BUSINESS PAPER

General Meeting

Wednesday 23 January 2019

Roma Administration Centre

NOTICE OF MEETING

Re-Run Date: 7 February 2019

Mayor:	Councillor T D Golder
Deputy Mayor:	Councillor J L Chambers
Councillors:	Councillor N H Chandler Councillor P J Flynn Councillor G B McMullen Councillor W M Newman Councillor C J O'Neil Councillor D J Schefe Councillor J M Stanford
Chief Executive Officer:	Ms Julie Reitano
Senior Management:	Mr Rob Hayward (Deputy Chief Executive Officer/Director Development, Facilities & Environmental Services) Ms Sharon Frank (Director Corporate, Community & Commercial Services)

Please find attached agenda for the **General Meeting** to be held at the Roma Administration Centre on **January 23, 2019 at 9.00AM.**

Julie Reitano
Chief Executive Officer

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Next General Meeting

- To be held at the Roma Administration Centre on 13 February 2019.

Confidential Items

In accordance with the provisions of section 275 of the *Local Government Regulation 2012,* a local government may resolve to close a meeting to the public to discuss confidential items that it's Councillors or members consider it necessary to close the meeting.

C Confidential Items

C.1 Quarter 2 Report - Progress on Implementing the Corporate Plan and Operational Plan
Classification: Closed Access

Local Government Regulation 2012 Section 275(c) (h) the local government budget; AND other business for which a public discussion would be likely to prejudice the interests of the local government or someone else, or enable a person to gain a financial advantage.

C.2 Minor Amendments to the Organisational Structure
Classification: Closed Access

Local Government Regulation 2012 Section 275(a) the appointment, dismissal or discipline of employees.

C.3 Review Rates Payment Arrangement - Assessment 14010888
Classification: Closed Access

Local Government Regulation 2012 Section 275(d) rating concessions.

C.4 Sale of Land Update - Lot 46 WAL53332 & Lot 2 RP105321
Classification: Closed Access

Local Government Regulation 2012 Section 275(f) starting or defending legal proceedings involving the local government.

C.5 Rates Hardship Application - Assessment 14020630
Classification: Closed Access

Local Government Regulation 2012 Section 275(d) rating concessions.

C.6

My Maranoa Business Initiative - Option for Monthly Billing of

Reticulated Natural Gas Accounts for Industrial and Commercial Customers
Classification: Closed Access

Local Government Regulation 2012 Section 275(h) other business for which a public discussion would be likely to prejudice the interests of the local government or someone else, or enable a person to gain a financial advantage.

C.7 Quotation Request - Production of Aggregate Material at Roma Quarry
Classification: Closed Access

Local Government Regulation 2012 Section 275(e) (h) contracts proposed to be made by it; AND other business for which a public discussion would be likely to prejudice the interests of the local government or someone else, or enable a person to gain a financial advantage.

C.8 Roma Quarry Business Report - November 2019
Classification: Closed Access

Local Government Regulation 2012 Section 275(h) other business for which a public discussion would be likely to prejudice the interests of the local government or someone else, or enable a person to gain a financial advantage.

C.9 Expression of Interest: Arthur Street Carpark
Classification: Closed Access

Local Government Regulation 2012 Section 275(c) (h) the local government budget; AND other business for which a public discussion would be likely to prejudice the interests of the local government or someone else, or enable a person to gain a financial advantage.

C.10 Application for Conversion of Tenure - Lot 5317 on WT805970
Classification: Closed Access

Local Government Regulation 2012 Section 275(h) other business for which a public discussion would be likely to prejudice the interests of the local government or someone else, or enable a person to gain a financial advantage.

C.11 Request to sell or lease land - Lot 2 on DUB5333
Classification: Closed Access

Local Government Regulation 2012 Section 275(h) other business for which a public discussion would be likely to prejudice the interests of the local government or someone else, or enable a person to gain a financial advantage.

C.12 Application for Conversion of PDH 36/2501 over Lot 2501 on SP274329 - JJ & BA Warby
Classification: Closed Access

Local Government Regulation 2012 Section 275(h) other business for which a public discussion would be likely to prejudice the interests of the local government or someone else, or enable a person to gain a financial advantage.

C.13 Conversion to Freehold Application - Lot 6 on SP222875
Classification: Closed Access

Local Government Regulation 2012 Section 275(h) other business for which a public discussion would be likely to prejudice the interests of the local government or someone else, or enable a person to gain a financial advantage.

C.14 Amendment of 2018/19 Capital Works Budget - 17 Railway Parade Injune
Classification: Closed Access

Local Government Regulation 2012 Section 275(c) the local government budget.

C.15 Senior Citizens Building - User Agreement
Classification: Closed Access

Local Government Regulation 2012 Section 275(h) other business for which a public discussion would be likely to prejudice the interests of the local government or someone else, or enable a person to gain a financial advantage.

C.16 Roma Community Hub - Request to occupy lockable office
Classification: Closed Access

Local Government Regulation 2012 Section 275(h) other business for which a public discussion would be likely to prejudice the interests of the local government or someone else, or enable a person to gain a financial advantage.

C.17 Request for Financial Support from Maranoa Chaplaincy Committee
Classification: Closed Access

Local Government Regulation 2012 Section 275(h) other business for which a public discussion would be likely to prejudice the interests of the local government or someone else, or enable a person to gain a financial advantage.

C.18 Request for Financial Assistance from Roma Performing Arts
Classification: Closed Access

Local Government Regulation 2012 Section 275(h) other business for which a public discussion would be likely to prejudice the interests of the local government or someone else, or enable a person to gain a financial advantage.

C.19 Events Planned for 2019
Classification: Closed Access

Local Government Regulation 2012 Section 275(h) other business for which a public discussion would be likely to prejudice the interests of the local government or someone else, or enable a person to gain a financial advantage.

C.20 November 2018 - Monthly Business Unit Report - Airports
Classification: Closed Access

Local Government Regulation 2012 Section 275(c) the local government budget.

C.21 Surat SES Accomodation Building
Classification: Closed Access

Local Government Regulation 2012 Section 275(h) other business for which a public discussion would be likely to prejudice the interests

of the local government or someone else, or enable a person to gain a financial advantage.

C.22 Design brief for Peter Keegan Oil and Gas Museum
Classification: Closed Access

Local Government Regulation 2012 Section 275(e) contracts proposed to be made by it.

C.23 Request for Capital Upgrade - Footpath Ivan Street Surat
Classification: Closed Access

Local Government Regulation 2012 Section 275(c) the local government budget.

C.24 Claim for damages - Incident occured at Arthur Street Roma Carpark.
Classification: Closed Access

Local Government Regulation 2012 Section 275(h) other business for which a public discussion would be likely to prejudice the interests of the local government or someone else, or enable a person to gain a financial advantage.

Councillor Business

14 Councillor Business

Closure

MINUTES OF THE GENERAL MEETING OF MARANOA REGIONAL COUNCIL HELD AT ROMA ADMINISTRATION CENTRE ON 12 DECEMBER 2018 COMMENCING AT 9.04AM

ATTENDANCE

Mayor Cr. T D Golder chaired the meeting with, Deputy Mayor Cr. J L Chambers, Cr. N H Chandler, Cr. G B McMullen, Cr. W M Newman, Cr. D J Schefe, Cr. J M Stanford, Chief Executive Officer – Julie Reitano, and Minutes Officer – Kelly Rogers in attendance.

AS REQUIRED

Deputy Chief Executive Officer/Director Development, Facilities & Environmental Services – Rob Hayward, Director Corporate, Community & Commercial Services – Sharon Frank, Manager Economic & Community Development – Ed Sims, Manager Planning & Building Development – Danielle Pearn, Manager Program & Contract Management – Cameron Hoffmann, Local Development Officer Yuleba/Wallumbilla/Jackson – Luci Gunning.

WELCOME

The Mayor welcomed all present and declared the meeting open at 9.04am.

APOLOGIES

Resolution No. GM/12.2018/01

Moved Cr Chambers **Seconded Cr Newman**

That apologies be received and leave of absence granted for Cr. Flynn and Cr. O'Neil for this meeting.

CARRIED 7/0

CONFIRMATION OF MINUTES

Resolution No. GM/12.2018/02

Moved Cr Chambers **Seconded Cr Newman**

That the minutes of the General Meeting held on 28 November 2018 be confirmed.

CARRIED 7/0

DECLARATION OF CONFLICTS OF INTEREST

Cr. McMullen declared a 'Conflict of Interest' (as defined by section 175D of the *Local Government Act 2009*), with the following items:

- C.10 – Overdue Rates – Commencement of Legal Action
- C.12 – Sale of Land for Overdue Rates

with regard to:

- Item C.10, due to the listed ratepayers under consideration including his family members (Nephew and Nephew's wife);

- C.12, due to one of the properties under consideration being owned by his neighbour.

Cr. McMullen foreshadowed that he would remove himself from discussions and decisions on both of these matters.

UNCONFIRMED

Cr. Stanford declared a 'Conflict of Interest' (as defined by section 175D of the *Local Government Act 2009*), with the following item:

- C.20 – Request for Road Name Change – Miscamble Street East, Roma

due to her having a direct family connection with the applicant.

Cr. Stanford foreshadowed that she would remove herself from discussions and decisions on this matter.

Cr. Chambers declared a 'Conflict of Interest' (as defined by section 175D of the *Local Government Act 2009*), with the following item:

- C.10 – Overdue Rates – Commencement of Legal Action

Due to one of the persons listed being her cousin. Cr. Chambers stated:

> *I have determined that this personal interest is not of sufficient significance that it will lead me to making a decision on the matter that is contrary to the public interest. I will best perform my responsibility of serving the overall public interest of the whole of the Council's area by participating in the discussion and voting on this matter.*

However, I acknowledge that the remaining Councillors must now determine, pursuant to section 175E(4) of the Local Government Act 2009:

(a) Whether I have a real 'Conflict of Interest' in this matter or a perceived 'Conflict of Interest' in this matter; and
(b) If so, whether:
I. I must leave the meeting while this matter is discussed or voted on; or
II. I may participate in the meeting in relation to the matter, including by voting on the matter.

Resolution No. GM/12.2018/03

Moved Cr Newman **Seconded Cr Chandler**

That Cr. Chambers has a conflict of interest in the matter and notwithstanding the conflict, Cr. Chambers may participate in the matter, discuss and vote upon it.

CARRIED 5/1

Cr. Chambers did not vote on this motion as she was the declaring Councillor under consideration in this matter)

Mayor Golder called for a division of the vote.

The outcomes were recorded as follows:

Those in Favour of the Motion	Those Against the Motion
Cr. Chandler	Cr. Golder
Cr. McMullen	
Cr. Newman	
Cr. Schefe	
Cr. Stanford	

Cr. Schefe declared a 'Material Personal Interest' with the following item:

- 13.4 – Proposed mezzanine level – Maranoa PCYC – Miscamble Street East, Roma

due to his spouse (wife) running a business at the Maranoa PCYC.

Cr. Schefe foreshadowed that he would remove himself from discussions and decisions on this matter.

Mayor Golder declared a 'Material Personal Interest' with the following item:

- LC.3 – Stage 1 Roma Flood Mitigation Project Update – Landholder NAR 100140

due the landholder under consideration being his mother and the matter being connected to a legal agreement done in 2014 in relation to flood mitigation compensation, and further that his brother is assisting his mother in this matter.

Mayor Golder foreshadowed that he would remove himself from discussions and decisions on this matter.

Cr. Stanford declared a 'Conflict of Interest' with the following item:

- LC.3 – Stage 1 Roma Flood Mitigation Project Update – Landholder NAR 100140

due to personally being impacted previously by flood events which could be perceived by others as either positive or negative for her voting on this matter.

Cr. Stanford stated:

> *I have determined that this personal interest is not of sufficient significance that it will lead me to making a decision on the matter that is contrary to the public interest. I will best perform my responsibility of serving the overall public interest of the whole of the Council's area by participating in the discussion and voting on this matter.*
>
> *However, I acknowledge that the remaining Councillors must now determine, pursuant to section 175E(4) of the Local Government Act 2009:*
>
> *(c) Whether I have a real 'Conflict of Interest' in this matter or a perceived 'Conflict of Interest' in this matter; and*
> *(d) If so, whether:-*
> *III. I must leave the meeting while this matter is discussed or voted on; or*
> *IV. I may participate in the meeting in relation to the matter, including by voting on the matter.*

Resolution No. GM/12.2018/04

Moved Cr Chambers **Seconded Cr Schefe**

That Cr. Stanford has a perceived conflict of interest in the matter and notwithstanding the conflict, Cr. Stanford may participate in the matter, discuss and vote upon it.

CARRIED 6/0
(Cr. Stanford did not vote on this motion as she was the declaring Councillor under consideration in this matter)

ON THE TABLE

There were no items for discussion on the table.

PRESENTATIONS/PETITIONS AND DEPUTATIONS

There were no presentations/petitions or deputations at the meeting.

CONSIDERATION OF NOTICES OF BUSINESS

There were no notices of business for consideration.

CONSIDERATION OF NOTICES OF MOTION

There were no notices of motion for consideration.

RECEPTION OF NOTICES OF MOTION FOR NEXT MEETING

No notices of motion were received for the next meeting.

BUSINESS

OFFICE OF THE CEO

Item Number:	**10.1**	**File Number: D18/98009**
SUBJECT HEADING:	**UPDATE TO OPERATIONAL PLAN 2018/19**	
Officer's Title:	**Chief Executive Officer**	

Executive Summary:
At Council's meeting on 28 November 2018 it was resolved that:

> *Resolution No. GM/11.2018/128*
>
> *That Council receive the updated document with the additional information received to be further discussed at the next Policy Development Workshop.*

Resolution No. GM/12.2018/05

Moved Cr Chambers **Seconded Cr Newman**

That:

1. **Council adopt the updated Operational Plan 2018/19.**
2. **Copies be printed for the senior management team and function leaders.**

CARRIED 6/1

Mayor Golder called for a division of the vote.

The outcomes were recorded as follows:

Those in Favour of the Motion	Those Against the Motion
Cr. Chambers	Cr. Golder
Cr. Chandler	
Cr. McMullen	
Cr. Newman	

Cr. Schefe	
Cr. Stanford	

Responsible Officer	**Chief Executive Officer**

CORPORATE, COMMUNITY & COMMERCIAL SERVICES

Item Number: **11.1** **File Number: D18/96631**

SUBJECT HEADING: **MINUTES OF AUDIT COMMITTEE MEETING 3 OCTOBER 2018**

Officer's Title: **Director - Corporate, Community & Commercial Services**

Executive Summary:
The purpose of this report was to present the unconfirmed minutes of the Audit Committee Meeting held on Wednesday 3 October 2018, in accordance with section 211(1)(c) of the Local Government Regulation 2012.

Resolution No. GM/12.2018/06

Moved Cr Newman **Seconded Cr Schefe**

That Council receive and note the unconfirmed minutes of the Audit Committee Meeting held on Wednesday 3 October 2018.

CARRIED 7/0

Responsible Officer	**Director - Corporate, Community & Commercial Services**

Item Number: **11.2** **File Number: D18/96718**

SUBJECT HEADING: **ADOPTION OF ANNUAL REPORT 2017/18**

Officer's Title: **Director - Corporate, Community & Commercial Services**

Executive Summary:
The report tabled the draft 2017/18 Annual Report for adoption.

Resolution No. GM/12.2018/07

Moved Cr Chambers

That the matter lay on the table for further consideration at a later point during the meeting.

CARRIED 7/0

Item Number:	**11.3**	**File Number: D18/96733**
SUBJECT HEADING:	**COUNCIL INITIATED ADVISORY COMMITTEES**	
Officer's Title:	**Lead Officer - Councillors' Support & Community Engagement**	

Executive Summary:
As part of Council's Community Engagement Strategy, Council has a number of Advisory Committees to seek community and stakeholder input on key projects and businesses of Council. Feedback, or the outcomes of these forums, assists Council to identify priorities, inform decisions and develop future strategies and policies.

This report provided a copy of the confirmed and unconfirmed meeting minutes of the advisory committee meetings held during the months of August 2018 – November 2018.

Resolution No. GM/12.2018/08

Moved Cr Newman **Seconded Cr McMullen**

That Council receive and note the minutes of the following committees:

- **Confirmed minutes – Roma Saleyards Advisory Committee – 06/09/18**
- **Confirmed minutes – Roma Saleyards Advisory Committee – 04/10/18**
- **Unconfirmed minutes – Regional Roads Advisory Committee – 10/09/18**
- **Unconfirmed minutes – Wild Dog Advisory Committee Meeting – 27/08/18**
- **Unconfirmed minutes – Airport Advisory Committee Meeting – 13/11/18**

CARRIED 7/0

Responsible Officer	**Lead Officer - Councillors' Support & Community Engagement**

The Director Corporate, Community & Commercial Services left the Chamber at 9.20am.

Item Number:	**11.4**	**File Number: D18/96539**
SUBJECT HEADING:	**QUEENSLAND POLICE LEGACY CHILD SAFETY PROGRAM - SCHOOL SPONSORSHIP REQUEST**	
Officer's Title:	**Associate to the Director – Corporate, Community & Commercial Services**	

Executive Summary:
A Queensland Police Legacy representative contacted Council seeking sponsorship of a child safety program across Queensland, including public and private schools within the Maranoa.

Resolution No. GM/12.2018/09

Moved Cr Chandler **Seconded Cr Schefe**

That Council decline the request for sponsorship due to current budget constraints.

CARRIED 5/2

Mayor Golder called for a division of the vote.

The outcomes were recorded as follows:

Those in Favour of the Motion	Those Against the Motion
Cr. Chambers	Cr. Golder
Cr. Chandler	Cr. McMullen
Cr. Newman	
Cr. Schefe	
Cr. Stanford	

Responsible Officer	**Associate to the Director – Corporate, Community & Commercial Services**

The Director Corporate, Community & Commercial Services returned to the Chamber at 9.23am.

