



Grant deed

[Wielangta Road upgrades]

The Crown in Right of Tasmania
(represented by the Department of Primary Industries, Parks, Water and Environment)
(Grantor)

and

Glamorgan Spring Bay Council
(Recipient)

THE CROWN SOLICITOR OF TASMANIA
Executive Building
15 Murray Street Hobart Tasmania 7000
GPO Box 825 Hobart Tasmania 7001
Telephone: (03) 6165 3650
Facsimile: (03) 6173 0265

Doc Ref: DPIPWE_773-16_LXH_Grant Deed_Wielangta Road Upgrades_Execution
Version.docx

Contents

Details and recitals	1
Information Table	2
1 Definitions and interpretation	4
1.1 Definitions	4
1.2 Interpretation	5
1.3 Headings	7
1.4 No rule of construction applies to disadvantage party	7
1.5 Information Table	7
2 Grant	7
2.1 Agreement to provide Grant	7
2.2 Acknowledgments	7
3 Payment of Grant to Recipient	7
3.1 Method of Grant payment	7
3.2 Conditions affecting Grant payment	7
4 Application of Grant and related matters	8
4.1 Application of Grant for Approved Purpose	8
4.2 Restrictions on use of Grant	8
4.3 No conflict	9
4.4 Commencement of Approved Purpose	9
4.5 Completion of Approved Purpose	9
4.6 Compliance with Law	9
4.7 Carrying out activity	9
4.8 Contractors	10
4.9 Financial records	10
4.10 Grant not to be used as security	10
4.11 Notice by Recipient of adverse matters	10
5 Publicity concerning Grant and Approved Purpose	10
5.1 Acknowledgement	10
5.2 Publicity	11
5.3 Official launch and major announcements	11
6 Repayment of Grant by Recipient	11
6.1 Repayment of any unexpended part of Grant	11
6.2 Repayment for incorrect use of Grant	11
6.3 Repayment of Grant - other circumstances	11
6.4 Recipient must comply with notice	11
6.5 Interpretation	12
7 Review, monitoring, audit, reports and related matters	12
7.1 Review, monitoring or audit of Relevant Matters	12
7.2 Reporting	12
8 Indemnities	13
8.1 Indemnities from Recipient	13
8.2 Continuing obligation	13

9	Insurance	13
9.1	Application	13
9.2	Recipient to insure	13
9.3	Grantor to be named as principal	14
9.4	Recipient to notify Grantor	14
9.5	Protection of insurance	14
9.6	Policy documents	14
10	Representations and warranties	14
10.1	Warranties	14
10.2	Survival and repetition of representations and warranties	16
10.3	No reliance by the Recipient	16
11	Default Events, termination, scope reduction and suspension	16
11.1	Default Events	16
11.2	Termination - Default Events	17
11.3	Termination for convenience	17
11.4	Reduction in scope of Approved Purpose	18
11.5	Suspension of payment of Grant (or instalment of Grant)	18
12	Special terms and conditions	19
13	GST	19
14	Dispute resolution	20
14.1	Application	20
14.2	Negotiation	20
14.3	Status of negotiations	20
14.4	Further action	20
14.5	Continuation of performance	20
14.6	Injunctive and other discretionary relief	20
15	Notices	21
15.1	Notice requirements	21
15.2	Method and address for delivery	21
15.3	Time of receipt	21
15.4	Other modes or places of service	22
16	Miscellaneous	22
16.1	Governing law	22
16.2	Dispute jurisdiction	22
16.3	Entire agreements clause	22
16.4	Liability	22
16.5	Benefit	22
16.6	Compliance with obligations	22
16.7	Severance	23
16.8	Counterparts	23
16.9	Further assurance	23
16.10	Business Days	23
16.11	No partnership or agency	23
16.12	Legal costs	23
16.13	Amendment	23
16.14	Waiver	24
16.15	Successors and assigns	24

