satisfaction survey undertaken in February 2017 identified open spaces and facilities as an area of significance to the community. Council manages 333 hectares of open spaces (including cemeteries, airport and saleyards) 14 sports fields, 26 playgrounds and 32 other buildings. These are facilities that are highly valued by the community.

There is significant opportunity to improve community satisfaction through the refurbishment of recreational assets and facilities. An example of this is the work done during 2015 and 2016 to refurbish the playground within Riverside Park and Horseshoe Bay. In particular, there are excellent opportunities for Council to be supported by the community to deliver benefits at a reduced cost.

Whilst some works have been funded in the immediate future, there are a number of strategic projects that provide information upon which to review the current works program, with a view to increasing the level of asset renewals in this area. These projects include the Macleay Valley Sporting Infrastructure Strategy, the Crescent Head Area Masterplan and Stuarts Point Community Plan.

The following lists the prioritised works program for replacements/refurbishments of assets. Asset replacements/refurbishments within the coastal reserves are being planned and are included in this program (designated with *) based on a desired timeline for upgrade of these areas, however are subject to securing required funding. The program below does not include grant funded projects announced during the course of 2018/19, including open space improvements at Frederickton Boat Ramp and Buchanan Drive (Back Creek Foreshore Stage 1) at South West Rocks.

Location	Cost	Year
Willawarrin playground replacement	\$150,000	2019/20
Killick Creek footpath replacement	\$180,000	2019/20
Park furniture replacement	\$10,000	2019/20
Public place bin replacement	\$20,000	2019/20
Stuarts Point Reserve upgrade (toilets, playground, picnic facilities, pathways, fishing platform, carpark, wharf) – 50% grant funded	\$2,900,000	2019/20
TOTAL 2019/20	\$3,260,000	
Park furniture replacement	\$10,000	2020/21
Horseshoe Bay Reserve upgrade*	\$750,000	2020/21
TOTAL 2020/21	\$760,000	
Bellbrook playground upgrade	\$75,000	2021/22
Frederickton Tennis Courts playground upgrade	\$25,000	2021/22
Park furniture replacement	\$10,000	2021/22
Public place bin replacement	\$20,000	2021/22
Horseshoe Bay Reserve upgrade*	\$750,000	2021/22
Crescent Head Foreshore Reserve upgrade*	\$500,000	2021/22
TOTAL 2021/22	\$1,380,000	

Location	Cost	Year
Park furniture replacement	\$10,000	2022/23
Crescent Head Foreshore Reserve upgrade*	\$500,000	2022/23
TOTAL 2022/23	\$510,000	
Park furniture replacement	\$10,000	2023/24
Public place bin replacement	\$20,000	2023/24
Hat Head Foreshore upgrade*	\$850,000	2023/24
Buchanan Drive (Back Creek SWR) Foreshore Stage 2 upgrade*	\$700,000	2023/24
Back Creek to Point Briner footpath*	\$50,000	2023/24
TOTAL 2023/24	\$1,630,000	
Kempsey Skate Park upgrade	\$100,000	2024/25
TOTAL 2024/25	\$100,000	
Kundabung Reserve playground	\$100,000	2025/26
TOTAL 2025/26	\$100,000	
Hat Head Reserve playground	\$250,000	2026/27
TOTAL 2026/27	\$250,000	

A further \$150,000 is planned to be allocated within 2027/28 and 2028/29.



Gladstone Park Playground - 2018

Sporting Infrastructure

Council adopted the Macleay Valley Sports Infrastructure Strategy which has a number of priority actions. These actions have been included in draft masterplans for the Verge/Eden Streets Sports Complex and the draft South West Rocks sporting field masterplan. The Verge and Eden Street masterplan is currently on public exhibition pending adoption by Council. Planning is underway to upgrade the Verge/Eden Streets Sports Complex in line with this masterplan and significant grant funding has been foreshadowed. Council was also successful in receiving grants for the development of the Mid North Coast High Performance Centre at South West Rocks and a number of sports lighting projects across the shire. In order to address the Macleay Valley Sports Strategy, the following lists the prioritised works program for sporting infrastructure over the next 10 years.

Location	Cost	Year
Kemp Street Fields – develop masterplan	\$50,000	2019/20
Services Club Park – develop masterplan	\$50,000	2019/20
Verge/Eden Streets Sports Complex – floodlights (includes Stronger Country Communities Fund (SCCF) grant and Football NSW contribution)	\$621,808	2019/20
Jim Stirling Oval, South Kempsey – floodlights (includes SCCF grant and AFL NSW/ACT contribution)	\$374,000	2019/20
South West Rocks Sports Complex – floodlights, goalposts, scoreboard (includes SCCF and Clubs grants)	\$732,889	2019/20
South West Rocks Sports Complex – High Performance Centre (includes grant and SWR Country Club contribution)	\$1,700,000	2019/20
TOTAL 2019/20	\$3,528,697	
All sportsfields – surface upgrade/topdressing as required	\$50,000	2020/21
South West Rocks Sports Complex – High Performance Centre (includes grant and SWR Country Club contribution)	\$1,084,485	2020/21
Verge/Eden Street Sports Complex – implement Masterplan (subject to grant confirmation)	\$2,550,000	2020/21
TOTAL 2020/21	\$3,684,485	
All sportsfields – surface upgrade/topdressing as required	\$50,000	2021/22
Verge/Eden Street Sports Complex – implement Masterplan (subject to grant confirmation)	\$2,550,000	2021/22
TOTAL 2021/22	\$2,600,000	
All sportsfields – surface upgrade/topdressing as required	\$50,000	2022/23
Smithtown Sportsfield – floodlights	\$350,000	2022/23
Verge/Eden Street Sports Complex – implement Masterplan (subject to grant confirmation)	\$2,550,000	2022/23
TOTAL 2022/23	\$2,950,000	
All sportsfields – surface upgrade/topdressing as required	\$50,000	2023/24
Stuarts Point Sportsfield – irrigation	\$100,000	2023/24
Verge/Eden Street Sports Complex – implement Masterplan (subject to grant confirmation)	\$2,550,000	2023/24
Willawarrin Sportsfield - floodlights	\$300,000	2023/24
TOTAL 2023/24	\$3,000,000	