Item Number: **11.5** **File Number: D18/96963**

SUBJECT HEADING: **PROPOSED ANIMAL MANAGEMENT (AMENDMENT) SUBORDINATE LOCAL LAW (NO.1) 2018**

Officer's Title: **Associate to the Director – Corporate, Community & Commercial Services**

Executive Summary:
Council undertook a review of its Animal Management Subordinate Local Law. At the Council meeting 24 October 2018, Council proposed changes to this subordinate local law and has undertaken community consultation seeking views on the drafted amendment. The consultation period has ended and the report proposed to proceed with the making the local law incorporating the proposed amendment.

Resolution No. GM/12.2018/10

Moved Cr Chandler **Seconded Cr Schefe**

That Council resolves:

1. **To make *Animal Management (Amendment) Subordinate Local Law (No. 1) 2018* as advertised; and**
2. **To adopt, pursuant to section 32 of the *Local Government Act 2009*, in the form attached to this report to Council, a consolidated version of *Subordinate Local Law No. 2 (Animal Management) 2011*.**

CARRIED 7/0

Responsible Officer	**Director – Corporate, Community & Commercial Services**

Item Number: **11.6** **File Number: D18/96952**

SUBJECT HEADING: **PROPOSED LOCAL LAW NO.8 (WASTE MANAGEMENT) 2018**

Officer's Title: **Associate to the Director – Corporate, Community & Commercial Services**

Executive Summary:
At the general meeting on 11 April 2018 Council resolved to commence the local law making process for proposed Local Law No. 8 (Waste Management) 2018.

This was in response to the imminent expiry of section 7 of the Waste Reduction and Recycling Regulation 2011 (enabling local government to manage waste within its area) and Chapter 5A of the Environmental Protection Regulation 2008.

The purpose of this report was to provide Council with information relevant to the State Interest Checks and community consultation that were undertaken, and proposed to proceed with the making of the proposed local law.

Resolution No. GM/12.2018/11

Moved Cr McMullen **Seconded Cr Schefe**

That Council resolves to:

1. **Note that Council has consulted with relevant government entities about the overall State interest in *Local Law No. 8 (Waste Management) 2018*; and**
2. **Implement the recommendations of the Public Interest Test Report about *Local Law No. 8 (Waste Management) 2018*; and**
3. **Make *Local Law No. 8 (Waste Management) 2018* as advertised; and**
4. **Note that *Local Law No. 8 (Waste Management) 2018* contains anti-competitive provisions.**

CARRIED 7/0

Responsible Officer	**Director – Corporate, Community & Commercial Services**

Item Number: **11.7** **File Number: D18/96964**

SUBJECT HEADING: **PROPOSED PARKING (AMENDMENT) SUBORDINATE LOCAL LAW (NO.1) 2018**

Officer's Title: **Associate to the Director – Corporate, Community & Commercial Services**

Executive Summary:

Council undertook a review of its Parking Subordinate Local Law. At the Council meeting 24 October 2018, Council proposed changes to this subordinate local law and has undertaken community consultation seeking views on the drafted amendment. The consultation period has ended and this report proposed to proceed with the making the local law incorporating the proposed amendment.

Resolution No. GM/12.2018/12

Moved Cr Chambers **Seconded Cr Newman**

That Council resolves to:

1. **Make *Parking (Amendment) Subordinate Local Law (No. 1) 2018* as advertised; and**
2. **Adopt, pursuant to section 32 of the *Local Government Act 2009*, in the form attached to this report to Council, a consolidated version of *Subordinate Local Law No. 5 (Parking) 2011*.**

CARRIED 6/1

Mayor Golder called for a division of the vote.

The outcomes were recorded as follows:

Those in Favour of the Motion	Those Against the Motion
Cr. Chambers	Cr. Golder
Cr. Chandler	
Cr. McMullen	
Cr. Newman	
Cr. Schefe	
Cr. Stanford	

Responsible Officer	**Director – Corporate, Community & Commercial Services**

INFRASTRUCTURE SERVICES

Item Number: **12.1** **File Number: D18/96905**

SUBJECT HEADING: **SURAT WATERERING TIMES**

Officer's Title: **Manager - Water, Sewerage & Gas**

Executive Summary:
The watering times in Surat were fixed for the year with no summer or winter variation. There have been requests to alter the summer times to avoid watering in the heat of the day when this is least effective.

Resolution No. GM/12.2018/13

Moved Cr Newman **Seconded Cr Schefe**

That the watering times in Surat be amended as follows:

<u>Summer Watering Schedule</u> (1 September – 31 March)

- **Monday, Wednesday, Friday and Sunday East may water (5am – 9am & 4pm – 8pm)**
- **Monday, Tuesday, Thursday and Saturday West may water (5am – 9am & 4pm – 8pm).**

<u>Winter Watering Schedule</u> (1 April – 31 August)

- **Monday, Wednesday, Friday and Sunday East may water (6am – 10am & 2pm – 6pm)**
- **Monday, Tuesday, Thursday and Saturday West may water (6am – 10am & 2pm – 6pm).**

This is effective from Monday 17 December 2018

CARRIED 7/0

Responsible Officer	**Manager - Water, Sewerage & Gas**

DEVELOPMENT, FACILITIES & ENVIRONMENTAL SERVICES

Item Number:	**13.1**	**File Number: D18/93436**
SUBJECT HEADING:	**DEVELOPMENT APPLICATION FOR RECONFIGURING A LOT (1 LOT INTO 5) REF: 2018/19767**	
Location:	162 Chappell Lane, Roma	
Officer's Title:	**Manager Planning & Building Development**	

Executive Summary:
This application sought a development permit for a Reconfiguration of a Lot (1 into 5) on land situated at 162 Chappell Road, Roma. The development application is subject to code assessment and an assessment about the application must be carried out only against the applicable assessment benchmarks provided in the Maranoa Planning Scheme 2017.

Generally, a decision on a code assessable development application is made under delegated powers, however in this particular instance, the development fails to achieve compliance with all of the assessment benchmarks and therefore it was appropriate for a decision on this matter to be made by Council resolution.

Resolution No. GM/12.2018/14

Moved Cr Newman **Seconded Cr McMullen**

The Council approve the application for a Reconfiguration of a Lot (1 Lot into 5 Lots) on land located at 162 Chappell Lane, Roma (Lot 3 on RP835132), subject to the following conditions:

Preamble

i. **Refer to http://www.cmdg.com.au/ for the Capricorn Municipal Development Guidelines (CMDG).**

ii. **Refer to http://www.maranoa.qld.gov.au/council-policies for Council policies.**

iii. **The relevant planning scheme for this development is the Maranoa Planning Scheme 2017. All references to the 'Planning Scheme' and 'Planning Scheme Schedules' within these conditions refer to the above Planning Scheme.**

iv. **The land use rating category may change upon commencement of any new approved use on the site. Council's current Revenue Statement, which includes the minimum general rate levy for the approved use/s, can be viewed on the Council Website: www.maranoa.qld.gov.au.**

v. **All Aboriginal Cultural Heritage in Queensland is protected under the (Aboriginal Cultural Heritage Act 2003) and penalty provisions apply for any unauthorised harm. Under the legislation a person carrying out an activity must take all reasonable and practicable measures to ensure the activity does not harm Aboriginal Cultural Heritage. This applies whether or not such places are recorded in an official register and whether or not they are located in, on or under private land. The developer is responsible for implementing reasonable and practical measures to ensure the Cultural Heritage Duty of Care Guidelines are met and for obtaining any clearances required from the responsible entity.**

vi. **The *Environmental Protection Act 1994* states that a person must not carry out any activity that causes, or is likely to cause, environmental harm unless the person takes all reasonable and practicable measures to prevent or minimise the harm. Environmental harm includes environmental nuisance.**

In this regard, persons and entities involved in the operation of the approved works are to adhere to their 'general environmental duty' to minimise the risk of causing environmental harm to adjoining premises.

vii. **The developer is to pay all infrastructure charges levied for the approved development – refer to Attachment 4 – Adopted Infrastructure Charges Notice.**

viii. **In completing an assessment of the proposed development, Council has relied on the information submitted in support of the development application as true and correct.**

ix. **The requirements to reconfigure a lot authorised by this Development Permit must be fully performed and completed within the currency period for the approval at no cost to the Council.**

The plan of survey must be duly signed by the registered proprietor of the land and the surveyor and submitted to Council for approval in a form acceptable to Council within the currency period for the approval.

Unless otherwise stated, all conditions shall be completed prior to the Council endorsing the relevant plan of survey.

The Plan of Survey must reflect any amendments to the approved reconfiguration that are required by any conditions of the development approval.

CONDITIONS OF APRPOVAL APPLICABLE TO STAGE 1 AND STAGE 2

General

1. **Complete and maintain the approved development as follows: (i) in accordance with development approval documents and (ii) strictly in accordance with those parts of the approved development that have been specified in detail by the Council unless the Council agrees in writing that those parts will be adequately complied with by amended specifications.**

2. **The applicant shall contact Council to arrange a development compliance inspection prior to the endorsement of the survey plan.**

3. **The approved development is to be carried out generally in accordance with the following approved plans/documents and subject to any amendments that are otherwise required by the approval conditions:**

Plan/Document Number	Plan/Document Name	Date
37861-5ST1-001 Rev D	Plan of Development Stage 1 (as amended in red by Council)	04/10/2018
37861-5ST2-001 Rev D	Plan of Development Stage 2 (as amended in red by Council)	04/10/2018
Capricorn Municipal Development Guidelines		
CMDG-R-040 Rev E	Rural Road Access and Property Access Over Table Drains	12/2016
Capricorn Municipal Development Guidelines (CMDG) Geometric Road Design D1		
Capricorn Municipal Development Guidelines (CMDG) Erosion Control and Stormwater Management D7		
Council Policies - Infrastructure		
Council Policy – Construction of Roads for Access to Property		
Council Policy – Road Network Design Standards		

Repair Damaged Infrastructure

4. **All parties involved in carrying out the approved works (including, but not limited to, the developer, contractor and consultant) shall take all necessary steps, in accordance with the provisions of the *Work Health and Safety Act 2011*, for the means of entering and exiting the workplace and anything arising from the workplace are without risks to the health and safety of any person. In regard to construction activities. In particular, all works on or near roadways shall be signed in accordance with Queensland Department of Main Roads "Manual of Uniform Traffic Control Devices".**

5. **The Registered Professional Engineer (RPEQ) performing any task or function associated with the proposed works must hold professional indemnity insurance to the value of $5 million.**

6. **Prior to the works commencing, the applicant or the contractor engaged to carry out the work on behalf of the applicant, shall inform Council of the likely commencement date. Council officers shall be able to inspect the works throughout the lifecycle of the project to ensure that works are being carried out in accordance with the approved plans, development conditions and adopted Council standards.**

Avoiding Nuisance

7. **During the establishment of the approved development, no nuisance is to be caused to adjoining properties and occupiers by way of smoke, dust, rubbish, contaminant, stormwater discharge or siltation at any time, including non-working hours.**

Services Provisions

8. **All services installation, including onsite sewerage, water connections and power connections, must comply with:**

   a) **the development approval conditions;**
   b) **the relevant service providers requirements and specifications;**
   c) **any relevant provisions in the planning scheme for the area;**
   d) **Council's standard designs for such work where such designs exist;**
   e) **the Capricorn Municipal Development Guidelines (CMDG) where it applies;**
   f) **any relevant Australian Standard that applies to that type of work; and**
   g) **any alternative specifications that the Council has agreed to in writing and which the developer must ensure do not conflict with any requirements imposed by any applicable laws and standards.**

9. **Any conflicts associated with proposed and existing services shall be forwarded by the developer to the appropriate controlling authority for approval of any proposed changes.**

10. **Services and infrastructure required in connection with the establishment of the approved development must be provided at no cost to Council.**

Stormwater and Drainage

11. **Post-development stormwater runoff flows, whose characteristics include volume, concentration and velocities, from the development site are not to exceed pre-development stormwater runoff flows to adjoining properties.**

12. **Stormwater must not be allowed to pond on the property being developed during the development process and after the development has been completed unless the type and size of ponding has been agreed in writing by the Council or as a specific development approval condition.**

13. **There must be no increases in any silt loads or contaminates in any overland flow from the property being developed during the development process and after the development has been completed.**

Erosion and Sediment Control

14. **All construction works on site to be undertaken in accordance with the Institute of Engineers (Australia) (IEAUST) Soil Erosion and Sediment Control Engineering Guidelines for Queensland Construction sites and the CMDG Design Guidelines – D7.**

15. **Erosion and sedimentation controls shall be implemented, as necessary, and shall be maintained at all times during the course of the development works. Should the proposed controls prove to be ineffective, the developer must install additional measures and provide written notice to Council advising of the additional control measures implemented.**

16. **Measures shall be applied to prevent site vehicles tracking sediment and other pollutants onto adjoining roads during the course of the construction period and to prevent dust nuisance during construction. It is the developer's responsibility to ensure that all reasonable measures are taken to protect nearby properties and roads from dust pollution, erosion, siltation or sediment transport.**

    Note: Council reserves the right to order whatever action deemed necessary and appropriate at the time, including ordering temporary cessation of work in extreme cases.

17. **The developer shall immediately clean up and satisfactorily remove any deposited construction material or silt runoff from the development site. Should it be necessary for the road and/or drainage system to be reinstated or cleaned up due to erosion and/or sedimentation from the site, then such works shall be at no cost to Council. Such works shall be undertaken immediately where there is a potential hazard to pedestrians and/or passing traffic.**

18. **The developer is to ensure that there is no dust or sediment nuisance emanating from the site on completion of the approved works.**

Services

19. **Each lot must be provided with a permanent water supply prior to endorsement of the Plan of Survey. An easement is to be established over all water supply infrastructure in order to provide access in favour of the lots serviced by the infrastructure. The applicant is to provide documents to Council demonstrating that any required easements have been created.**

20. **A copy of the approved water allocation and water agreement signed by all affected parties (including all new proposed lots and existing users) is to be provided to Council prior to endorsement of the Plan of Survey. This documentation should confirm that the consent of all affected parties has been given to the supply of water for all lots that will be created as a result of the subdivision, including both Stage 1 and Stage 2.**

21. **Easements established for the purposes of servicing lots created as part of Stage 1 of the development must also facilitate the future provision of water supply to the lots proposed to be created in Stage 2.**

22. **Reticulated sewerage is unavailable to the development site. A development permit for plumbing and drainage works must be obtained from Council for any onsite sewerage system provided on the proposed lots.**

23. **An electricity supply must be made available to service each approved lot within the subdivision. This supply must be in accordance with the relevant standards of the electricity distributor.**

Prior to the endorsement of the Plan of Survey for the subdivision, written evidence must be submitted to Council from the electricity distributor advising that provision has been made for the connection of reticulated electricity service for each approved lot in accordance with all applicable legislation at the time of construction. Alternatively, the developer is to demonstrate that the proposed lots are connected to a renewable energy system that contributes to the supply and use of electricity to and from the grid prior to the endorsement of any plan of survey.

Access & Roads

24. **Each lot must have vehicle access to a formed road. The landowner is responsible for the construction and maintenance of crossovers from the road carriageway to the property boundary and all internal vehicle access ways, and for obtaining any approvals that may be required and for complying with the applicable designs and standards.**

25. **The design and construction of vehicle access to each of the approved lots must comply with CMDG Standard Drawing CMDG–R-040 Rev E – "Rural Roads Access and Property Access Over Table Drains" – Accesses along bitumen roads ADT <300 VPD, dated 12/2016.**

26. **Vehicle crossovers to the proposed lots must be located a minimum distance of one metre from any power poles, road signage or other Council assets, unless otherwise specified in the applicable development standards and specifications.**

27. **Vehicle access must be provided to the approved lots, prior to Council endorsing the Plan of Survey.**

No Cost to Council

28. **All costs associated with the approved development are to be met by the developer, including costs of survey, registration, document lodgement, easement documentation preparation and plan sealing unless there is specific agreement by other parties, including the Council, to meeting those costs.**

Latest Versions

29. **Where another condition refers to a specific published standard, manual or guideline, including specifications, drawings, provisions and criteria within those documents, that condition shall be deemed as referring to the latest versions of those publications that are publicly available at the time the first operational works or compliance approval is lodged with the assessment manager or approval agency for those types of works to be performed or approved, unless a regulation or law requires otherwise.**

Prior to Plan Sealing

30. **All rates and charges of any description and all arrears of such rates and charges, together with interest outstanding thereon, on the land, due to Council, shall be paid prior to the Council endorsing the plan of survey.**

CONDITIONS OF APPROVAL APPLICABLE TO STAGE 1

Services

31. **The existing onsite sewerage disposal system servicing the existing dwelling must be wholly located within the boundaries of proposed Lot 900.**

CONDITIONS OF APRPOVAL APPLICABLE TO STAGE 2

Access and Roads

32. A road reserve must be dedicated generally in the location identified on approved plan 37861-5-ST2-001 Rev D, dated 04/10/2018 (as marked in red by Council), to provide access to proposed Lots 4 and 5. The alignment of the road reserve is to intersect with Chappell Lane at 90 degrees. The road reserve is to be a minimum of 20 metres wide and must facilitate vehicle turn-around at the end of the new road where access will be provided to proposed Lots 4 and 5. The alignment of the road reserve in relation to the common boundary of proposed Lots 4 and 5 must allow for future extension of this road reserve within the boundaries of either of these proposed lots in isolation. (i.e. the width of the road reserve must not be intersected by the common boundary of proposed Lots 4 and 5).

33. A road must be constructed within the new road reserve in accordance with the following standards:

- **Council Policy – Construction of Roads for Access to Property**
- **Council Policy – Road Network Design Standards; and**
- **The Capricorn Municipal Development Guidelines (CMDG) Geometric Road Design D1 with the following road elements:**
  - **20.0m wide road reserve as Rural Access – Secondary (<10 VPD); and**
  - **6.0m wide formation.**

34. All earthworks, including batters, shall be fully contained within the development site and must not in any way impact on the properties adjoining the site.