16.16	Rights cumulative	24
16.17	Set-off	24
16.18	No assignment	24
16.19	Disclosure	24
16.20	Determination	24
16.21	Consent and approvals	24
16.22	Doctrine of merger	25
16.23	Minister or State of Tasmania expressed to be party	25
16.24	No interference with executive duties or powers	25
16.25	Surviving provisions and termination	25
	Signing	27
	Attachment 1: Wielangta – Assessment of roadwork requirements – GR Webb Consulting Pty Ltd – 31 March 2017	28
	Attachment 2: IPWEA Standard Drawing for “Rural Roads Unsealed” at class US2 (Drawing No. TSD – RO1 – v1)	29
	Attachment 3: Wielangta Road Map	30

Signing

Signing by Grantor

Executed as a deed on behalf of **The Crown in Right of Tasmania** by the person named below in the presence of the witness named below:

Signature: →

Being a person who has authority to sign this Deed on behalf of the Grantor

*Print name and position:

Witness' signature: →

*Witness print name and position:

*Use BLOCK LETTERS

*Witness print address:

Signing by Recipient

The common seal of **Glamorgan Spring Bay Council** was hereunto affixed in the presence of:

Common seal: →

Signature: →

*Print name and office held:

Signature: →

*Print name and office held:

*Use BLOCK LETTERS

Attachment 1: Wielangta – Assessment of roadwork requirements – GR Webb Consulting Pty Ltd – 31 March 2017

Wielangta Road

Assessment of roadwork requirements



GR Webb Consulting Pty Ltd
ABN 68 098 970 391
PO Box 183 North Hobart
Tasmania 7002

Phone
0419 875 456

Facsimile
0362 292 691

Email
gwebb@consultant.com

For the Department of Primary Industries, Parks,
Water and Environment – Parks and Wildlife Service



31 March 2017

Summary

This report presents the findings of an assessment of Wielangta Road. The assessment was undertaken at the request of Parks & Wildlife Services for the purpose of ascertaining the current condition of the road and to scope the quantum of work required to restore the road to an agreed 'serviceable standard' condition.

The serviceable standard condition has been based on the IPWEA Standard Drawing for Rural Roads Unsealed. The adopted standard for Wielangta Road is for a nominal 6 metre trafficable surface width.

The objective in determining overlay requirements has been based on achieving an outcome where the upgraded road typically will have a gravel wearing course of a minimum nominal 100mm thickness.

The assessment has identified typical overlay thickness requirements to achieve the target wearing course thickness. Generally, the road subbase has been deemed suitable and pavement reconstruction is not required. Although provision of a nominal 100mm overlay for the entire road has been allowed for in the estimates, some sections would not require the full depth requirement to achieve the target condition. Cost estimates have been presented for two cases: one for a nominal standard 6 metre width at 100mm overlay thickness, and the second based on assessed conditions.

In addition to the road surfacing requirements, the condition of drains has been assessed and an estimate for restorative works provided. An estimate has also been provided for works associated with managing vegetation encroaching the road. These estimates are by nature indicative, rather than precise, and the condition rating assessment method adopted has rated the demand for work as Low, Medium or High with corresponding unit rates applied.

The assessment has also included an estimate for the installation of road delineation devices including guideposts and signage where existing deficiencies were identified.

This report does not include assessment of the structural capacity or remaining expected life of road bridges. Due to current bridge replacement works being undertaken during the assessment, some of the identified roadside furniture deficiencies may already be accounted for under current contracts. Bridge fencing has not been included for existing log bridges where appropriate signage is considered to be adequate until bridge replacement works are undertaken.

This assessment has quantified the scope of work and provided an estimate to bring the road up to a standard which is considered to be of suitable serviceability for a rural unsealed road.

Cost estimates have been developed in consultation with an experienced road maintenance contracting firm familiar with the provision of road maintenance activities in Tasmania who also participated in the visual assessment.

This report does not claim to have identified all observable deficiencies or potential hazards, including those items which may be identified through a detailed road safety audit.

