


**Reference: - W19/873**

**Objection to Port Stephens Council Special Rate Variation Application**

 I do **NOT** agree to my details published, however the full contents of my objections may be.

Please Note that these are just a small sample of the PSC and I know of many others but will not put them here because they are outside of my immediate concern. This doesn't mean I am selfish of the other ratepayer's position. For example, Nelson Bay road dual carriageway entire length is selfish for a small proportion of the PSC roads. The center island is ideal for a solar powered light railway which should take priority over the road. Some other PSC streets do not have a footpath on one side

The following are pictures that show where and evidence of, the lack of maintenance of the current assets that PSC has failed to fix. The argument that they need an SRV to fund new infrastructure I believe is furphy and they will simply use most of the increased rates to catch up the back log. The latest NRMA Open Road has an article on the NSW Council's road repair upgrade back log and PSC is no different despite telling IPART in 2015 that it could not see a need for a rate increase in the foreseeable future.

There are locations in the Council that the roads surface and verges are broken to such an extent that traffic drives safely at 40kph to avoid accidents and damage.

Some of the problem began when NSW Government approved the increase in the size and weight of transport that uses the roads. Some of the road base was never engineered to carry the load that is now on it and consequently the road surface and base deteriorate at a greater rate than was the life of them.

Some of PSC roads have suffered from being inundated during flooding and or storms. These roads have broken the surface such that the complete tar has cracks all over it and will need to be sealed or replaced. The current "trick" is to just re-surface with a skin of wet tar and gravel rolled on to the existing surface. This will keep the water from running or soaking through the surface, but it won't stop the road from breaking up. In some places (eg Treggenna Street) the re-surfacing went over pot holes and this will just break after vehicles drive over the edge and crack the line of the pot hole and the new tar.

Mehan Street is an example of incorrect curb design when the road was built. This area was a former paddock for a dairy farm and when the road was made there was no provision for under footpath drainage. Nor was the

grade of tar used high enough to delay the breaking of the surface. (all tar surfaces are flexible and of course the tar reaches its' flexibility limit and then needs replacing). Newer areas of PSC roads have had gravel below ground drainage system put in when the road is being made along the edge of the curb. This complements the stormwater flow above and off the road by slowly draining the footpath flow into the same drainage system that the stormwater uses. The consequence of not doing this is that water will slowly creep under the edge of the tar soften the road base and damage occurs when vehicles drive on the tar. As far as I know, Mehan street



Mehan Road Raymond Terrace

Has not got this system and the damage has occurred. This road is at least half the age of Alton Road and was made to a lower grade.

Pennington Street has this year had a section of curb and guttering replaced but the section of 30 metres along from and following the new section, was left with damage. Why waste rate payer's money to have contractors or PSC workers replace a section and leave the very close similarly damaged section for "next" time?



Pennington Road end of new section and joint with old.



Pennington where section has not been repaired of new section



Pennington broken kerb and damaged tar

Some of the infrastructures still waiting (about three years since request lodged with PSC) are the stormwater drains near our home. The one just out front I was told would need a new re-build of the box and it has since had the blockage cleared. However because of the delay, it's blocked again



Alton Road gutter and road damaged



Alton Road Drain blocked

Other drains in Alton Road are of the cement slab panel type and have been damaged probably due to the age of the cement and the steel re-enforcing rusted?

Across from our home; the left one has a panel broken into it and the right one was damaged by a contractor with a large excavator on a low loader. This was during the initial landscaping for the newer subdivision as the street was not meant to take the load or size of truck. It cut the corner and broke the gutter and the drain grid. PSC was notified, they came and placed a plastic hazard warning thing that has long gone.



Near Fairchild Street, just uphill from the Dalyell way intersection, there is another type of stormwater drain that needs repairing. The heavy steel grid has been driven on and this has collapsed the cement support for the grid.



Stormwater drain up from Fairchild Street Raymond Terrace

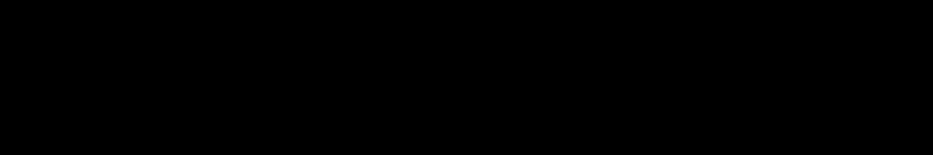
In Carmichael Street the edge of the foot path support is being eroded where PSC allows (by default of not policing via the Ranger) a business to park onto the edge and damage occurs.



I have very little faith in PSC even though the previous Mayor has been “out of the picture,” his influence remains with some of the support for decisions that are financially still heavily impacting from his time. Examples are, the money used to build the “men’s shed” building and the croquette court construction. Yes the men’s shed is doing a lot of good, but for a small number of rate payers. The croquette court was approved despite community objections and the croquette players are now using the Raymond Terrace Bowling Club instead of their own purpose built court!


The round-about at the junction of Port Stephens and Williams Streets needs re-surfacing because there are so many undulations that many drivers almost have accidents in dry weather.





**Subject:** SRV Submission PSC 010219

I choose **NOT** to have my **name** and **address** published, however the submission can be published.



I objected via the PSC survey, & through my local councilor (who didn't respond). I also objected when the community was surveyed for or against the SRV & the results gob smacked me. 22000 rate payers in PSC, 400 responses & about 70% of 400 said NO to the SRV. So PSC just ignored due process & applies to IPART for a SRV. Supposedly to fund new infrastructure that they haven't been able to with the current rate level. If they stopped ignoring their engineers, hydrologists and other qualified Council and contractors, they would be about \$7million better off over the Sea breeze lagoon estate flooding issue. I have been around within a kilometre of my home and found several areas of just road, kerb, guttering, storm water drainage & noxious weed issues that haven't been fixed in at least three years. I have photographic evidence but the IPART www doesn' let the size to be up loaded. I hark back to 2015 re amalgamation with Dungog Council. PSC Council stated that "it would not need to increase rates for the next 10 years based on its financial viability. (Council Minute 153) The executive summary has been deemed to have the scale and capacity to remain an independent entity through the findings of Treasury Corporation and the Independent Review Panel." The waste of resources happens quickly when PSC Rock tared several cul-de-sac streets around here, replaced a storm water drain, but did'nt fix the road surface for 30 metres past the repaired and re-surfaced section. The re-surface tar with rocks onto already holed road base will break at the edge of the pot hole when vehicles drive over it. Basic physics force over area stuff their engineers could tell them this. Mexican weed ricardia is over many footpaths and privet bush abound in many areas & PSC they haven't notified rate payers to remove them. Privet flower is a well known asthma/hayfever allergen. Leave Boomerang Park alone people said no, but PSC is reviewing it.