Works Acceptance

35. Upon completion of the works required to establish the new road, and prior to endorsement of the plan of survey, the developer must arrange for Council to undertake a Works Acceptance Inspection of the works. Council will complete a Works Acceptance Inspection Checklist (as per the CMDG) to confirm that the approved works have been completed in accordance with the approved drawings and specifications.

Services

36. The existing onsite sewerage system servicing the existing dwelling must be wholly located within the boundaries of proposed Lot 4.

CARRIED 7/0

Responsible Officer	**Manager - Planning & Building Development**

Item Number:	**13.2**	**File Number: D18/91900**
SUBJECT HEADING:	**CHANGE APPLICATION FOR A MINOR CHANGE TO DEVELOPMENT APPROVAL 2016/19547 (ROMA CLAY TARGET CLUB CARAVAN PARK)**	
Location:	155 Geoghegan Road, Roma QLD 4455 (Lot 317 on SP219057)	
Officer's Title:	**Lead Town Planner**	

Executive Summary:
This application sought a minor change to the development approval issued for a "Caravan Park" at the Roma Clay Target Club (RCTC) to allow up to four of the 44 approved sites to be used by long term visitors, and two sites to be used for caretaker's accommodation.

A condition of the development approval currently restricts the length of stay for all visitors to 14 consecutive days, or for any cumulative period of 30 days within a 12 month period. The approval currently makes provision for one caretaker accommodation site.

Resolution No. GM/12.2018/15

Moved Cr Newman **Seconded Cr McMullen**

That Council:

Approve in part, the Change application for a minor change to Development Approval 2016/19547 to permit the use of four of the existing Caravan Park sites for extended stays, and that Condition 2 be amended:

From:

The Caravan Park must not be occupied by any guest or any caravan, campervan, vehicle or other temporary accommodation for a period exceeding 14 consecutive days, or for any cumulative period of more than 30 days within a 12 month period.

To:

Four of the approved 44 Caravan Park sites may be occupied by visitors for up to 90 consecutive days over a 12 month period. These sites must be fully contained within Stage 1 of the approved development, be located away from designated entrances to the site, and be screened entirely from view at the adjacent street frontage by fencing, so as not to be visually obtrusive from the street.

The remaining Caravan Park sites must not be occupied by any guest or any caravan, campervan, vehicle or other temporary accommodation for a period exceeding 14 consecutive days, or for any cumulative period of more than 30 days within a 12 month period.

Note: A maximum of one of the approved 44 Caravan Park sites is permitted to be occupied by a resident caretaker. The caretaker's accommodation may only be occupied by a person or persons associated with the day to day operations and maintenance of the premises. Caretaker's accommodation is exempt from the above occupancy restrictions.

CARRIED (Cr. Stanford requested her vote against the motion be recorded) 6/1

Mayor Golder called for a division of the vote.

The outcomes were recorded as follows:

Those in Favour of the Motion	Those Against the Motion
Cr. Chambers	Cr. Stanford
Cr. Chandler	
Cr. Golder	
Cr. McMullen	
Cr. Newman	
Cr. Schefe	

Responsible Officer	Lead Town Planner

The Deputy Chief Executive Officer/Director Development, Facilities & Environmental Services left the Chamber at 9.41am.

Item Number: **13.3** **File Number: D18/95514**

SUBJECT HEADING: **DONATION OF PORTABLE STAGE TO COUNCIL FROM ST JOHN'S CATHOLIC SCHOOL**

Officer's Title: **Regional Sport & Recreation Development Coordinator**

Executive Summary:
Over a number of years, Council staff have accessed the portable stage from St John's School for events and functions, free of charge. Council has been advised by St John's staff that due to a permanent stage constructed at the school in 2017, the portable stage is now excess to their needs and have offered the stage to Council at no cost.

The stage has been used at many outdoor events for Council hosted community events, and can also be used indoors. It is easy to move around due to the light aluminium frame and size of the flooring being approximately 2.5 x 1.5 metres. There are two heights that the stage can be set at, 400 mm and 200 mm from ground level. The stage is in sound condition with no repairs necessary.

Resolution No. GM/12.2018/16

Moved Cr Chandler **Seconded Cr McMullen**

That Council accept the donation of the portable stage from St John's Catholic School, for use at Council and community events, with the stage to be stored at Bassett Park and loaned to not for profit groups with no hire fee, providing they pick up and return it to the Council facility.

CARRIED 7/0

Responsible Officer	Regional Sport & Recreation Development Coordinator

The Deputy Chief Executive Officer/Director Development, Facilities & Environmental Services returned to the Chamber at 9.45am.

Cr. Schefe, having previously foreshadowed a 'Material Personal Interest' in the following item, for reasons stated under Section 'COUNCILLOR DECLARATIONS OF INTEREST,' left the Chamber at 9.45am, taking no part in discussions and debate on the matter.

Item Number:	**13.4**	**File Number: D18/90885**
SUBJECT HEADING:	**PROPOSED MEZZANINE LEVEL - MARANOA POLICE CITIZENS YOUTH CLUB (PCYC)**	
Officer's Title:	**Regional Sport & Recreation Development Coordinator**	

Executive Summary:
For the past 8 years, PCYC Qld and Maranoa PCYC staff have considered construction of a mezzanine floor above the martial arts room (dojo) in the Roma Recreation Centre to increase floor space to allow the operation of additional activities, as maximum capacity for current activities has been reached.

Recently Maranoa PCYC Branch Manager met with Council staff to discuss the possibilities of applying for funding in 2019 for the mentioned project.

Resolution No. GM/12.2018/17

Moved Cr Newman **Seconded Cr McMullen**

That Council:

1. **Support PCYC's proposal to add a mezzanine floor at the Maranoa PCYC facility.**
2. **Assist with costs associated in developing construction design plans.**
3. **Draw the required funds of $4,050 (ex GST) from GL 2884.2001.2001**

CARRIED 6/0

Responsible Officer	**Regional Sport & Recreation Development Coordinator**

At cessation of discussion and debate on the abovementioned item, Cr. Schefe returned to the Chamber at 9.49am.

Item Number:	**13.5**	**File Number: D18/97121**
SUBJECT HEADING:	**FUNDING AVAILABLE THROUGH STATE GOVERNMENT'S CYCLE NETWORK LOCAL GOVERNMENT GRANTS PROGRAM – PRIORITY DESIGN TREATMENTS.**	
Officer's Title:	**Regional Grants & Council Events Development Coordinator**	

Executive Summary:
Council is eligible to apply for 100% funding for detailed design projects under the State Government's Cycle Network Local Government Grants Program – Priority Design Treatments. It was recommended that Council apply for funding to redesign the intersection of Miscamble and Queen Streets, to an approximate value of $30,000.

Resolution No. GM/12.2018/18

Moved Cr Schefe **Seconded Cr McMullen**

That Council:

1. **Apply for 100% funding for detailed design on the Miscamble and Queen Street intersections, under the State Government's Cycle Network Local Government Grants Program – Priority Design Treatments – for an approximate cost of $35,000.**

2. **Authorise the Chief Executive Officer to sign any funding agreements if successful.**

CARRIED 7/0

Responsible Officer	**Regional Grants & Council Events Development Coordinator**

Item Number: **13.6** **File Number: D18/97298**

SUBJECT HEADING: **FUNDING AVAILABLE THROUGH LOCAL GOVERNMENT GRANTS & SUBSIDIES PROGRAM**

Officer's Title: **Regional Grants & Council Events Development Coordinator**

Executive Summary:
Council is eligible to apply for funding under the State Government's Local Government Grants & Subsidies Program (LGGSP). It was recommended that Council apply for two water projects under the program.

Resolution No. GM/12.2018/19

Moved Cr McMullen **Seconded Cr Schefe**

That Council:

1. **Apply for funding under the State Government's Local Government Grants & Subsidies Program (LGGSP) for:**

   a) **Mitchell Bore**
   b) **Yuleba Water Facility**

2. **Make necessary co-contributions (a minimum of 40%) for each project in the 2019/20 budget, and 2020/21 budget if required.**

3. **Authorise the Chief Executive Officer to sign the funding agreement for any successful project/s.**

CARRIED 7/0

Responsible Officer	**Regional Grants & Council Events Development Coordinator**

Item Number:	**13.7**	**File Number: D18/97516**
SUBJECT HEADING:	**REPRESENTATION ON THE EASTER IN THE COUNTRY (EITC) COMMITTEE**	
Officer's Title:	**Regional Tourism Development Coordinator**	

Executive Summary:
Roma's Easter in the Country (EITC) festival is the largest annual event in the Maranoa, attracting approximately 10,000 festival attendees each year, with economic benefits estimated in excess of $2m. The EITC Committee has been successful in securing Queensland Destination Events Program funding for the next 3 years. In 2019 the festival will also be participating in 'Boost', which is a targeted event leveraging process designed to generate additional outcomes for a select group of QDEP funded events. EITC is focused on working with local stakeholders to identify opportunities to drive tourism value for the event, and has requested a Maranoa Regional Council Officer attend their Committee meetings to ensure the consistent and coordinated inclusion of the event in all Regional Destination Marketing activities.

Resolution No. GM/12.2018/20

Moved Cr Chandler **Seconded Cr Chambers**

That Council nominate Council's Regional Tourism Development Coordinator (or delegate) as an ex officio member of the Easter in the Country Committee.

CARRIED 7/0

Responsible Officer	**Regional Tourism Development Coordinator**

Item Number:	**13.8**	**File Number: D18/98037**
SUBJECT HEADING:	**OPENING HOURS OVER CHRISTMAS FOR ROMA AND INJUNE VISITOR INFORMATION CENTRES AND THE BIG RIG**	
Officer's Title:	**Regional Tourism Development Coordinator**	

Executive Summary:
As Roma and Injune are Accredited Visitor Information Centres they are required to operate over the Christmas and New Year period. The approved closures are Christmas Day, Boxing Day and New Year's Day. As visitation is very low during this time, and to enable Council's tourism staff and volunteers to still spend quality time with their family during the festive season, it was requested the opening hours of both Centres be slightly reduced.

Resolution No. GM/12.2018/21

Moved Cr Chandler **Seconded Cr Schefe**

That Council:

1. **Slightly reduce the hours of operation for the Roma Visitor Information Centre, Injune Visitor Information Centre and The Big Rig on Monday 24 December, Thursday 27 December, Friday 28 December, Saturday 29 December, Sunday 30 December and Monday 31 December to 9am – 3pm.**

2. **Authorise The Big Rig Night Show to <u>not</u> screen on Thursday 27 December 2018 and Tuesday 1 January 2019.**

CARRIED 7/0

Responsible Officer	**Regional Tourism Development Coordinator**

Item Number: 13.9 **File Number: D18/95232**

SUBJECT HEADING: **PAINT 4 FREEDOM ART COMPETITION**

Officer's Title: **Manager - Economic & Community Development**

Executive Summary:
Paint4Freedom Limited ACN: 621 812 002 / ABN: 95 621 812 002 is incorporated as a not-for-profit corporation holding Charity Status with the A.C.N.C. It is an organisation promoting or protecting human rights. The board of directors comprises Sydney residents and business people (4). The board does not have deductible gift recipient status as raising funds from public donation campaigns is not their purpose. Their aims are to help make the public more aware of modern-day slavery and help provide ideas and ways Australians can assist the fight against modern-day slavery. The group requested that Council promote and organise a Paint 4 Freedom Competition.

Resolution No. GM/12.2018/22

Moved Cr Newman **Seconded Cr Chambers**

That Council decline the offer to participate in the Paint 4 Freedom Art Competition.

CARRIED 5/2

Mayor Golder called for a division of the vote.

The outcomes were recorded as follows:

Those in Favour of the Motion	Those Against the Motion
Cr. Chambers	Cr. Golder
Cr. Chandler	Cr. McMullen
Cr. Newman	
Cr. Schefe	
Cr. Stanford	

Responsible Officer	**Manager - Economic & Community Development**

Item Number: 13.10 **File Number: D18/97607**

SUBJECT HEADING: **APPOINTMENT OF COUNCIL REPRESENTATIVE/S SOUTH WEST REGIONAL ECONOMIC DEVELOPMENT (SWRED) WORKING GROUPS**

Officer's Title: **Manager - Economic & Community Development**

Executive Summary:
The South West Regional Economic Development (SWRED) Board has requested nominations from Council on the SWRED Tourism Working Group and the SWRED Sheep Meat Project Working Group.

Resolution No. GM/12.2018/23

Moved Cr Chandler **Seconded Cr Newman**

That Council nominate:

1. **Its Regional Tourism Development Coordinator (or delegate) to work with the SWRED Tourism Working Group.**

2. Cr. Jan Chambers (or delegate) to work with the SWRED Sheep Meat Project Working Group. CARRIED 7/0

Responsible Officer	**Manager - Economic & Community Development**

Item Number: **16.1** **File Number: D18/96881**

SUBJECT HEADING: **BUILD OUT - CAMBRIDGE STREET MITCHELL**

Councillor's Title: **Cr. Jan Chambers**

Executive Summary:
The report presented a proposal to further investigate construction of a 'build out' in the vicinity of the Mitchell Bakery area on Cambridge Street Mitchell to enhance the available public gathering and seating space.

Resolution No. GM/12.2018/24 **Moved Cr Chambers** **Seconded Cr Schefe** **That a report be prepared for an upcoming Council meeting.** CARRIED 7/0

Responsible Officer	**Deputy Chief Executive Officer/Director Development, Facilities & Environmental Services**

Item Number: **16.2** **File Number: D18/97176**

SUBJECT HEADING: **CORRESPONDENCE RECEIVED FROM THE ROTARY CLUB OF ROMA REQUESTING FUNDING OF FIREWORKS FOR THE ROMA'S NEW YEAR'S EVE STREET PARTY**

Councillor's Title: **Cr. Tyson Golder**

Executive Summary:
Mayor Golder tabled correspondence received from the Rotary Club of Roma seeking financial assistance for a fireworks display at Roma's New Year's Eve Street Party.

Resolution No. GM/12.2018/25 **Moved Cr Golder** **Seconded Cr McMullen** **That the item be withdrawn from the agenda, noting that Item C.16 – Request for Donation, presents this matter for Council's consideration.** CARRIED 7/0

Item Number:	**16.3**	**File Number: D18/97578**
SUBJECT HEADING:	**2019/20 BUDGET PREPARATIONS - DISCOUNT AND RATING METHODOLOGY REVIEW**	
Councillor's Title:	**Cr. Janelle Stanford**	

Executive Summary:
As preparations for the development of the 2019/20 Budget will commence early in the new year, Cr. Stanford proposed that Council give consideration to re-engaging the rating specialist to review the options for the general rates discount and potential impacts on rates collection and rating methodology.

Resolution No. GM/12.2018/26

Moved Cr Stanford **Seconded Cr McMullen**

That a report be prepared for an upcoming Council meeting.

CARRIED 7/0

Responsible Officer	**Director Corporate, Community & Commercial Services**

Item Number:	**16.4**	**File Number: D18/97647**
SUBJECT HEADING:	**2019/20 BUDGET PREPARATIONS - PROPOSAL FOR COMMUNITY CONSULTATION ON 2019/20 BUDGET**	
Councillor's Title:	**Cr. Janelle Stanford**	

Executive Summary:
This request proposed that a report be prepared investigating options for consulting with our community about the 2019/20 Budget.

Resolution No. GM/12.2018/27

Moved Cr Stanford **Seconded Cr McMullen**

That a report be prepared for an upcoming Council meeting.

CARRIED 7/0

Responsible Officer	**Director Corporate, Community & Commercial Services**

SUBJECT HEADING: SUSPENSION OF STANDING ORDERS

COUNCIL ADJOURNED THE MEETING FOR A BRIEF RECESS TO REVIEW THE LATE OPEN AGENDA AT 10.15AM

SUBJECT HEADING: RESUMPTION OF STANDING ORDERS

COUNCIL RESUMED THE MEETING AT 11.19AM

LATE ITEM

Item Number:	**L.1**	**File Number: D18/98223**
SUBJECT HEADING:	**SKILLING QUEENSLANDERS FOR WORK, FIRST START TRAINEESHIPS 2018 - 19**	
Officer's Title:	**Human Resources & Training Advisor**	

Executive Summary:
Skilling Queenslanders for Work helps eligible Queenslanders develop skills, gain qualifications and provide direct assistance to enter and stay in the workforce.

The initiative offers seven programs that deliver training to improve skills and employment opportunities. The programs focus on supporting young people, Aboriginal and Torres Strait Islander people, people with disability, mature-age job seekers, women re-entering the workforce and people from culturally and linguistically diverse backgrounds.

The programs are delivered across the state by community-based organisations.
First Start is one of the programs that provides wage subsidies to local Councils to employ additional trainees. The program offers opportunities to young people and disadvantaged job seekers to gain nationally recognised qualifications and twelve (12) months employment by undertaking a traineeship.

Council applied through the Local Government Association of Queensland (LGAQ) to the Department of Education, Small Business and Training for funding for two (2) trainees to be employed during the 2018/19 financial year.

The Department of Education, Small Business and Training have advised that Council has been successful for funding of two (2) trainee positions at a subsidy of $15,000 per trainee.

Resolution No. GM/12.2018/28

Moved Cr McMullen **Seconded Cr Chandler**

That Council:

1. **Support participating in the Skilling Queenslanders for Work, First Start Traineeships program initiative and accepting the allocated two (2) traineeships. The program offers disadvantaged Queenslanders employment for twelve (12) months, with participants at completion of the traineeship being awarded a nationally recognised qualification.**

2. **Authorise the Chief Executive Officer to approve fixed term apprenticeship and traineeship positions in lieu of any full-time permanent positions within Council's approved organisational structure where there is a business case for doing so.**

3. **Authorise the Chief Executive Officer to approve and sign the Service Agreement between the Department of Education and Training and Council and on execution of the agreement Council receive funding of $15,000 for each of the two (2) allocated traineeships under the Skilling Queenslanders for Work, First Start Traineeships program.**

CARRIED 7/0

Responsible Officer	**Human Resources & Training Advisor**

CONFIDENTIAL ITEMS

Cr. Newman left the Chamber at 10.20am.