A summary of assessment details has been provided separately in Wielangta Rd survey log_Final.xls

Contents

Summary	2
1. Background and context	4
2. Road assessment.....	4
3. Drainage, vegetation and delineation	6
4. Estimates	8

Images

Figure 1 – Wielangta Road, Orford.....	4
Figure 2 – Road surface rated as requiring reduced overlay thickness of 75mm.....	5
Figure 3 – Road surface rated as requiring 100mm overlay	5
Figure 4 – Road surface rated as requiring 150mm overlay	6
Figure 5 – Roadside drains and vegetation rated as Low level demand.....	7
Figure 6 – Drainage improvement and unit rate.....	7
Figure 7 – Gravel overlay thickness and unit rate.....	8
Figure 8 – Summary of estimate for Glamorgan Spring Bay Council section.....	8
Figure 9 – Summary of estimate for Sorell Council section	8
Figure 10 – Summary of estimate for all road length	8

Document Details

Project Title	Wielangta Road – Assessment of roadworks requirements
Project Number	170301
Revision	1
Client	Parks & Wildlife Services – Client Representative: Keith Ryan
Report Date	31 March 2017
Prepared By	GR Webb

1. Background and context

Wielangta Road is a predominantly unsealed rural road, approximately 28 kilometres in length running between Charles Street Orford in the north and Bream Creek Road in the south.

Road maintenance over recent years has failed to keep the road to a standard of serviceability deemed suitable for current and future use.

Parks and Wildlife Services have requested a condition assessment of the road be undertaken to identify deficiencies and prepare a scope of works with cost estimates to restore road conditions.



Figure 1 – Wielangta Road, Orford

2. Road assessment

The assessment has comprised a visual survey of road and roadside conditions to ascertain the extent of remedial works required to restore the pavement and roadside drainage to suitable condition.

Road length has been measured from Charles Street Orford, commencing at Chainage 00 Wielangta Road and Charles Street junction. Referenced chainages are approximate only (measured from vehicle odometer +/- 100m) and are provided for the purpose of quantification of work requirements.

The rating method adopted has identified typical gravel overlay thickness requirements to discreet sections of roads.

Gravel overlay thickness requirements have been based on the assumption that in general, the pavement will receive a nominal 100mm compacted layer of suitable quality gravel.

At locations where road surface conditions were found to be 'better' than typical, a reduced thickness requirement of 75mm has been adopted. For locations found to be in a 'worse' condition than typical, an increased thickness of 150mm has been adopted.



Figure 2 – Road surface rated as requiring reduced overlay thickness of 75mm



Figure 3 – Road surface rated as requiring 100mm overlay



Figure 4 – Road surface rated as requiring 150mm overlay

3. Drainage, vegetation and delineation

Adopted approach

Due to the general nature of the road, and as typical for unsealed rural roads, pavement surface and drainage conditions are not expected to be completely uniform along the road.

The cost estimate method adopted for this assessment has taken into consideration the inherent variability of aspects of the road and has applied nominal treatments and associated cost estimates to road sections for roadside drainage, vegetation management and delineation.

The method assumes drainage and vegetation treatments may only be required at specific locations within a section and provides a nominal per kilometre allowance to cover those instances rather than detailed estimates for specific locations.

Provision has been allowed for the installation of warning signs at log bridges and major culverts where no signage is currently present. A unit rate of \$500.00 per sign has been used for the estimate.

The cost estimate for guidepost installation has been based on providing a pair of guideposts at 80 metre intervals. The estimate assumes that existing deficiencies in the overall quantity and positioning of guideposts would be addressed within the provision, recognising location and spacing intervals will vary along the route. A unit rate of \$35.00 per guidepost has been used for the estimate.



Figure 5 – Roadside drains and vegetation rated as Low level demand

Drainage

The assessment found that in general, side drains were deemed functionally adequate and that specific improvement works are only required in isolated locations. The works associated with applying the gravel overlay assumes minor clearing and re-establishment of drainage channels will be included in the process. A rate of \$2,000.00 per kilometre has been included in the estimate to provide for localised deficiencies in sections rated as Low demand.

Drainage re-establishment (Low, Medium, High)	\$ per kilometre
Low	\$2,000.00
Medium	\$4,000.00
High	\$6,000.00

Figure 6 – Drainage improvement and unit rate

Vegetation

The assessment found that in general, roadside vegetation was deemed not to be adversely impacting road use and that vegetation trimming or removal works are only required in isolated locations. A rate of \$1000.00 per kilometre has been included in the estimate to provide for localised deficiencies in sections rated as Low demand.