Location	Cost	Year
All sportsfields – surface upgrade/topdressing as required	\$50,000	2024/25
Jim Stirling Oval, South Kempsey - irrigation	\$100,000	2024/25
Stuarts Point Sportsfield – floodlights	\$350,000	2024/25
TOTAL 2024/25	\$500,000	
TOTAL 2025/26	\$0	
Gladstone Sportsfield – floodlights	\$300,000	2026/27
TOTAL 2026/27	\$300,000	
Kemp Street Fields - irrigation	\$300,000	2027/28 - 2028/29



Verge/Eden Streets Sports Complex

Potential implementation of Masterplan, subject to grant funding

Flood Mitigation Infrastructure Renewals

Over the last five years audits have been completed on the condition of the main elements of the flood mitigation system including levees, flood gates and the flood warning system. A list of the defects now exists in our systems. There is an opportunity to commence funding works to restore levees to their design height, construct missing links and rehabilitate our flood gates so that they will continue to operate effectively.

The environmental levy is a source of funding for these works on the basis that reliable operation of the system is essential to negate the risk of asset condition detrimentally impacting operation and the environment.

Flood Mitigation Structures

In order to address the current asset condition, the following lists the prioritised works program for flood mitigation infrastructure for 2019/20:

Location	Cost	Year
Belmore River crossover gates - refurbish	\$20,000	2019/20
Christmas Creek gates - refurbish	\$20,000	2019/20
Collins drain - replace gates	\$20,000	2019/20
Hat Head control gates - renew timber deck	\$30,000	2019/20
Kinchela Right Bank Relief Gates - replace control room	\$60,000	2019/20
Maria River Road (M4, M5, M8 gates) - refurbish	\$50,000	2019/20
TOTAL 2019/20	\$200,000	

Other priority works subject to grant funding include:

Refurbishment of Belmore River & Kinchela Creek major floodgates	\$1,800,000	Not funded
--	-------------	------------

Other works will be prioritised for future funding, with an amount of \$100,000 per year planned to be allocated.



Belmore River Relief Floodgate Structure

Flood Levee Upgrades

The 2015/16 audit of all flood levees determined their condition and whether the current ground levels were in accordance with the original designs. While generally in good condition and in accordance with design levels a significant number of defects were identified.

The following list is the highest priority works to restore the flood levee system planned for 2019/20:

Location	Cost	Year
Christmas Creek Levee - high priority works	\$30,000	2019/20
Frederickton to Smithtown Levee - reinstate crest levels	\$60,000	2019/20
Hat Head Village Levee - high priority works	\$50,000	2019/20
Kempsey to Frederickton Levee - reinstate crest levels	\$60,000	2019/20
TOTAL 2019/20	\$200,000	

Further projects will be prioritised annually for funding, with an amount of \$100,000 per year planned to be allocated, including the following locations:

Hat Head Control Levee - high priority works
 Smithtown Levee - high priority works
 Cochrane Street Levee
 Eden Street Levee
 Austral Eden Levees
 Macleay River Right Bank
 Belmore River Right Bank
 Kinchela Creek Right Bank
 Kinchela Creek Left Bank
 Rainbow Reach Road
 Smithtown to Jerseyville

Cochrane Street Town Levee



Eden Street Town Levee

Riverbank Rock Protection Works

A number of areas have been identified where riverbank erosion is occurring that threatens private property, levee banks or road infrastructure. While flood damage grants fund repairs to existing rock bank protection, erosion of soil is considered natural and is not covered under natural disaster funding arrangements. No significant rock bank protection work has been undertaken for many years and this needs to be addressed before significant loss of public infrastructure occurs.

The following list addresses the highest priority works identified for works during 2019/20:

Location	Cost	Year
Russell Avenue, Smithtown – protection of levee and private property	\$100,000	2019/20
Summer Island Road – opposite No. 189 – protection of road	\$30,000	2019/20
Fishermans Reach Road – various locations - protection of road	\$25,000	2019/20
Bretts Drain – protection of flood structure	\$15,000	2019/20
Rainbow Reach Road (150m) – protection of road	\$30,000	2019/20
TOTAL 2019/20	\$200,000	

Further projects will be prioritised annually, subject to funding availability and scoping and estimating. It is targeted for \$100,000 per year to be allocated to this program.

Vincent Avenue, Smithtown	\$200,000
Morton Avenue, Smithtown	\$200,000
Plummers Lane – opposite No. 503	\$60,000
Plummers Lane – opposite No. 479	\$40,000
Rainbow Reach Road (further 320m)	\$70,000
Belmore River Right Bank - Penson	\$70,000
Belmore River Right Bank - Eakin	\$70,000