Item Number:	**C.1**	**File Number: D18/88917**
SUBJECT HEADING:	**BENDEMERE PONY CLUB - REQUEST FOR ASSISTANCE TO REPLACE BOUNDARY FENCE**	
Officer's Title:	**Land Administration Officer**	

Executive Summary:
A request was received from the Bendemere Pony Club for Council to assist with the costs of replacing the boundary fence of the Pony Club at Yuleba by providing materials and labour.

Resolution No. GM/12.2018/29

Moved Cr Chambers **Seconded Cr McMullen**

That the matter lay on the table for further consideration at a future General Meeting.

CARRIED 6/0

Responsible Officer	**Land Administration Officer**

Cr. Newman returned to the Chamber at 10.22pm.

Item Number:	**C.2**	**File Number: D18/86500**
SUBJECT HEADING:	**AGISTMENT OF PADDOCKS - POLICE PADDOCK, DARGAL ROAD**	
Officer's Title:	**Land Administration Officer**	

Executive Summary:
The Police Paddock on Dargal Road, Roma has been sub-divided into a number of different sized paddocks suitable for keeping and grazing of horses. Tenders expressing interest in using the land can now be publicly invited.

Resolution No. GM/12.2018/30

Moved Cr Chandler **Seconded Cr McMullen**

That the matter lay on the table for further consideration at a future General Meeting.

CARRIED 7/0

Responsible Officer	**Land Administration Officer**

Item Number:	**C.3**	**File Number: D18/85843**
SUBJECT HEADING:	**COUNCIL OWNED LAND - LOT 1 ON RP58256 AND LOT 3 ON RP58256**	
Officer's Title:	**Administration Officer - Land Administration**	

Executive Summary:
Council received interest in purchasing Council owned rural land described as Lot 1 on RP58256 and Lot 3 on RP58256.

Resolution No. GM/12.2018/31

Moved Cr McMullen **Seconded Cr Chandler**

That the matter lay on the table for further consideration at a future General Meeting.

CARRIED 7/0

Responsible Officer	**Administration Officer - Land Administration**

Item Number: **C.4** **File Number: D18/95254**

SUBJECT HEADING: **REQUEST FOR HIRE FEE REIMBURSEMENT - SURAT SPORTING COMPLEX**

Officer's Title: **Manager - Facilities (Land, Buildings & Structures)**

Executive Summary:
Council received correspondence seeking a reimbursement of the hire fees paid for the use of the Surat Sporting Complex on 2 November 2018.

Resolution No. GM/12.2018/32

Moved Cr Chandler **Seconded Cr McMullen**

That Council:

1. **Reimburse the hire fees paid for the use of the Surat Sporting Complex on 2 November 2018 for the amount of $162.40.**

2. **Draw the funds from 01491.1083 - Council Buildings & Facilities Operating Revenue: Facilities Hire Refund.**

CARRIED 6/1

Mayor Golder called for a division of the vote.

The outcomes were recorded as follows:

Those in Favour of the Motion	Those Against the Motion
Cr. Chambers	Cr. Schefe
Cr. Chandler	
Cr. Golder	
Cr. McMullen	
Cr. Newman	
Cr. Stanford	

Responsible Officer	**Manager - Facilities (Land, Buildings & Structures)**

Item Number:	**C.5**	**File Number: D18/96183**
SUBJECT HEADING:	**SOLE INVITEE CONTRACT - DUKE STREET (ROMA SOUTHERN ROAD) RECONSTRUCTION WORKS**	
Officer's Title:	**Manager - Construction**	

Executive Summary:
As part of the 2018/19 Capital Works Program, the upgrade of Duke Street South (Roma Southern Road), Roma, between Raglan Street and Corfe Road is programmed for delivery. The project is jointly funded under the Transport Infrastructure Development Scheme (TIDS) between Council and Department of Transport & Main Roads (TMR).

As Duke Street South is a State Controlled Road, administered by TMR, to undertake the works, Council is required to enter into a Sole Invitee Schedule of Rates Contract with the State Government agency. This report sought approval for the Chief Executive Officer to sign the contractual documentation on behalf of Council, prior to undertaking the works.

Resolution No. GM/12.2018/33

Moved Cr McMullen **Seconded Cr Schefe**

That Council authorise the Chief Executive Officer (or delegate) to sign the Sole Invitee Contract, offered by the Department of Transport & Main Roads, in order to undertake the delivery of the Duke Street South (Roma Southern Road) Roma Upgrade Project.

CARRIED 7/0

Responsible Officer	**Manager - Construction**

Mayor Golder declared a 'Material Personal Interest' in the following item, due to his mother owning a commercial property adjacent the McDowall Street intersection and left the Chamber at 10.29am, taking no part in discussions and debate on the matter.

The Deputy Mayor, Cr. Chambers, took the role of 'Acting Chair' during his absence.

Item Number:	**C.6**	**File Number: D18/97249**
SUBJECT HEADING:	**ASPHALT OVERLAY OPPORTUNITY – QUINTIN STREET, ROMA**	
Officer's Title:	**Manager – Program & Contract Management**	

Executive Summary:
Council has been informed by the Department of Transport and Main Roads of planned works on the Carnarvon Highway, Roma – from Warrego Highway intersection to Apex Park. The report outlines an opportunity for Council to consider allocating funds to sections of Quintin Street [Roma] under Council's control whilst adjacent asphalt overlay works are being undertaken by the Department of Transport and Main Roads.

Resolution No. GM/12.2018/34

Moved Cr McMullen **Seconded Cr Schefe**

That Council:

1. **Approve the asphalt overlay of the parking lanes along Quintin Street, from Warrego Highway to Alfred Street (excluding McDowall Street intersection) up to a maximum value of $175,800.**

2. Fund the works from the 2018/19 Urban Street Bitumen Rehabilitation budget.
CARRIED 6/0

Responsible Officer	**Manager – Program & Contract Management**

Mayor Golder returned to the Chamber and assumed the Chair at 10.31am.

Item Number: **C.7** **File Number: D18/96729**

SUBJECT HEADING: **OCTOBER 2018 - MONTHLY BUSINESS UNIT REPORT - AIRPORTS**

Officer's Title: **Manager - Airports (Roma, Injune, Surat, Mitchell)**

Executive Summary:
This monthly report was presented to Council to provide a summary of the performance of Council's Airports (Roma, Injune, Surat & Mitchell) over the past month and year to date. The information in this report aimed to review the month's activities, give an overview of financial performance and bring to Council's attention any emerging issues.

Resolution No. GM/12.2018/35
Moved Cr Schefe **Seconded Cr Chandler**
That Council receive and note the Officer's report as presented.
CARRIED 7/0

Responsible Officer	**Manager - Airports (Roma, Injune, Surat, Mitchell)**

Item Number: **C.8** **File Number: D18/97322**

SUBJECT HEADING: **UPDATE ON ROMA SALEYARDS MULTI-PURPOSE FACILITY - DESIGN AND CONSTRUCT (FIT OUT) OF INTERPRETIVE CENTRE**

Officer's Title: **Manager - Procurement & Commercial Services**

Executive Summary:
Council previously resolved (14 March 2018) to endorse Peak Services' Procurement Brief for Interpretive Centre Fit-Out Design Services.

This report was tabled to provide Council with an overview of the proposed procurement process to engage a suitably qualified and experienced contractor to complete the design and construction (fit out) of the interpretive centre.

Resolution No. GM/12.2018/36
Moved Cr Chandler **Seconded Cr Chambers**
That Council accept the proposed procurement process as outlined in the Officer's Report.
CARRIED 5/2
Mayor Golder called for a division of the vote.

The outcomes were recorded as follows:

Those in Favour of the Motion	Those Against the Motion
Cr. Chambers	Cr. Golder
Cr. Chandler	Cr. McMullen
Cr. Newman	
Cr. Schefe	
Cr. Stanford	

Responsible Officer	**Manager - Procurement & Commercial Services**

Item Number: **C.9** **File Number: D18/95393**

SUBJECT HEADING: **APPLICATIONS FOR RATE PAYMENT ARRANGEMENTS**

Officer's Title: **Rates and Utilities Billing Officer**

Executive Summary:
Applications for rate payment arrangements have been received from various ratepayers. The timeframes the applicants have proposed to have their rates paid in full extends beyond the current financial year timeframe that is adopted in Council's adopted Revenue Statement.

Resolution No. GM/12.2018/37

Moved Cr Chambers **Seconded Cr Stanford**

That Council accept the applicant's payment arrangements as set out in Table A and as follows, subject to all rates, charges and arrears accumulated being paid in full by 30 June 2020.

Assessment Number	Approved Payment Plan
13009402	$50/week
14023402	$200/fortnight
14006365	$89/week

CARRIED 7/0

Responsible Officer	**Rates and Utilities Billing Officer**

Cr. McMullen, having previously foreshadowed a 'Conflict of Interest' in the following item, for reasons stated under Section 'COUNCILLOR DECLARATIONS OF INTEREST,' left the Chamber at 10.36am, taking no part in discussions and debate on the matter.

Cr. Chambers, having previously foreshadowed a 'Conflict of Interest' in the following item, for reasons stated under Section 'COUNCILLOR DECLARATIONS OF INTEREST,' remained for discussion and debate on the matter as resolved by Council and recorded under Section 'COUNCILLOR DECLARATIONS OF INTEREST.'

Item Number: **C.10** **File Number: D18/95623**

SUBJECT HEADING: **OVERDUE RATES - COMMENCEMENT OF LEGAL ACTION**

Officer's Title: **Rates and Utilities Billing Officer**

Executive Summary:
Letters of Demand have been sent to ratepayers who are not in a rates payment arrangement and have a rates debt of $750 or more outstanding. In accordance with Council's adopted Rates Recovery Policy, a Council resolution is required to take the next step in the rates recovery process – i.e. a statement of liquidated claim will be filed at the Local Magistrates Court and served on the ratepayer.

Council adjourned the meeting during discussions on this item for morning tea.

SUBJECT HEADING: SUSPENSION OF STANDING ORDERS
COUNCIL ADJOURNED THE MEETING FOR MORNING TEA AT 10.38AM

SUBJECT HEADING: RESUMPTION OF STANDING ORDERS
COUNCIL RESUMED THE MEETING AT 11.36AM

Discussion resumed on the following item at the resumption of Standing Orders following morning tea. Cr. McMullen did not return to the Chamber at resumption of Standing Orders, having previously foreshadowed a 'Conflict of Interest' in the following item, for reasons stated under Section 'COUNCILLOR DECLARATIONS OF INTEREST.

Item Number:	**C.10**	**File Number: D18/95623**
SUBJECT HEADING:	**OVERDUE RATES - COMMENCEMENT OF LEGAL ACTION**	
Officer's Title:	**Rates and Utilities Billing Officer**	

Executive Summary:
Letters of Demand have been sent to ratepayers who are not in a rates payment arrangement and have a rates debt of $750 or more outstanding. In accordance with Council's adopted Rates Recovery Policy, a Council resolution is required to take the next step in the rates recovery process – i.e. a statement of liquidated claim will be filed at the Local Magistrates Court and served on the ratepayer.

Resolution No. GM/12.2018/38

Moved Cr Chambers **Seconded Cr Chandler**

That Council endorse the next step in the Rates Recovery process that is to proceed to filing a Statement of Liquidated Claim with the Local Magistrates Court; serving upon the ratepayers as listed in the attachment as at 5 December 2018.

CARRIED (Cr. Chambers voted in favour of the motion) 5/1

Mayor Golder called for a division of the vote.

The outcomes were recorded as follows:

Those in Favour of the Motion	Those Against the Motion
Cr. Chambers	Cr. Golder
Cr. Chandler	
Cr. Newman	
Cr. Schefe	
Cr. Stanford	

Responsible Officer	**Rates and Utilities Billing Officer**

At cessation of discussion and debate on the abovementioned item, Cr. McMullen returned to the Chamber at 11.44am.

Item Number: C.11 **File Number: D18/97394**

SUBJECT HEADING: **UPDATE - SALE OF LAND**

Officer's Title: **Rates and Utilities Billing Officer**

Executive Summary:
The purpose of this report was to provide Council with an update on the progress of the sale of land for rate arrears.

Resolution No. GM/12.2018/39

Moved Cr Chandler **Seconded Cr Stanford**

That Council receive and note the progress report on sale of land for rate arrears.

CARRIED 6/1

Mayor Golder called for a division of the vote.

The outcomes were recorded as follows:

Those in Favour of the Motion	Those Against the Motion
Cr. Chambers	Cr. Golder
Cr. Chandler	
Cr. McMullen	
Cr. Newman	
Cr. Schefe	
Cr. Stanford	

Responsible Officer	Rates and Utilities Billing Officer

Cr. McMullen, having previously foreshadowed a 'Conflict of Interest' in the following item, for reasons stated under Section 'COUNCILLOR DECLARATIONS OF INTEREST,' left the Chamber at 11.50am, taking no part in discussions and debate on the matter.

Item Number: C.12 **File Number: D18/97813**

SUBJECT HEADING: **SALE OF LAND FOR OVERDUE RATES**

Officer's Title: **Rates and Utilities Billing Officer**

Executive Summary:
In accordance with Division 3 Section 140 of the Local Government Regulation 2012, this report contained a list of properties which are eligible for sale arrears action. A decision to sell land for overdue rates or charges can only be made by resolution.

This report recommended commencement of sale of land procedures to recover outstanding rates and charges as part of Council's ongoing debt recovery procedures.

Resolution No. GM/12.2018/40

Moved Cr Chambers **Seconded Cr Newman**

That Council:

1. **Pursuant to section 140(2) of the *Local Government Regulation 2012*, sell the following land described below for overdue rates and charges:**

- **Assessment 11001427 Lot 2 W 4097**
- **Assessment 11002888 Lot 804 Y 2211**
- **Assessment 11003084 Lot 110 Y 2211**
- **Assessment 11003704 Lot 602 Y 2211**
- **Assessment 12005856 Lot 2 RP 82878, Lot 2 RP 88839**
- **Assessment 12014320 Lot 3 SP 203111**
- **Assessment 13001847 Lot 501 I 7185**
- **Assessment 13009014 Lot 9 WV 1884**
- **Assessment 14002182 Lot 2 RP 835124**
- **Assessment 14003685 Lot 21 RP 30933**
- **Assessment 14009823 Lot 1 RP 111696**
- **Assessment 14011647 Lot 1 RP 79173**
- **Assessment 14011738 Lot 49 RP 30933**
- **Assessment 14013965 Lot 2 RP 61315**
- **Assessment 14017594 Lot 2 RP 174402**
- **Assessment 15000433 Lot 502 S 282**

2. **Delegate to the Chief Executive Officer its power to take all further steps under Chapter 4, Part 12, Division 3 of the *Local Government Regulation 2012* to effect sale of the land (including, for avoidance of doubt, the power to end sale of land procedures).**

CARRIED 5/1

Mayor Golder called for a division of the vote.

The outcomes were recorded as follows:

Those in Favour of the Motion	Those Against the Motion
Cr. Chambers	Cr. Golder
Cr. Chandler	
Cr. Newman	
Cr. Schefe	
Cr. Stanford	

Responsible Officer	**Rates and Utilities Billing Officer**

At cessation of discussion and debate on the abovementioned item, Cr. McMullen returned to the Chamber at 11.53am.

Item Number: **C.13** **File Number: D18/97697**

SUBJECT HEADING: **MINOR AMENDMENTS TO THE ORGANISATIONAL STRUCTURE**

Officer's Title: **Director - Corporate, Community & Commercial Services**

Executive Summary:
The report sought Council approval for minor amendments to the organisational structure.

Resolution No. GM/12.2018/41

Moved Cr Newman

That the matter lay on the table for further consideration at a later point during the meeting.

CARRIED 7/0

In accordance with the provisions of section 275 of the *Local Government Regulation 2012*, Council resolved to close the meeting to discuss Item 14, which it has deemed to be of a confidential nature and specifically pertaining to the following sections:-

(h) other business for which a public discussion would be likely to prejudice the interests of the local government or someone else, or enable a person to gain a financial advantage;

Resolution No. GM/12.2018/42

Moved Cr Stanford **Seconded Cr McMullen**

That Council close the meeting to the public at 11.15am.

CARRIED 6/1

Mayor Golder called for a division of the vote.

The outcomes were recorded as follows:

Those in Favour of the Motion	Those Against the Motion
Cr. Chambers	Cr. Chandler
Cr. Golder	
Cr. McMullen	
Cr. Newman	
Cr. Schefe	
Cr. Stanford	

Resolution No. GM/12.2018/43

Moved Cr McMullen **Seconded Cr Newman**

That Council open the meeting to the public at 12.12pm.

CARRIED 7/0

Mayor Golder left the Chamber at 12.44pm. Deputy Mayor, Cr. Chambers took the role of 'Acting Chair' during his absence.

Mayor Golder returned to the Chamber at 12.48pm.

SUBJECT HEADING: SUSPENSION OF STANDING ORDERS

COUNCIL ADJOURNED THE MEETING FOR LUNCH AT 12.49PM

SUBJECT HEADING: RESUMPTION OF STANDING ORDERS

COUNCIL RESUMED THE MEETING AT 2.01PM

Item Number:	**C.14**	**File Number: D18/95711**
SUBJECT HEADING:	**SUBMISSION TO THE QUEENSLAND COORDINATOR GENERAL REGARDING AMENDMENTS TO CONDITIONS OF APPROVAL FOR AUSTRALIA PACIFIC LNG (APLNG) PROJECT**	
Officer's Title:	**Manager - Economic & Community Development**	

Executive Summary:
A final draft submission to the Queensland Coordinator General was presented to Council for review in response to proposed amendments to the conditions of approval for the APLNG project, following consultation and discussion with a range of community stakeholders.