4. Estimates

The estimate of costs has been separated into two discrete sections corresponding to the two Council areas (Glamorgan Spring Bay Council and Sorell Council).

The Council boundary is located just south of the Sandspit River Conservation Area approximately 21km south of the Orford turn off and approximately 7.3km north of Bream Creek Road.

Unit rates adopted for the gravel overlay have been based on \$30 per tonne, i.e. \$48 per cubic metre for a nominal 100mm placed layer with adjustment to the rate for changes in required thickness as shown in Figure 7.

Gravel Overlay (compacted thickness)	\$ per M2
75mm	\$3.60
100mm	\$4.80
150mm	\$7.20

Figure 7 – Gravel overlay thickness and unit rate

Based on an assumed 6m width and 100mm overlay at the above per metre unit rate the indicative upgrade cost would be \$604,800 for the Glamorgan Spring Bay Council section and \$201,600 for the Sorell Council section, a total of \$806,400.

The cost estimate based on the condition assessment is summarised in the tables below showing subtotals for each of the main components included.

Council Region – Glamorgan Spring Bay

Road Section 0 to 21km

Pavement Re-sheeting	Drainage Improvements	Vegetation Improvements	Guidepost Improvements	Signs	TOTAL
\$640,560	\$102,080	\$50,800	\$17,588	\$3,000	\$814,028

Figure 8 – Summary of estimate for Glamorgan Spring Bay Council section

Council Region – Sorell

Road Section 21 to 28km

Pavement Re-sheeting	Drainage Improvements	Vegetation Improvements	Guidepost Improvements	Signs	TOTAL
\$288,960	\$42,000	\$31,600	\$6,913		\$369,473

Figure 9 – Summary of estimate for Sorell Council section

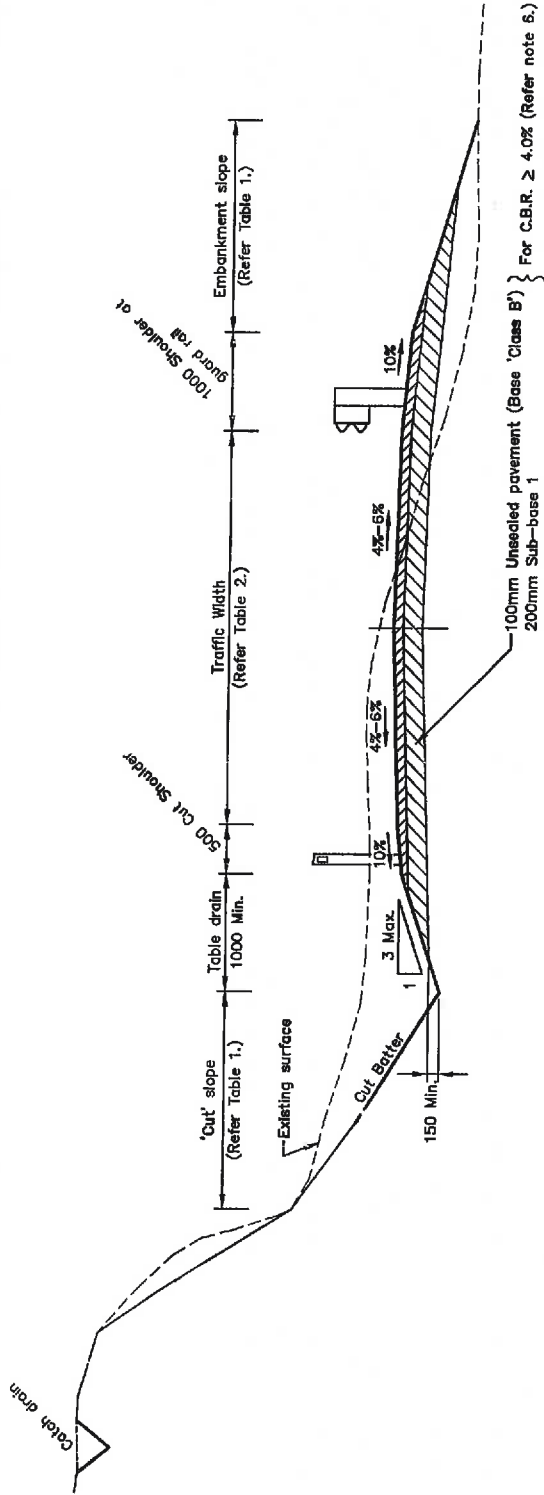
Wielangta Road (All)