The report sought Council's resolution to endorse the submission to the Queensland Government Coordinator General.

Resolution No. GM/12.2018/44

Moved Cr Schefe **Seconded Cr Newman**

That Council:

1. **Endorse and proceed with the submission to the Coordinator General regarding proposed amendments to the conditions of approval of the Australia Pacific LNG project.**

2. **Distribute a copy of the final submission to community groups and relevant stakeholders that have been involved in the consultation process to develop Council's submission.**

CARRIED 7/0

Responsible Officer	**Manager - Economic & Community Development / Chief Executive Officer**

Resolution No. GM/12.2018/45

Moved Cr Schefe **Seconded Cr Golder**

That Council (for the purposes of the *Strong and Sustainable Resource Communities Act 2017* (SSRC Act)):

1. **Approach the Coordinator General requesting that the communities of Wallumbilla and Yuleba be included as impacted communities (with populations over 200 people), and Jackson be included as an impacted community (with a population of less than 200 people).**

2. **Seek the advice of the Coordinator General as to how to give effect to this request.**

3. **Authorise the Chief Executive Officer to progress the application once Council is made aware of the correct process to initiate same.**

CARRIED 7/0

Responsible Officer	**Manager - Economic & Community Development / Chief Executive Officer**

Item Number: C.15 **File Number: D18/96452**

SUBJECT HEADING: **2019 AUSTRALIA DAY AWARDS**

Officer's Title: **Regional Grants & Council Events Development Coordinator**

Executive Summary:
An assessment panel reviewed the nominations for the Maranoa 2019 Australia Day Awards. It was recommended that Council accept the recommendations of the panel.

Resolution No. GM/12.2018/46

Moved Cr McMullen **Seconded Cr Newman**

That Council accept the recommendations from the Awards Assessment Panel for the 2019 Australia Day Award Recipients for the Maranoa Region.

CARRIED 7/0

Responsible Officer	**Regional Grants & Council Events Development Coordinator**

Item Number: C.16 **File Number: D18/97656**

SUBJECT HEADING: **REQUEST FOR DONATION**

Officer's Title: **Regional Grants & Council Events Development Coordinator**

Executive Summary:
Council received a request for a donation from the Rotary Club of Roma. It was recommended that this request be declined.

Resolution No. GM/12.2018/47

Moved Cr Chambers **Seconded Cr Chandler**

That Council decline the request from Rotary Club of Roma for a donation of $5,000 for fireworks at the Roma New Year's Eve function.

CARRIED 5/2

Cr. Golder called for a division of the vote.

The outcomes were recorded as follows:

Those in Favour of the Motion	**Those Against the Motion**
Cr. Chambers	Cr. Golder
Cr. Chandler	Cr. McMullen
Cr. Newman	
Cr. Schefe	
Cr. Stanford	

Responsible Officer	**Regional Grants & Council Events Development Coordinator**

Item Number: C.17 **File Number: D18/97150**

SUBJECT HEADING: **TABLING EMAILED CORRESPONDENCE FROM A ROMA AIRPORT USER**

Author and Councillor's Title: **Cr. Tyson Golder**

Executive Summary:
Mayor Golder tabled correspondence received from a Roma Airport user.

Resolution No. GM/12.2018/48

Moved Cr Golder **Seconded Cr McMullen**

That:

1. **Council note receipt of the email (*Friday, November 16, 2018 4:05:30 AM*) in regard to the Roma Airport.**

2. **A report be prepared for an upcoming meeting.**

CARRIED 5/2

Mayor Golder called for a division of the vote. The outcomes were recorded as follows:

Those in Favour of the Motion	Those Against the Motion
Cr. Golder	Cr. Chambers
Cr. McMullen	Cr. Chandler
Cr. Newman	
Cr. Schefe	
Cr. Stanford	

Responsible Officer	Associate to the Mayor/Manager - Airports (Roma, Injune, Surat, Mitchell)

Mayor Golder declared a possible perceived 'Conflict of Interest' in the following item due to him having been in a court case with the applicant. Mayor Golder advised that he would be dealing with this interest by removing himself from discussions and decisions on this matter. Mayor Golder left the Chamber at 2.43pm, with the Deputy Mayor, Cr. Chambers, taking the role of Acting Chair in his absence.

Item Number: C.18 **File Number: D18/96020**

SUBJECT HEADING: **EXTENSION APPLICATION - MATERIAL CHANGE USE - HIGH IMPACT INDUSTRY AND ENVIRONMENTALLY RELEVANT ACTIVITY 56 - REGULATED WASTE STORAGE**

Location: 1915 Carnarvon Highway, Euthulla QLD 4455 (15/WV1343)

Applicant: We Kando Pty Ltd (ACN 076 843 993)

Officer's Title: **Planning Officer**

Executive Summary:
An extension application has been made to Council to extend the currency period of the development approval currently recorded in the final order dated 17 July 2017 in the Planning and Environment Court proceeding 1552 of 2017. The development approval in question provides for a 5 hectare dam for the storage of K130 waste water at 1915 Carnarvon Highway, Euthulla.

The development has not started and the approval will lapse if the development does not start before 25 May 2019, or if the approval is not otherwise extended. The applicant sought an extension to the currency period of the approval for a further two years until 25 May 2021.

Resolution No. GM/12.2018/49

Moved Cr Newman **Seconded Cr McMullen**

That Council:

1. **Refuse the Extension application for the development approval currently recorded in the final order dated 17 July 2017 in the Planning and Environment Court proceeding 1552 of 2017.**

2. **Delegate authority to the Chief Executive Officer to prepare a decision notice and written reasons for refusing the application.**

CARRIED 6/0

Responsible Officer	**Planning Officer**

At cessation of discussion and debate on the abovementioned item, Mayor Golder returned to the Chamber at 2.44pm, and assumed the Chair.

Mayor Golder left the Chamber at 2.48pm, and returned at 2.49pm.

Item Number: **C.19** **File Number: D18/97593**

SUBJECT HEADING: **MINOR AMENDMENTS TO THE ORGANISATIONAL STRUCTURE**

Officer's Title: **Associate to the Chief Executive Officer**

Executive Summary:
The report sought Council approval for a minor amendment to the organisational structure.

Resolution No. GM/12.2018/50

Moved Cr Newman **Seconded Cr Chambers**

That Council:

Endorse the proposed amendments to the organisational structure as follows:

- **Retitle the position of Assets & Quality Officer - Water, Sewerage & Gas (0504) to Assets Officer - Transport Network.**

Furthermore, that:

- **The position of Deputy Local Disaster Coordinator be removed from the Director Infrastructure Services Position;**
- **Council endorse the appointment of Cameron Hoffmann to the position of Deputy Local Disaster Coordinator;**
- **Disaster Management Plans be updated to reflect this change.**

CARRIED 7/0

Responsible Officer	**Manager Organisational Development & Human Resources / Local Disaster Coordinator / Project Officer Emergency Management**

Cr. Stanford, having previously foreshadowed a 'Conflict of Interest' in the following item, for reasons stated under Section 'COUNCILLOR DECLARATIONS OF INTEREST,' left the Chamber at 2.55pm, taking no part in discussions and debate on the matter.

Item Number:	**C.20**	**File Number: D18/97676**
SUBJECT HEADING:	**REQUEST FOR ROAD NAME CHANGE - MISCAMBLE STREET EAST, ROMA**	
Officer's Title:	**Associate to the Chief Executive Officer**	

Executive Summary:
At a previous General Meeting, Council considered a request from a resident to rename Miscamble Street East, Roma to East Miscamble Street, Roma.

Following public consultation with interested and/or affected residents, the matter was being re-tabled for Council's further consideration.

Resolution No. GM/12.2018/51

Moved Cr McMullen **Seconded Cr Newman**

That Council:

1. **Rename the street East Miscamble Street, Roma.**
2. **Notify affected residents and all respondents to the public consultation process of the change in street name.**
3. **Notify the relevant external stakeholders of the change in street name in accordance with Council's standard practice. Stakeholders should include (but are not limited to): Google and Bing mapping services, the Department of Natural Resources, Mines and Energy, Australia Post, the Australian Electoral Commission, Ergon, the Queensland Ambulance Service, State Valuations, and Telstra.**
4. **Update all roadside signage accordingly.**

CARRIED 6/0

Responsible Officer	**Associate to the Chief Executive Officer**

At cessation of discussion and debate on the abovementioned item, Cr. Stanford returned to the Chamber at 2.57pm.

Item Number:	**C.21**	**File Number: D18/97261**
SUBJECT HEADING:	**NOTICE OF ENTRY SERVED ON MARANOA REGIONAL COUNCIL – UNDER SECTION 57 OF THE MINERAL AND ENERGY RESOURCES (COMMON PROVISIONS) ACT 2014**	
Officer's Title:	**Manager – Program & Contract Management** **Assets Officer - Transport Network**	

Executive Summary:
A report was to be distributed under separate cover upon receipt of legal advice.

Resolution No. GM/12.2018/52

Moved Cr McMullen **Seconded Cr Chambers**

That the item be removed from the Agenda (Refer to updated report – Item LC.4).

CARRIED 7/0

Responsible Officer	**Manager Program & Contract Management**

Item Number: **C.22** **File Number: D18/98038**

SUBJECT HEADING: **COBB & CO PARK MASTERPLAN**

Officer's Title: **Local Development Officer - Yuleba/Wallumbilla**

Executive Summary:

The first draft of the Yuleba Cobb & Co Park Master Plan has been issued for Council's review. The draft is consistent with the community feedback received at the Yuleba master planning consultation sessions and it was recommended that Council receive the report and once the quantity surveyor costings have been received, undertake community consultation to finalise the park design.

Resolution No. GM/12.2018/53

Moved Cr Chandler **Seconded Cr Chambers**

That Council:

1. **Receive the first draft of the Yuleba Cobb & Co Park Master Plan.**
2. **Seek quantity surveyor costings for the different elements of the design.**
3. **Undertake community consultation to finalise the design, with the final plan to be brought back to Council for final approval.**

CARRIED 7/0

Responsible Officer	**Local Development Officer - Yuleba/Wallumbilla/Jackson**

LATE CONFIDENTIAL ITEMS (Discussed in Closed Session)

In accordance with the provisions of section 275 of the *Local Government Regulation 2012*, Council resolved to close the meeting to discuss items LC.1 – LC.4, which it has deemed to be of a confidential nature and specifically pertaining to the following sections:-

(e) contracts proposed to be made by it;

(h) other business for which a public discussion would be likely to prejudice the interests of the local government or someone else, or enable a person to gain a financial advantage.

Resolution No. GM/12.2018/54

Moved Cr McMullen **Seconded Cr Schefe**

That Council close the meeting to the public at 3.00pm.

CARRIED 7/0

Cr. Stanford left the Chamber at 3.02pm, and returned at 3.05pm.

The Chief Executive Officer left the Chamber at 3.08pm, and returned at 3.11pm.

Resolution No. GM/12.2018/55	
Moved Cr Newman	**Seconded Cr Golder**
That Council open the meeting to the public at 3.42pm.	
CARRIED	7/0

Cr. Stanford left the Chamber at 3.29pm, and returned at 3.32pm.

Item Number:	**LC.2**	**File Number: D18/98847**
SUBJECT HEADING:	**INTERNAL REVIEW - BOTTLE TREE COURT DEVELOPMENT, ROMA**	
Officer's Title:	**Chief Executive Officer**	

Executive Summary:
A request was received for a further internal review of a decision regarding Bottle Tree Court development in Roma.

The matter was tabled for Council's formal consideration.

Resolution No. GM/12.2018/56

Moved Cr Newman **Seconded Cr McMullen**

That Council:

1. **Note receipt of the complaint and its contents.**
2. **Confirm that the development conditions be maintained.**
3. **Endorse the draft letter, incorporating an additional section which outlines the developer's options (including costings where possible in relation to the gas), to conclude the development.**
4. **Provide a copy of the relevant section of the complaint (competitive neutrality) to the Queensland Productivity Commission.**

CARRIED 7/0

Responsible Officer	**Chief Executive Officer**

Mayor Golder, having previously foreshadowed a 'Material Personal Interest' in Item LC.3, for reasons stated under Section 'COUNCILLOR DECLARATIONS OF INTEREST,' left the Chamber at 3.42pm, taking no part in discussions and debate on the matter.

Deputy Mayor, Cr. Chambers, took the role of 'Acting Chair' in his absence.

In accordance with the provisions of section 275 of the *Local Government Regulation 2012*, Council resolved to close the meeting to discuss items LC.3, which it has deemed to be of a confidential nature and specifically pertaining to the following sections:

(h) other business for which a public discussion would be likely to prejudice the interests of the local government or someone else, or enable a person to gain a financial advantage.

Resolution No. GM/12.2018/57

Moved Cr Newman **Seconded Cr McMullen**

That Council close the meeting to the public at 3.43pm.

CARRIED 6/0

Resolution No. GM/12.2018/58

Moved Cr McMullen **Seconded Cr Newman**

That Council open the meeting to the public at 4.00pm.

CARRIED 6/0

Item Number:	**LC.3**	**File Number: D18/98882**
SUBJECT HEADING:	**STAGE 1 ROMA FLOOD MITIGATION PROJECT UPDATE - LANDHOLDER NAR 100140**	
Officer's Title:	**Chief Executive Officer**	

Executive Summary:
Correspondence was received from Landholder NAR 100140 in relation to outstanding negotiations as part of the Stage 1 Roma Flood Mitigation Project in response to Resolution No. GM/11.2018/62.

Resolution No. GM/12.2018/59

Moved Cr McMullen **Seconded Cr Stanford**

That Council:

1. **Accept the offer and authorise the Chief Executive Officer to finalise and sign the relevant documentation to give effect to the cash settlement of $120,000, with the documentation prepared in conjunction with Council's legal advisors as detailed in the attached letters.**

2. **Funds be drawn from WO 15723 (Roma Flood Mitigation Stage 1).**

CARRIED 6/0

Responsible Officer	**Chief Executive Officer**

At cessation of discussion and debate on the abovementioned item, Mayor Golder returned to the Chamber and assumed the Chair at 4.02pm.

In accordance with the provisions of section 275 of the *Local Government Regulation 2012*, Council resolved to close the meeting to discuss items LC.4, which it has deemed to be of a confidential nature and specifically pertaining to the following sections:

(h) other business for which a public discussion would be likely to prejudice the interests of the local government or someone else, or enable a person to gain a financial advantage.

Resolution No. GM/12.2018/60

Moved Cr McMullen **Seconded Cr Stanford**

That Council close the meeting to the public at 4.03pm.

CARRIED 7/0

Resolution No. GM/12.2018/61

Moved Cr McMullen **Seconded Cr Newman**

That Council open the meeting to the public at 4.30pm.

CARRIED 7/0

Item Number: **LC.4** **File Number: D18/98912**

SUBJECT HEADING: **NOTICE OF ENTRY SERVED ON MARANOA REGIONAL COUNCIL - UNDER SECTION 57 OF THE MINERAL AND ENERGY RESOURCES (COMMON PROVISIONS) ACT 2014**

Officer's Title: **Manager – Program & Contract Management**

Executive Summary:
Council has been served a periodic entry notice, under section 57 of the Mineral and Energy Resources (Common Provisions) Act 2014, about an entry to public land to carry out an authorised activity for a resource authority.

Resolution No. GM/12.2018/62

Moved Cr Newman **Seconded Cr Chambers**

That Council notes the following:

1. Armour Energy (Armour) has given Council a periodic entry notice under section 57 of the Mineral and Energy Resources (Common Provisions) Act 2014 (the Act) about an entry to public land to carry out an authorised activity for a resource authority.

2. The periodic entry notice:

(a) identifies the relevant public land as River Road at Surat;

(b) identifies Council as the public land authority (refer the Act schedule 2 definition) charged with control of River Road;

(c) identifies Armour as the holder of a resource authority (as defined by Act section 10), namely Petroleum Lease 511;

(d) identifies the authorised activity Armour proposes to carry out (the proposed activity) as:

(i) to directionally drill one (1) well (MC#3A Well) from lot 1 on RP51181, under River Road, then entering lot 4 on E531;

(ii) the bottom hole of the well will be located on lot 4 on E531; and

(iii) the depth of the well within the road reserve will range from 295 to 850 metres;

(e) identifies the proposed drilling will take place between 08 January 2019 and 31 March 2019.

3. Council has received legal advice that if Armour provides the requested evidence confirming that the proposed activity is an authorised activity for Armour's resource authority [refer 4(b)]:

(a) Armour is entitled to enter the relevant River Road land to undertake the proposed activity consistently with the periodic entry notice (Act section 58(1)(c)); but

(b) as public land authority for the road, Council may impose reasonable and relevant conditions on Armour, as the resource authority holder, for the entry period stated in the notice, about the entry or the manner in which it carries out the proposed activity (Act section 59);

(c) the conditions may be about, for example:

(i) giving Council, at stated intervals, notice of particular activities being carried out on the land by or for Armour; or

(ii) affecting other owners[1] and occupiers of the road;

(d) Council cannot impose a condition that is:

(i) the same, or substantially the same, as a condition already applying to resource authority or its relevant environmental authority; or

(ii) inconsistent with any such condition.

(e) By Act section 81, relevantly, a resource authority holder (Armour) is liable to compensate each owner and occupier of public land or private land that is in the authorised area of, or is access land for, the resource authority, for any compensable effect that the owner or occupier suffers, caused by authorised activities carried out by the holder or a person authorised by the holder.

That Council:

4. Subject to Armour providing the satisfactory evidence that confirms the proposed activity is an authorised activity for Petroleum Lease 511, impose on Armour the following conditions of entry upon River Road for performance of the proposed activity:

(a) Before commencing the proposed activity, Armour must provide geotechnical evidence, from a suitably qualified person, on the potential risk associated with subsidence or well rupture within the road. The assessment must detail the measures the resource authority will take to eliminate or minimise the risk.

(b) Before commencing the proposed activity, Armour to provide confirmatory evidence that the proposed activity is an authorised activity for its resource authority (Petroleum Lease 511)

(c) Armour must undertake and complete the work competently, ensuring the application of best practice, i.e. exercise the skill, diligence, prudence, and foresight reasonably to be expected of a skilled professional appropriately qualified to perform work of the type to be performed, thereby to achieve an outcome consistent with law, safety, reliability, and environmental protection.

(d) **Without limitation, if a law requires that persons performing given work must be licensed, Armour must ensure that all such work is performed by persons appropriately licensed under that law.**

(e) **Armour must maintain public liability insurance:**

(i) **covering itself, its employees, and its contractors;**

(ii) **issued by an insurer registered under the Insurance Act 1973 (Cwlth) and having a long-term credit rating not lower than a Fitch Ratings or Standard & Poor's A-minus or a Moody's A3;**

(iii) **providing per-occurrence indemnity of not less than $20 million,**

and must give Council a certificate of currency of the insurance policy before beginning the proposed activity.

(f) **Subject to the requirements of the State or any other relevant authority, Armour must take all precautions necessary to prevent contamination, pollution, or other environmental harm arising from or connected with the proposed activity.**

(g) **Armour's obligations regarding the access to private land remain the subject of the requirements of the State or any other relevant authority.**

(h) **Armour must meet the cost of repairing any damage:**

(i) **caused to the River Road land and associated Council infrastructure (including the road surface, road sheeting, drainage, signage, road markers, and other road furniture); and**

(ii) **to property owned by any other party;**

arising from the work undertaken for the proposed activity, upon or about the road reserve.

(i) **Before commencing the proposed activity, Armour must:**

(i) **deliver to Council copies of its final activity plans for the work; and**

(ii) **inform Council of a safe distance, from the installed Armour infrastructure, within which Council may undertake work.**

(j) **Armour must notify Council not later than five (5) business days before the scheduled date for commencement of the work for the proposed activity, to enable Council to complete a land condition survey before the work begins.**

(k) **Armour must rectify any subsidence within the road reserve or adjacent land, resulting from the proposed activity.**

(l) **Armour must ensure that, whilst it conducts the proposed activity:**

(i) **public travel movements upon the road can continue; and**

(ii) **disruptions to traffic movement and access to adjacent properties are minimised.**

(m) **Armour must not close the road to traffic, or detour traffic travelling the road, without the separate and specific approval of Council;**

(n) **Unless it has made alternative access arrangements with affected property owners/occupiers, Armour must:**

(i) **ensure that adjacent properties affected by the proposed activity remain accessible; and**

(ii) **permit and facilitate the free movement of traffic to and from those adjacent properties.**

(o) Armour must notify Council not later than five (5) business days before it completes the work for the proposed activity, to enable Council to conduct a post-activity condition survey.

(p) Not later than 5 business days after it completes the work, Armour must give Council the GPS co-ordinates of the road reserve location at which the work was performed.

[1] By Act section 12 and schedule 1, Council is taken to be the owner of the road because it is the public land authority for the road. Nevertheless, the State is the ultimate owner.

CARRIED 7/0

Responsible Officer	**Manager – Program & Contract Management**

LATE VERBAL ITEM

Item Number: **L.2** **File Number: N/a**

SUBJECT HEADING: **RECOVERY OF COSTS ASSOCIATED WITH A NOTICE OF ENTRY UNDER THE MINERAL AND ENERGY RESOURCES (COMMON PROVISIONS) ACT 2014 THROUGH FEES & CHARGES.**

Officer's Title: **Chief Executive Officer**

Executive Summary:
Council discussed a proposal to investigate recovery of costs associated with a Notice of Entry under the Mineral and Energy Resources (Common Provisions) Act 2014 through Fees and Charges.

Resolution No. GM/12.2018/63

Moved Cr Chambers **Seconded Cr Stanford**

That Officers undertake further investigation and report to Council regarding the recovery of costs associated with a Notice of Entry under the *Mineral and Energy Resources (Common Provisions) Act 2014* through Fees & Charges.

CARRIED 7/0

Responsible Officer	**Manager – Program & Contract Management**

LATE CONFIDENTIAL ITEMS CONTINUED

Item Number: **LC.1** **File Number: D18/98281**

SUBJECT HEADING: **ROMA WASTE FACILITY CHRISTMAS CLOSURE**

Officer's Title: **Manager - Environment, Health, Waste & Rural Land Services**

Executive Summary:
A proposal was tabled to close the Roma Waste Facility on days approved by Council during the 2018 Christmas/New Year Period.

Resolution No. GM/12.2018/64

Moved Cr McMullen **Seconded Cr Chambers**

That Council approve the closure of Roma Waste Facility on the two (2) public holidays for the 2018 Christmas/New Year period – being Tuesday 25 (Christmas day) and Tuesday 1 January 2019.

CARRIED 6/1

Cr. Golder called for a division of the vote.

The outcomes were recorded as follows:

Those in Favour of the Motion	Those Against the Motion
Cr. Chambers	Cr. Golder
Cr. Chandler	
Cr. McMullen	
Cr. Newman	
Cr. Schefe	
Cr. Stanford	

Responsible Officer	**Manager - Environment, Health, Waste & Rural Land Services**

Item Number: **11.2** **File Number: D18/96718**

SUBJECT HEADING: **ADOPTION OF ANNUAL REPORT 2017/18**

Officer's Title: **Director - Corporate, Community & Commercial Services**

Executive Summary:
The report tabled the draft 2017/18 Annual Report for adoption. This item had been laid on the table earlier during the meeting and discussion resumed.

Resolution No. GM/12.2018/65

Moved Cr Chambers **Seconded Cr Chandler**

That Council:

1. **Adopt the 2017/18 Annual Report for Maranoa Regional Council allowing for a brief internal feedback period for fine tuning prior to publication.**

2. **Publish the report on Council's website within two (2) weeks of adopting the Annual Report, in compliance with s182(4) of the *Local Government Regulation 2012*.**

3. **Endorse the submission of the 2017/18 Annual Report to the Australasian Reporting Awards.**

4. **Make the 2017/18 Annual Report available for sale at cost price for those wishing to purchase the document.**

CARRIED 7/0

Responsible Officer	**Director - Corporate, Community & Commercial Services**

Item Number: C.13 **File Number: D18/97697**

SUBJECT HEADING: **AMENDMENTS TO THE ORGANISATIONAL STRUCTURE**

Officer's Title: **Director - Corporate, Community & Commercial Services**

Executive Summary:
The report sought Council approval for amendments to the organisational structure.

Resolution No. GM/12.2018/66

Moved Cr Newman **Seconded Cr McMullen**

That Council approves for the Chief Executive Officer or delegate to advise the Officer in writing of Council's intention not to offer the Officer re-appointment to the position in accordance with Clause 5 – Renewal of Appointment of the Officer's Contract of Employment and further authorises the Chief Executive Officer to apply the provisions of Clause 36 – Consultation Regarding Organisation Change and Redundancy of the Maranoa Regional Council Officers' Certified Agreement 2013 in this matter.

CARRIED 7/0

Responsible Officer	**Director - Corporate, Community & Commercial Services**

Resolution No. GM/12.2018/67

Moved Cr Chambers **Seconded Cr Stanford**

That Council resolves to make the position redundant and authorises the Chief Executive Officer (or delegate) to apply the provisions of Clause 36 – Consultation Regarding Organisation Change and Redundancy of the Maranoa Regional Council Officers' Certified Agreement 2013 in the handling of Council's decision in this matter.

CARRIED 6/1

Mayor Golder called for a division of the vote.

The outcomes were recorded as follows:

Those in Favour of the Motion	Those Against the Motion
Cr. Chambers	Cr. Golder
Cr. Chandler	
Cr. McMullen	
Cr. Newman	
Cr. Schefe	
Cr. Stanford	

Responsible Officer	**Director - Corporate, Community & Commercial Services**

Cr. Chandler left the Chamber at 4.46pm, and returned at 4.48pm.

CLOSURE

There being no further business, the Mayor thanked Council for their attendance and declared the meeting closed at 4.52pm.

These Minutes are to be confirmed at the next General Meeting of Council to be held on 23 January 2019, at Roma Administration Centre.

.....……..... .....

Mayor. Date.

MINUTES OF THE SPECIAL MEETING OF MARANOA REGIONAL COUNCIL HELD AT COUNCIL CHAMBERS ON 21 DECEMBER 2018 COMMENCING AT 12.15 PM

ATTENDANCE

Deputy Mayor J L Chambers (Teleconference) chaired the meeting with Cr. N H Chandler (Teleconference), Cr. P J Flynn, Cr. G B McMullen, Cr. W M Newman, Cr D J Schefe and Chief Executive Officer – Julie Reitano in attendance.

1. WELCOME

The Deputy Mayor and Acting Chair welcomed all present and declared the meeting open.

2. APOLOGIES

Resolution No. SM/12.2018/01

Moved Cr Flynn **Seconded Cr Schefe**

That apologies be received and leave of absence granted for Mayor Tyson Golder and Councillors Cameron O'Neil and Janelle Stanford for this meeting.

CARRIED 6/0

3. DECLARATION OF CONFLICTS OF INTEREST

Councillor Flynn declared a conflict of interest in matters pertaining to Flood Mitigation. Whilst the matters under consideration at the meeting did not pertain to his property, he owns a house in the area that the levee is bound by. He advised that he would deal with the conflict by leaving the Chambers during discussion and decision making about these matters.

4. BUSINESS

Item Number: **4.1** **File Number: D19/3623**

SUBJECT HEADING: **VERBAL UPDATE - ANNUAL REPORT**

Officer's Title: **Chief Executive Officer**

Executive Summary:
An update was provided to Council following Resolution No. GM/12.2018/65 at its meeting on 12 December 2018.

Following the internal feedback period, Council's permission was sought to further refine the design and content including:

- *Standardising headings for each section incorporating information about what we do, why we do it, did you know, our key trends and summarising where possible;*
- *Summarising information already included in the Operational Plan (Looking forward);*
- *Continued review and processing of feedback received and updates required.*

Resolution No. SM/12.2018/02

Moved Cr Newman **Seconded Cr Flynn**

That Council approve the updated graphical design with the standardisation of layout of each function and refinement of content with the completed information available for Councillors prior to loading onto the Council website.

CARRIED 6/0

Responsible Officer	**Chief Executive Officer**

UNCONFIRMED

In accordance with the provisions of section 275 of the *Local Government Regulation 2012*, Council resolved to close the meeting to discuss the following items:

4.2 Flood Mitigation Update
4.3 Internal Review Update

The items have been deemed to be of a confidential nature specifically pertaining to the following section:-

(h) other business for which a public discussion would be likely to prejudice the interests of the local government or someone else, or enable a person to gain a financial advantage;

Resolution No. SM/12.2018/03	
Moved Cr Newman	**Seconded Cr Schefe**
That Council close the meeting to the public at 12.42pm.	
CARRIED	6/0

Councillor Flynn left the meeting at 1.15pm upon commencement of discussions pertaining to Flood Mitigation.

Resolution No. SM/12.2018/04	
Moved Cr Chandler	**Seconded Cr McMullen**
That Council open the meeting to the public at 1.25pm.	
CARRIED	6/0

Item Number:	**C.1**	**File Number: D19/3637**
SUBJECT HEADING:	**FLOOD MITIGATION UPDATE**	
Officer's Title:	**Chief Executive Officer**	

Executive Summary:
Council was advised of correspondence received – one seeking an update and the other tabling an offer for Council's consideration.

Resolution No. SM/12.2018/05	
Moved Cr Newman	**Seconded Cr McMullen**
That: **1. Council endorse the draft update in response to e-mail correspondence from the land owner.** **2. Council formally receive the correspondence from the other land owner and an update be provided that Council won't be in a position to respond by 9 January 2019, but a further update will be provided in more detail when Council reconvenes.**	
CARRIED	5/0

Responsible Officer	**Chief Executive Officer**

Councillor Flynn returned to the meeting at 1.27pm.

Item Number:	**C.2**	**File Number: D19/3632**
SUBJECT HEADING:	**INTERNAL REVIEW UPDATE**	
Officer's Title:	**Chief Executive Officer**	

Executive Summary:
Following Council's Resolution at its meeting on 12 December 2018 (GM/12.2018/56), Council was advised of the difficulties in meeting part of the resolution at this time, specifically:

> *"incorporating an additional section which outlines the developer's options (including costings where possible in relation to the gas), to conclude the development"*

Council's permission was sought to enact the resolution in 2 separate pieces of correspondence, providing the results of the Internal Review in the first instance, and then a follow-up letter early in the next year to outline the options and costings.

Resolution No. SM/12.2018/06

Moved Cr Newman **Seconded Cr McMullen**

That Council endorse the proposed approach.

CARRIED 6/0

Responsible Officer	**Chief Executive Officer**

CLOSURE

There being no further business, the Deputy Mayor thanked Council for their attendance and declared the meeting closed at 1.30pm

These Minutes are to be confirmed at the next Council meeting to be held on 23 January 2019 at 9am.

.....……..... .....
Deputy Mayor / Acting Chair. Date.

OFFICER REPORT

Meeting: General 23 January 2019 **Date:** 9 January 2019

Item Number: 10.1 **File Number:** D19/1666

SUBJECT HEADING: Voting Arrangements for the 2020 Local Government Election

Classification: Open Access

Officer's Title: Associate to the Chief Executive Officer

Executive Summary:
Under Section 45 of the *Local Government Electoral Act 2011*, Council must apply to the Minister for Local Government prior to 1 July 2019 for the 2020 Local Government Election to be conducted by postal ballot. Council is asked to consider its position on this matter.

Officer's Recommendation:
That Council consider voting arrangements for the 2020 Local Government Election.

Individuals or Organisations to which the report applies:

Are there any individuals or organisations who stand to gain a benefit, or suffer a loss, (either directly or indirectly) depending on the outcome of consideration of this matter?
(Note: This is to assist Councillors in identifying if they have a Material Personal Interest or Conflict of Interest in the agenda item - i.e. whether they should participate in the discussion and decision making).

Not applicable.

Acronyms:

Are there any industry abbreviations that will be used in the report?
Note: This is important as particular professions or industries often use shortened terminology where they refer to the matter on a regular basis. However, for individuals not within the profession or industry it can significantly impact the readability of the report if these aren't explained at the start of the report).

Acronym	Description
Nil.	

Context:

Why is the matter coming before Council?

In line with Section 45 of the *Local Government Electoral Act 2011*, the deadline for Council to apply to the Minister for Local Government for the 2020 election to be conducted by postal ballot, either for the whole or part of our local government area, is 1 July 2019.

Background:

Has anything already happened in relation to this matter?
(Succinct overview of the relevant facts, without interpretation)

In relation to the 2016 Local Government Election, the previous Council resolved as follows:

Resolution No. GM/01.2015/21

That Council makes immediate application to the Department of Local Government, Community Recovery and Resilience stating its strong preference toward retaining the current postal electoral arrangements for the 2016 Local Government elections, emphasising the following rationale:

- ***The increased cost to the ratepayers of opening at least ten fully manned polling booths across the region simultaneously.***
- ***The cost and inconvenience to all voters of having to travel to their nearest polling booth for no valid reason or benefit.***
- ***The likelihood of weather impacting on the election being a realistic threat across a council area of 58,000 square kilometres and 6,000 voters.***
- ***The cost and inconvenience to all intending candidates of trying to man a presence at all polling booths.***

Legislation, Local Laws, State Policies & Other Regulatory Requirements:

What does the legislation and other statutory instruments include about the matter under consideration?(Include an extract of the relevant section's wording of the legislation – please do not just quote the section number as that is of no assistance to Councillors)

Section 45 of the *Local Government Electoral Act 2011* is as follows:

45 Direction that poll be conducted by postal ballot

(1) A local government may apply to the Minister for a poll to be conducted by postal ballot if the local government's area includes a large rural sector, large remote areas or extensive island areas.
(2) The application must be made before 1 July in the year preceding a quadrennial election or a later day approved by the Minister.
(3) The Minister must decide to approve or not to approve the application.
(4) The approval may be given for—
(a) all the local government's area; or
(b) 1 or more divisions of its area; or
(c) a part of its area marked on a map.
(5) If the approval is given for a part of a local government's area, the local government must—
(a) ensure that the public may inspect the relevant map—
(i) at the local government's public office; and
(ii))on the local government's website; and
(b) publish details of the approval in a newspaper circulating generally in the part of the local government's area.
(6) Decisions of the Minister under subsection (3) are not subject to appeal.

This Financial Year's Budget:

Will the matter under consideration impact how much Council collects in income or how much it will spend? How much ($)? Is this already included in the budget? (Include the account number and description).
If the matter under consideration has not been included in the budget, where can the funds be transferred from? *(Include the account number and description)* ***What will not be done as a result?***

Nil.

Future Years' Budgets:

Will there need to be a change in future years' budgets to cater for a change in income or increased expenditure as a result of Council's decision? How much ($)? (e.g. estimate of additional maintenance or operating costs for a new or upgraded project)

Council has a legislative obligation to facilitate the election. As such, an allocation will be tabled as part of the 2019/20 budget deliberations for the 2020 Local Government Election.

Recommendation:

What is the 'draft decision' based on the advice to Council?
Does the recommendation suggest a decision contrary to an existing Council policy? If so, for what reason?
(Note: recommendations if adopted by Council become a legal decision of government and therefore must be clear and succinct about the action required by employees (unambiguous)).

Does this recommendation suggest a decision contrary to an existing Council policy?
If so, for what reason?

This is the type of decision which is purely one for Council.