Road Section 0 to 28km

Pavement Re-sheeting	Drainage Improvements	Vegetation Improvements	Guidepost Improvements	Signs	TOTAL
\$929,520	\$144,080	\$82,400	\$24,501	\$3,000	\$1,183,501

Figure 10 – Summary of estimate for all road length

Attachment 2: IPWEA Standard Drawing for “Rural Roads Unsealed” at class US2 (Drawing No. TSD – RO1 – v1)



TYPICAL CROSS SECTION
SCALE 1 : 50

TABLE 1

SOIL / ROCK TYPE	EMBANKMENT		CUTTING	
	Vertical	Horizontal	Vertical	Horizontal
Solid Rock	-	-	1.00	0.25
Loose Rock	1.00	2.00	1.00	1.33
Sand	1.00	3.00	1.00	3.00
Stiff Clay	1.00	1.00	1.00	1.00
Soft Clay	1.00	3.00	1.00	1.50

NOTES

- Alignment to satisfy min. Design speed.
- Roadside table drains, cut off drains and culverts to be installed to suit topography.
- Provision for widening or passing bays may be required where sight distance requirements cannot be met or there are limited options for vehicles to pull off the road.
- Refer Sheets TSD-R25, TSD-R28, TSD-R29 and TSD-R30 for Guide Post / Guard Rail installation.
- Refer to Austrroads AGRD-10 Part 6: Roadside Design, Safety and Barriers
- Design of pavements to consider project traffic loading, sub-grade strength and comply with the procedures in either:
 - A.R.R.B. A.P.R.G. Report no. 21, A Guide to the Design of New Pavements for Light Traffic.
 - Austrroads - Pavement Design (2004)
 - 'A Guide To The Structural Design Of Road Pavements'

TABLE 2

CODE*	A.A.D.T.	(w) TRAFFIC WIDTH	GRAVEL SHOULDER	VERGE	PAVEMENT WIDTH	LOGGING ROUTE	HEAVY VEHICLES	BUS ROUTE	Bends with < 60m sight line
US1	<30	4000 (S)	500	NO	5	NO	< 5%	NO	w + 1000
US2	30 - 100	4000 (S)	1000	NO	6	YES < 5%	< 5%	YES	w + 1000
US3	100 - 300	5500 (D)	1000	NO	7.5	YES	< 10%	YES	w + 500
US4	> 300	6000 (D)	1000	NO	8	YES	> 10%	YES	w + 500

*To satisfy a Road Class (eg. US3) the capability to comply with A.A.D.T, LOGGING ROUTE, HEAVY VEHICLE and BUS ROUTE is necessary.

(S) - SINGLE LANE
(D) - DUAL LANE

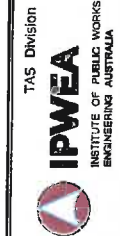


SCALES: AS SHOWN
(All scales are correct at A3)

REFERENCES

XRef File: TSD-R01-v1.dwg

©2012
This drawing and the information it contains is, and remains the property of the Local Government Association of Tasmania. It is not to be used for the purpose of which it was intended. Reproduction of this drawing or its content in any format other than printed hard copies is strictly prohibited.
It is the users responsibility to ensure this drawing is the current version. The current version can be downloaded from: www.lgat.com.au