There are pros and cons to both types of voting, with the pros including:

- Postal voting – the convenience and cost effectiveness outlined in the earlier rationale.
- Polling booths – the majority of voters making decisions at the same time based on the same information. Circumstances can arise where someone votes early and hears further information during the campaign that changes their opinion.

Cons include:

- Postal voting – the timeliness of the region's postal system. Circumstances can arise where delays are experienced in mail being received, both by the voter and the returning officer impacting the timeliness of electoral processes.
- Polling booths – With 10 towns across the region, it would be difficult for candidates who want to have a presence at all to move between polling centres during the day.

Link to Corporate Plan:

Corporate Plan 2018-2023
Strategic Priority 4: Growing our region
4.1 Work with our communities to identify priorities, and provide leadership and advocacy to grow our region
4.1.5 Provide administrative support to Council's decision-making and community engagement processes.

Supporting Documentation:
Nil

Report authorised by:
Chief Executive Officer

OFFICER REPORT

Meeting: General 23 January 2019 **Date:** 17 January 2019

Item Number: 10.2 **File Number:** D19/3456

SUBJECT HEADING: Local Government Remuneration and Discipline Tribunal Schedule - 1 July 2019

Classification: Open Access

Officer's Title: Associate to the Chief Executive Officer

Executive Summary:
On 30 November 2018, the Local Government Remuneration and Discipline Tribunal concluded its review of remuneration for Mayors, Deputy Mayors and Councillors of Local Governments as required by Chapter 8, Part 1, Division 1 of the *Local Government Regulation 2012*.

This report formally tables a copy of the Tribunal's remuneration determination.

Officer's Recommendation:
That Council note the findings of the Local Government Remuneration and Discipline Tribunal's review.

Individuals or Organisations to which the report applies:

Are there any individuals or organisations who stand to gain a benefit, or suffer a loss, (either directly or indirectly) depending on the outcome of consideration of this matter?
(Note: This is to assist Councillors in identifying if they have a Material Personal Interest or Conflict of Interest in the agenda item - i.e. whether they should participate in the discussion and decision making).

Mayor and Councillors

Acronyms:

Are there any industry abbreviations that will be used in the report?
Note: This is important as particular professions or industries often use shortened terminology where they refer to the matter on a regular basis. However, for individuals not within the profession or industry it can significantly impact the readability of the report if these aren't explained at the start of the report).

Acronym	Description
LG Reg	*Local Government Regulation 2012*

Context:

Why is the matter coming before Council?

On 30 November 2018, the Local Government Remuneration and Discipline Tribunal ('the Tribunal') concluded its review of remuneration for Mayors, Deputy Mayors and Councillors of Local Governments as required by Chapter 8, Part 1, Division 1 of the *Local Government Regulation 2012* ('LG Reg').

As a result, the Tribunal decided to increase remuneration levels for Mayors, Deputy Mayors and Councillors by 2.1% from 1 July 2019.

Remuneration Schedule
As required by section 244 of the LG Reg, the Tribunal has prepared a Remuneration Schedule to apply from 1 July 2019.

The Tribunal has set the remuneration level for a Category 3 Council as follows:

Mayor	$130,584 per annum
Deputy Mayor	$81,615 per annum
Councillors	$69,372 per annum

Varying the maximum remuneration payable
Section 247(1) of the LG Reg legislates that *a local government must pay remuneration to each councillor of the local government.*

As set out in section 247(2), (3), (4) and (6), of the LG Reg, Council is able to decide, by resolution, that the maximum amount is not payable to a Councillor. The amount of remuneration decided must not be more than the maximum amount payable to a Councillor stated within the Remuneration Schedule set by the Tribunal (subject to section 248 of the LG Reg). If Council decides that the maximum amount is not payable to a Councillor from 1 July 2019, the resolution must be made prior to this date.

In addition, as per section 247(5), the amount of remuneration for each Councillor, other than a Mayor or Deputy Mayor, must be the same.

While Council is not required to formally adopt the Tribunal's review findings and remuneration schedule, Councillors may wish to discuss this matter in line with the above legislative considerations.

A copy of the applicable legislation referenced in this report is provided below in full for information (refer Legislation section of report).

Background:

Has anything already happened in relation to this matter?
(Succinct overview of the relevant facts, without interpretation)

A copy of the Tribunal's report was circulated by email to Councillors on 18 December 2018 for noting. This report formalises Council's review of the Tribunal's determination applicable from 1 July 2019.

Legislation, Local Laws, State Policies & Other Regulatory Requirements:

What does the legislation and other statutory instruments include about the matter under consideration? (Include an extract of the relevant section's wording of the legislation – please do not just quote the section number as that is of no assistance to Councillors)

Local Government Regulation 2012
Chapter 8, Part 1, Division 1

240 What div 1 is about

This division states the processes of the tribunal in deciding the remuneration that is payable to councillors.

241 Establishing categories of local governments

(1) The tribunal must establish categories of local governments for this part.

(2) The purpose of establishing categories of local governments is to enable the tribunal to decide the maximum amounts of remuneration that are payable to mayors and other councillors in each of the categories.

242 Criteria for establishing categories

In establishing categories of local governments, the tribunal—

(a) must have regard to the following criteria—

(i) the size, and geographical and environmental terrain, of local government areas;

(ii) the population of local government areas, including the areas' demographics, the spread of population serviced by the local governments and the extent of the services the local governments provide; and

(b) may have regard to other matters the tribunal considers relevant to the effectiveness, efficiency and sustainability of local governments.

243 Deciding and reviewing categories to which local governments belong

(1) The tribunal must, for each local government, decide the category of local government to which the local government belongs.

(2) When making a decision about a local government under subsection (1), the tribunal must have regard to the criteria it used for establishing categories of local governments.

(3) The tribunal must, once during each local government term—

(a) review the categories of local governments established under section 241; and

(b) ensure the review is completed before 1 December of the year before the year in which the next quadrennial election is to be held.

(4) For subsection (3), a local government term is the period between a quadrennial election and the next quadrennial election.

(5) After reviewing the categories, the tribunal must—

(a) decide whether to amend the established categories; and

(b) if any established category of local government is amended, again decide the categories of any local governments affected by the amendment.

244 Deciding maximum amounts of remuneration

(1) The tribunal must, before 1 December of each year, and for each category of local government, decide the maximum amount of remuneration payable from 1 July of the following year to a councillor, mayor or deputy mayor of a local government in each category.

(2) The remuneration may include, or may separately provide for, remuneration for the duties a councillor may be required to perform if the councillor is appointed to a committee, or as chairperson or deputy chairperson of a committee, of a local government.

(3) The remuneration can not include—

(a) any amount for expenses to be paid or facilities to be provided to a councillor of a local government under its expenses reimbursement policy; or

(b) any contribution a local government makes for a councillor to a voluntary superannuation scheme for councillors established or taken part in by the local government under section 226 of the Act.

(4) However, the remuneration may include an additional amount for councillors who are over 75 years paid in lieu of the contributions mentioned in subsection (3)(b).

245 (Repealed)

246 Remuneration schedule

(1) The tribunal must prepare a remuneration schedule after the tribunal makes a decision about maximum amounts of remuneration under section 244.

(2) A remuneration schedule must state—

(a) the date from which the schedule applies; and

(b) the category of each local government decided under section 243; and

(c) the maximum amount of remuneration payable to the mayors, deputy mayors and other councillors for each category of local government decided under section 244.

(3) After preparing a remuneration schedule, the tribunal must—

(a) within 14 days, prepare a report about the remuneration schedule and give a copy of the report and the remuneration schedule to the Minister; and

(b) publish the remuneration schedule in the gazette.

(4) A remuneration schedule continues in effect until a new remuneration schedule applies.

247 Remuneration payable to councillors

(1) A local government must pay remuneration to each councillor of the local government.

(2) The maximum amount of remuneration payable to a councillor under the remuneration schedule must be paid to the councillor, unless the local government, by resolution, decides the maximum amount is not payable to the councillor.

(3) In a resolution made under subsection (2), the local government must also decide the amount of remuneration payable to the councillor.
(4) The amount of remuneration decided under subsection (3) for each councillor must not be more than the maximum amount of remuneration payable to the councillor under the remuneration schedule.
(5) The amount of remuneration for each councillor, other than a mayor or deputy mayor, must be the same.
(6) The local government must make a resolution under subsection (2), for the remuneration payable from 1 July of a particular year, before 1 July of that year.
(7) Subsections (4) and (5) are subject to section 248.

248 Submission to vary remuneration in exceptional circumstances

(1) This section applies if a local government considers that, having regard to exceptional circumstances, a councillor of its local government is entitled to an amount of remuneration that is more than the maximum amount of remuneration payable to the councillor under the remuneration schedule.
*(2) The local government may make a submission to the tribunal for approval to pay the councillor an amount of remuneration of more than the maximum amount (a **higher amount**).*
(3) The tribunal may, but is not required to, consider the submission.
(4) If the tribunal is satisfied that, having regard to the exceptional circumstances, the councillor is entitled to be paid any higher amount, the tribunal may approve payment of that amount.

Council Policies or Asset Management Plans:

Does Council have a policy, plan or approach ordinarily followed for this type of decision? What are relevant sections of the policy or plan?
(Quote/insert the relevant section's wording / description within the report)

Nil

Input into the Report & Recommendation*:*

Have others' views or input been sourced in developing the report and recommendation to Council? (i.e. other than the report author?) What did each say? (Please include consultation with the funding body, any dates of critical importance or updates or approvals required)

Nil

Funding Bodies*:*

Is the project externally funded (or proposed to be)? If so, are there any implications in relation to the funding agreement or grant application. (Please do not just include names)

Nil

This Financial Year's Budget:

Will the matter under consideration impact how much Council collects in income or how much it will spend? How much ($)? Is this already included in the budget? (Include the account number and description).

If the matter under consideration has not been included in the budget, where can the funds be transferred from? *(Include the account number and description)* ***What will not be done as a result?***

Nil – the current (budgeted) Councillor remuneration rates are as per the Local Government Remuneration and Discipline Tribunal Schedule (applicable 1 July 2018).

Future Years' Budgets:

Will there need to be a change in future years' budgets to cater for a change in income or increased expenditure as a result of Council's decision? How much ($)? (e.g. estimate of additional maintenance or operating costs for a new or upgraded project)

Local Government Remuneration and Discipline Tribunal Remuneration Schedule – Category 3:
(applicable 1 July 2019)

Mayor	$130,584 per annum
Deputy Mayor	$81,615 per annum
Councillors	$69,372 per annum

Impact on Other Individuals or Interested Parties:

Is there anyone who is likely to be particularly interested in or impacted by the decision, or affected by the recommendation if adopted? What would be their key interests or concerns?
(Interested Parties Analysis - IS9001:2015)

Elected Members

Risks:

What could go wrong if Council makes a decision on this matter? (What is the likelihood of it happening and the consequence if it does) (List each identified risk in a table)

Risk	Description of likelihood & consequences
Nil	

Advice to Council:

What do you think Council should do, based on your skills, qualifications and experience, your knowledge of this and related matters, and the facts contained in the report?
(A summary of what the employee thinks Council needs to hear, not what they think individual Councillors want to hear – i.e. employees must provide sound and impartial advice – the employee's professional opinion)

That Council note the findings of the Local Government Remuneration and Discipline Tribunal's review, and consider whether the maximum amount set out in the Remuneration Schedule is not payable to a Councillor (in line with the legislation).

Recommendation:

What is the 'draft decision' based on the advice to Council?
Does the recommendation suggest a decision contrary to an existing Council policy? If so, for what reason?
(Note: recommendations if adopted by Council become a legal decision of government and therefore must be clear and succinct about the action required by employees (unambiguous)).

Does this recommendation suggest a decision contrary to an existing Council policy?
If so, for what reason?

That Council note the findings of the Local Government Remuneration and Discipline Tribunal's review.

Link to Corporate Plan:
Corporate Plan 2018-2023
Strategic Priority 2: Delivering strong financial management
2.3 Keep our accounts in order
2.3.1 Provide timely, accurate and complete financial information for: - Council to make decisions; - Reports to the community and other stakeholders about Council's budgets and financial activities; - Financial returns and claims.

Supporting Documentation:
Nil

Report authorised by:
Chief Executive Officer

OFFICER REPORT

Meeting: General 23 January 2019 **Date:** 14 January 2019

Item Number: 11.1 **File Number:** D19/2362

SUBJECT HEADING: Monthly Financial Reports Actual V Budget as at 30 November 2018.

Classification: Open Access

Officer's Title: Specialist - Finance Systems Support

Executive Summary:

The purpose of this report is for the Chief Executive Officer to present a monthly financial report to Council in accordance with section 204 of *the Local Government Regulation 2012* for the month of November 2018 and year to date.

Officer's Recommendation:

That the financial reports for the period ending 30 November 2018 be received and noted.

Individuals or Organisations to which the report applies:

Are there any individuals or organisations who stand to gain a benefit, or suffer a loss, (either directly or indirectly) depending on the outcome of consideration of this matter?

(Note: This is to assist Councilors in identifying if they have a Material Personal Interest or Conflict of Interest in the agenda item - i.e. whether they should participate in the discussion and decision making).

Nil

Acronyms:

Are there any industry abbreviations that will be used in the report?

Note: This is important as particular professions or industries often use shortened terminology where they refer to the matter on a regular basis. However, for individuals not within the profession or industry it can significantly impact the readability of the report if these aren't explained at the start of the report).

Acronym	Description
Nil	Nil

Context:

Why is the matter coming before Council?

To comply with section 204 of the *Local Government Regulation 2012.*

Background:

Has anything already happened in relation to this matter?

(Succinct overview of the relevant facts, without interpretation)

This item tables the Statement of Financial Position (balance sheet). Operating Statement (revenue & Expenditure) actuals v budget reports for the period ended 30 November 2018.

For the five months ended 30 November 2018, total operating revenue was $31.4M representing 41.7% of budget with 41.67% of the year elapsed. As reported last month increased sales have continued at the Roma Quarry with year to date turnover of $1.9M which represents 87.8% of budget with seven months still remaining.

Total capital expenditure for the five months ended 30 November was 20.3% of budget with 41.67% of the year elapsed.

This report now reflects actual depreciation expense for the five months ended 30 November 2018.

Legislation, Local Laws, State Policies & Other Regulatory Requirements:

What does the legislation and other statutory instruments include about the matter under consideration?

Section 204 of *the Local Government Regulation 2012 states:*

> ***204*** *Financial report*
>
> *(1) The local government must prepare a financial report.*
> *(2) The chief executive officer must present the financial report -*
> *(a) if the local government meets less frequently than monthly - at each meeting of the local government; or*
> *(b) Otherwise - at a meeting of the local government once a month.*
> *(3) The financial report must state the progress that has been made in relation to the local government's budget for the period of the financial year up to a day as near as practicable to the end of the month before the meeting is held.*

Council Policies or Asset Management Plans:

Does Council have a policy, plan or approach ordinarily followed for this type of decision? What are relevant sections of the policy or plan?
(Quote/insert the relevant section's wording / description within the report)

Nil

Input into the Report & Recommendation*:*

Have others' views or input been sourced in developing the report and recommendation to Council? (I.e. other than the report author?) What did each say? (Please include consultation with the funding body, any dates of critical importance or updates or approvals required)

Nil

Funding Bodies*:*

Is the project externally funded (or proposed to be)? If so, are there any implications in relation to the funding agreement or grant application. (Please do not just include names)

Nil

This Financial Year's Budget:

Will the matter under consideration impact how much Council collects in income or how much it will spend? How much ($)? Is this already included in the budget? (Include the account number and description).

If the matter under consideration has not been included in the budget, where can the funds be transferred from? *(Include the account number and description)* ***What will not be done as a result?***

The agenda item reports on the financial results as at the period ending 30 November 2018.

Future Years' Budgets:

Will there need to be a change in future years' budgets to cater for a change in income or increased expenditure as a result of Council's decision? How much ($)? (E.g. estimate of additional maintenance or operating costs for a new or upgraded project)

Nil. This is a report for legislative and information purposes.

Impact on Other Individuals or Interested Parties:

Is there anyone who is likely to be particularly interested in or impacted by the decision, or affected by the recommendation if adopted? What would be their key interests or concerns? (Interested Parties Analysis - IS9001:2015)

Nil. This is a report for legislative and information purposes.

Risks:

What could go wrong if Council makes a decision on this matter? (What is the likelihood of it happening and the consequence if it does?) (List each identified risk in a table)

Risk	Description of likelihood & consequences
Nil	Nil

Advice to Council:

What do you think Council should do, based on your skills, qualifications and experience, your knowledge of this and related matters, and the facts contained in the report?
(A summary of what the employee thinks Council needs to hear, not what they think individual Councilors want to hear – i.e. employees must provide sound and impartial advice – the employee's professional opinion)

The report is for information purposes only – it is therefore appropriate for it to be received and noted.

Recommendation:

What is the 'draft decision' based on the advice to Council?
Does the recommendation suggest a decision contrary to an existing Council policy? If so, for what reason?
(Note: recommendations if adopted by Council become a legal decision of government and therefore must be clear and succinct about the action required by employees (unambiguous)).

That the financial reports for the period ending 30 November 2018 be received and noted.

Does this recommendation suggest a decision contrary to an existing Council policy?

If so, for what reason?

Nil

Link to Corporate Plan:
Corporate Plan 2018-2023
Strategic Priority 2: Delivering strong financial management
2.5 Measure and report on what we've done
2.5.2 Measure and communicate our financial performance on a monthly, quarterly and annual basis to the community and other stakeholders.