TAS Division



STANDARD DRAWING
RURAL ROADS UNSEALED

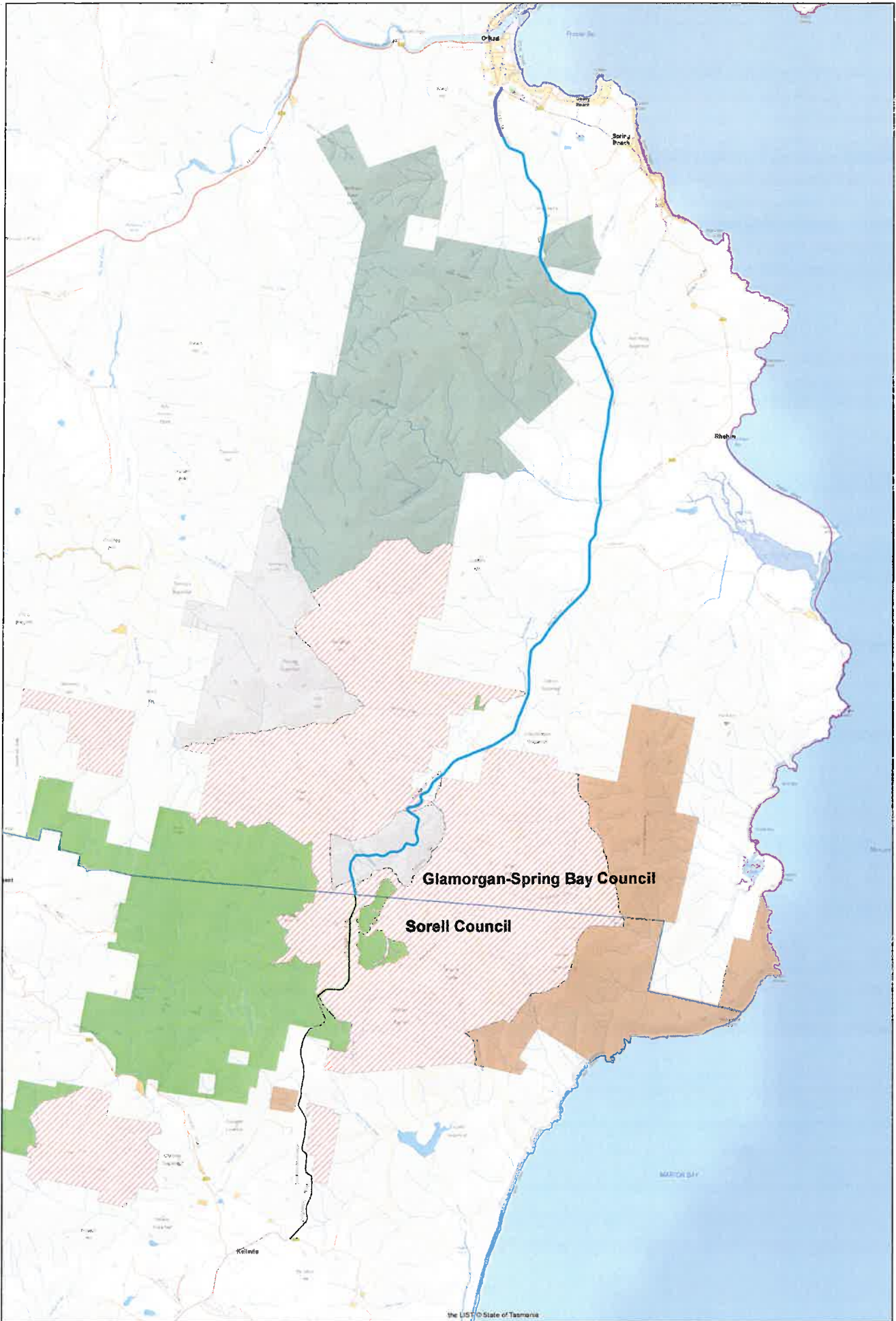
CRD 001 1371 130001 L 000001 2011 1376 AUSTRALIA TASCANIA 200
T 01 6373 9466 F 01 6373 9466 Email: enquiries@lga.tas.gov.au

30-14-2013

TSD-R01-v1

Attachment 3: Wielangta Road Map

Map 1: Wielangta Road



Legend

Wielangta road section to transfer to council	Land Tenure	Permanent Timber Production Zone Land	Council Boundary
Wielangta Road	Conservation Area	Public Reserve	Glamorgan-Spring Bay
	Nature Reserve	State Reserve	Sorell



0 0.75 1.5 3 Kilometers

1:50,000