Supporting Documentation:

1⇩	Balance sheet as at 30 November 2018	D2019/0001763
2⇩	Total Council Actual V Budget as at 30 November 2018	D2019/0001765
3⇩	CEO Directorate Actual V Budget as at 30 November 2018	D2019/0001767
4⇩	Corporate, Community & Commercial Directorate Actual V Budget as at 30 November 2018	D2019/0001768
5⇩	Development, Facilities, Environment Directorate Actual V Budget as at 30 November 2018	D2019/0001770
6⇩	Infrastructure Directorate Actual V Budget as at 30 November 2018	D2019/0001771

Report authorised by:
Director - Corporate, Community & Commercial Services

Maranoa Regional Council
Actual as at 30 November 2018

STATEMENT OF FINANCIAL POSITION

	Actual As at 30/11/2018	Actual Audited FY 30/6/2018
Current Assets		
Cash and Cash Equivalents	1,957,120	1,303,000
Investments	69,190,758	72,240,000
Trade & Other Receivables	4,888,603	8,299,000
Inventories - Realisable < 12 Months	1,747,105	1,789,000
	77,783,585	**83,631,000**
Non Current Assets Held For Sale	0	**0**
Non-current Assets		
Infrastructure Property Plant Equipment	724,114,008	732,133,000
Uncapitalised Wip - Contra Assets	61,005,547	45,710,000
	785,119,555	**777,843,000**
TOTAL ASSETS	**862,903,140**	**861,474,000**
Current Liabilities		
Trade & Other Payables	(3,526,714)	(10,766,000)
Short Term Provisions	(6,733,193)	(3,308,000)
Suspense	(290,094)	(145,000)
Borrowings	(1,599,613)	(1,600,000)
	(12,149,613)	**(15,819,000)**
Non-current Liabilities		
Long Term Provisions	(2,259,369)	(2,260,000)
Long Term Borrowings	(12,298,632)	(12,721,000)
	(14,558,000)	**(14,981,000)**
TOTAL LIABILITIES	**(26,707,613)**	**(30,800,000)**
NET COMMUNITY ASSETS	**836,195,527**	**830,674,000**
Community Equity		
Asset Revaluation Reserve	(283,170,196)	(283,169,000)
Accumulated Surplus	(509,121,088)	(503,601,000)
Other Reserves	(43,904,243)	(43,904,000)
TOTAL COMMUNITY EQUITY	**(836,195,527)**	**(830,674,000)**

Maranoa Regional Council
Actual vs. Budget for five months ended
30 November 2018

TOTAL COUNCIL

	Current Budget 2018-2019	% of Year Elapsed - 41.67% Actual 30/11/2018	% Variance	Comments
Operating Revenue				
Rates and levies	(33,596,137)	(16,304,504)	48.5%	Refer CCC, DFE & Infrastructure Directorate
Sale of goods and major services	(2,173,513)	(1,907,677)	87.8%	Refer Infrastructure Directorate
Commercial fees and charges	(10,271,500)	(4,729,498)	46.0%	
Statutory fees and charges	(786,460)	(473,177)	60.2%	
Rental and levies	(714,952)	(219,152)	30.7%	
Interest received	(1,600,000)	(764,835)	47.8%	
Sales of contract & recoverable works	(83,000)	(128,660)	155.0%	Refer Infrastructure Directorate
Other Revenue	(2,405,885)	(871,187)	36.2%	
Reimbursements	(2,935,540)	(321,135)	10.9%	Refer Infrastructure Directorate
Grants Subsidies Contributions	(19,677,109)	(5,006,839)	25.4%	Refer CCC & Infrastructure Directorate
Internal Transaction	(1,170,621)	(706,446)	60.3%	
Total Operating Revenue	**(75,414,717)**	**(31,433,110)**	41.7%	
Operating Expenses				
Employee Costs	36,622,225	13,817,271	37.7%	
Materials	28,913,257	12,336,725	42.7%	
Plant hire internal	(2,512,584)	(1,272,231)	50.6%	
Overhead recovery	(10,412,452)	(3,244,651)	31.2%	
Contracts	3,976,592	1,227,942	30.9%	
Finance Costs	753,292	263,288	35.0%	
Depreciation Amortisation & Impairment	20,081,435	8,020,894	39.9%	
Other Expenses	103,413	43,098	41.7%	
Total Operating Expenses	77,525,178	31,192,336	40.2%	
Reserve Transfers				
Transfer to reserves for operational	2,995,515	0	0.0%	
Transfer from reserves for operational	(1,740,815)	0	0.0%	
Transfer to reserves for capital	1,536,309	0	0.0%	
Transfer from reserves for capital	(25,029,727)	0	0.0%	
Operating (Surplus)/Deficit Before Capital Items	(20,128,257)	(240,774)	1.2%	
Capital Revenues and Expenses				
Commonwealth government capital grants	(1,579,613)	(897,841)	56.8%	
State govt capital grants & subsidies	(18,671,662)	(705,967)	3.8%	
Other capital grants & subsidies	0	0	0.0%	
Developer capital contributions	(24,334,468)	(3,615,244)	14.9%	
Operating (Surplus)/Deficit After Capital Items	(64,714,000)	(5,459,825)	8.4%	
Sources and Applications of Capital Funding				
Capital Funding Sources				
Loans Contra	(4,500,000)	0	0.0%	
Sale Proceeds - Contra Sales	(533,000)	(60,000)	11.3%	
Funded depreciation	0	0	0.0%	
Total Capital Funding Sources Used	(5,033,000)	(60,000)	1.2%	
Capital Funding Applications				
Uncapitalised Wip - Contra Assets	82,056,601	15,295,659	18.6%	
Loan redemption	1,751,212	422,237	24.1%	
Total Capital Funding Applications	83,807,813	15,717,896	18.8%	

Maranoa Regional Council
Actual vs. Budget for five months ended
30 November 2018

OFFICE OF THE CEO DIRECTORATE

	Current Budget 2018-2019	% of Year Elapsed - 41.67% Actual 30/11/2018	% Variance	Comments
Operating Revenue				
Rates and levies	0	0	0.0%	
Sale of goods and major services	0	0	0.0%	
Commercial fees and charges	0	0	0.0%	
Statutory fees and charges	0	0	0.0%	
Rental and levies	0	0	0.0%	
Interest received	0	0	0.0%	
Sales of contract & recoverable works	0	0	0.0%	
Other Revenue	0	(43,845)	0.0%	LGW workcare reimbursements
Reimbursements	0	0	0.0%	
Grants Subsidies Contributions	0	11,000	0.0%	Grant Dept education & training refund
Internal Transaction	0	0	0.0%	
Total Operating Revenue	**0**	**(32,845)**	0.0%	
Operating Expenses				
Employee Costs	1,596,407	630,307	39.5%	
Materials	1,032,288	470,933	45.6%	Workcover Annual premium paid in advance
Plant hire internal	22,223	4,703	21.2%	
Overhead recovery	0	0	0.0%	
Contracts	0	0	0.0%	
Finance Costs	0	0	0.0%	
Depreciation Amortisation & Impairment	0	0	0.0%	
Other Expenses	0	0	0.0%	
Total Operating Expenses	2,650,918	1,105,943	41.7%	
Reserve Transfers				
Transfer to reserves for operational	0	0	0.0%	
Transfer from reserves for operational	(100,398)	0	0.0%	
Transfer to reserves for capital	0	0	0.0%	
Transfer from reserves for capital	0	0	0.0%	
Operating (Surplus)/Deficit Before Capital Items	2,550,520	1,073,097	42.1%	
Capital Revenues and Expenses				
Commonwealth government capital grants	0	0	0.0%	
State govt capital grants & subsidies	0	0	0.0%	
Other capital grants & subsidies	0	0	0.0%	
Developer capital contributions	0	0	0.0%	
Operating (Surplus)/Deficit After Capital Items	2,550,520	1,073,097	42.1%	
Sources and Applications of Capital Funding				
Capital Funding Sources				
Loans Contra	0	0	0.0%	
Sale Proceeds - Contra Sales	0	0	0.0%	
Funded depreciation	0	0	0.0%	
Total Capital Funding Sources Used	0	0	0.0%	
Capital Funding Applications				
Uncapitalised Wip - Contra Assets	22,000	12,203	55.5%	
Loan redemption	0	0	0.0%	
Total Capital Funding Applications	22,000	12,203	55.5%	

Maranoa Regional Council
Actual vs. Budget for five months ended
30 November 2018

CORPORATE, COMMUNITY & COMMERCIAL SERVICES DIRECTORATE

	Current Budget 2018-2019	% of Year Elapsed - 41.67% Actual 30/11/2018	% Variance	Comments
Operating Revenue				
Rates and levies	(23,403,279)	(10,984,743)	46.9%	Half yearly rates levied in september (general)
Sale of goods and major services	0	0	0.0%	
Commercial fees and charges	(4,345,593)	(2,262,865)	52.1%	
Statutory fees and charges	(141,070)	(107,524)	76.2%	Annual dog registrations received
Rental and levies	0	0	0.0%	
Interest received	(1,600,000)	(764,835)	47.8%	
Sales of contract & recoverable works	0	0	0.0%	
Other Revenue	(250,000)	(103,414)	41.4%	
Reimbursements	0	0	0.0%	
Grants Subsidies Contributions	(13,842,969)	(3,452,565)	24.9%	Half of 2018/19 FAG entitlement received in prior year
Internal Transaction	0	0	0.0%	
Total Operating Revenue	**(43,582,911)**	**(17,675,946)**	40.6%	
Operating Expenses				
Employee Costs	13,829,520	4,754,861	34.4%	
Materials	4,931,683	2,137,923	43.4%	Annual software licences paid in advance
Plant hire internal	313,432	117,180	37.4%	
Overhead recovery	(10,412,452)	(3,244,651)	31.2%	
Contracts	1,482,120	690,133	46.6%	
Finance Costs	156,842	67,519	43.0%	
Depreciation Amortisation & Impairment	397,585	172,185	43.3%	
Other Expenses	88,077	37,316	42.4%	
Total Operating Expenses	10,786,807	4,732,466	43.9%	
Reserve Transfers				
Transfer to reserves for operational	330,404	0	0.0%	
Transfer from reserves for operational	(76,689)	0	0.0%	
Transfer to reserves for capital	0	0	0.0%	
Transfer from reserves for capital	(1,986,226)	0	0.0%	
Operating (Surplus)/Deficit Before Capital Items	(34,528,615)	(12,943,480)	37.5%	
Capital Revenues and Expenses				
Commonwealth government capital grants	0	0	0.0%	
State govt capital grants & subsidies	(8,573,125)	(122,350)	1.4%	
Other capital grants & subsidies	0	0	0.0%	
Developer capital contributions	0	0	0.0%	
Operating (Surplus)/Deficit After Capital Items	(43,101,740)	(13,065,830)	30.3%	
Sources and Applications of Capital Funding				
Capital Funding Sources				
Loans Contra	0	0	0.0%	
Sale Proceeds - Contra Sales	0	0	0.0%	
Funded depreciation	0	0	0.0%	
Total Capital Funding Sources Used	0	0	0.0%	
Capital Funding Applications				
Uncapitalised Wip - Contra Assets	10,986,276	1,474,876	13.4%	
Loan redemption	230,907	124,373	53.9%	
Total Capital Funding Applications	11,217,183	1,599,249	14.3%	

Maranoa Regional Council
Actual vs. Budget for five months ended
30 November 2018

DEVELOPMENT, FACILITIES & ENVIRONMENTAL SERVICES DIRECTORATE

	Current Budget 2018-2019	% of Year Elapsed - 41.67% Actual 30/11/2018	% Variance	Comments
Operating Revenue				
Rates and levies	(2,154,758)	(1,157,824)	53.7%	Half yearly rates levied in sept. (waste & animal registration)
Sale of goods and major services	0	0	0.0%	
Commercial fees and charges	(990,400)	(610,919)	61.7%	
Statutory fees and charges	(266,551)	(202,274)	75.9%	Annual dog registrations received
Rental and levies	(714,952)	(219,152)	30.7%	
Interest received	0	0	0.0%	
Sales of contract & recoverable works	0	0	0.0%	
Other Revenue	(133,800)	(88,028)	65.8%	
Reimbursements	(90,540)	0	0.0%	
Grants Subsidies Contributions	(847,775)	(454,901)	53.7%	
Internal Transaction	9,379	3,286	35.0%	
Total Operating Revenue	**(5,189,397)**	**(2,729,811)**	52.6%	
Operating Expenses				
Employee Costs	5,929,509	2,414,780	40.7%	
Materials	8,241,580	3,501,224	42.5%	Annual prepaid insurance premiums facilities
Plant hire internal	846,371	386,342	45.6%	
Overhead recovery	0	0	0.0%	
Contracts	1,175,137	432,895	36.8%	
Finance Costs	37,780	0	0.0%	
Depreciation Amortisation & Impairment	2,508,056	1,056,867	42.1%	
Other Expenses	0	0	0.0%	
Total Operating Expenses	18,738,433	7,792,107	41.6%	
Reserve Transfers				
Transfer to reserves for operational	0	0	0.0%	
Transfer from reserves for operational	(318,409)	0	0.0%	
Transfer to reserves for capital	69,285	0	0.0%	
Transfer from reserves for capital	(1,718,244)	0	0.0%	
Operating (Surplus)/Deficit Before Capital Items	11,581,668	5,062,295	43.7%	
Capital Revenues and Expenses				
Commonwealth government capital grants	0	0	0.0%	
State govt capital grants & subsidies	0	(3,500)	0.0%	
Other capital grants & subsidies	0	0	0.0%	
Developer capital contributions	(144,285)	(88,388)	61.3%	
Operating (Surplus)/Deficit After Capital Items	11,437,383	4,970,407	43.5%	
Sources and Applications of Capital Funding				
Capital Funding Sources				
Loans Contra	(1,500,000)	0	0.0%	
Sale Proceeds - Contra Sales	0	(60,000)	0.0%	
Funded depreciation	0	0	0.0%	
Total Capital Funding Sources Used	(1,500,000)	(60,000)	4.0%	
Capital Funding Applications				
Uncapitalised Wip - Contra Assets	3,954,731	219,502	5.6%	
Loan redemption	284,018	0	0.0%	
Total Capital Funding Applications	4,238,749	219,502	5.2%	

maranoa REGIONAL COUNCIL

Actual vs. Budget for five months ended 30 November 2018

INFRASTRUCTURE SERVICES DIRECTORATE

	Current Budget 2018-2019	% of Year Elapsed - 41.67% Actual 30/11/2018	% Variance	Comments
Operating Revenue				
Rates and levies	(8,038,100)	(4,161,937)	51.8%	Half yearly rates levied in september (water, sewerage & gas)
Sale of goods and major services	(2,173,513)	(1,907,677)	87.8%	Increase in Roma Quarry sales October & November
Commercial fees and charges	(4,935,507)	(1,855,714)	37.6%	
Statutory fees and charges	(378,839)	(163,379)	43.1%	
Rental and levies	0	0	0.0%	
Interest received	0	0	0.0%	
Sales of contract & recoverable works	(83,000)	(128,660)	155.0%	Recoverable works Santos
Other Revenue	(2,022,085)	(635,899)	31.4%	
Reimbursements	(2,845,000)	(321,135)	11.3%	majority of RMPC works scheduled for the latter half of the year
Grants Subsidies Contributions	(4,986,365)	(1,110,374)	22.3%	Half of 2018/19 FAG entitlement received in prior year
Internal Transaction	(1,180,000)	(709,732)	60.1%	
Total Operating Revenue	**(26,642,409)**	**(10,994,507)**	41.3%	
Operating Expenses				
Employee Costs	15,266,789	6,017,324	39.4%	
Materials	14,707,706	6,226,645	42.3%	
Plant hire internal	(3,694,610)	(1,780,456)	48.2%	
Overhead recovery	0	0	0.0%	
Contracts	1,319,335	104,914	8.0%	
Finance Costs	558,670	195,769	35.0%	
Depreciation Amortisation & Impairment	17,175,794	6,791,842	39.5%	
Other Expenses	15,336	5,783	37.7%	
Total Operating Expenses	45,349,020	17,561,821	38.7%	
Reserve Transfers				
Transfer to reserves for operational	2,665,111	0	0.0%	
Transfer from reserves for operational	(1,245,319)	0	0.0%	
Transfer to reserves for capital	1,467,024	0	0.0%	
Transfer from reserves for capital	(21,325,257)	0	0.0%	
Operating (Surplus)/Deficit Before Capital Items	268,170	6,567,313	2448.9%	
Capital Revenues and Expenses				
Commonwealth government capital grants	(1,579,613)	(897,841)	56.8%	
State govt capital grants & subsidies	(10,098,537)	(580,117)	5.7%	
Other capital grants & subsidies	0	0	0.0%	
Developer capital contributions	(24,190,183)	(3,526,856)	14.6%	
Operating (Surplus)/Deficit After Capital Items	(35,600,163)	1,562,500	-4.4%	
Sources and Applications of Capital Funding				
Capital Funding Sources				
Loans Contra	(3,000,000)	0	0.0%	
Sale Proceeds - Contra Sales	(533,000)	0	0.0%	
Funded depreciation	0	0	0.0%	
Total Capital Funding Sources Used	(3,533,000)	0	0.0%	
Capital Funding Applications				
Uncapitalised Wip - Contra Assets	67,093,594	13,589,079	20.3%	
Loan redemption	1,236,287	297,864	24.1%	
Total Capital Funding Applications	68,329,881	13,886,943	20.3%	

OFFICER REPORT

Meeting: General 23 January 2019 **Date:** 16 January 2019

Item Number: 11.2 **File Number:** D19/3225

SUBJECT HEADING: Monthly Financial Reports Actual V Budget as at 31 December 2018.

Classification: Open Access

Officer's Title: Specialist - Finance Systems Support

Executive Summary:

The purpose of this report is for the Chie Executive Officer to present a monthly financial report to Council in accordance with section 204 of the Local Government Regulation 2012 for the month of December 2018 and year to date.

Officer's Recommendation:

That the financial reports for the period ending 31 December 2018 be received and noted.

Individuals or Organisations to which the report applies:

Are there any individuals or organisation's who stand to gain a benefit, or suffer a loss, (either directly or indirectly) depending on the outcome of consideration of this matter?

(Note: This is to assist Councilors in identifying if they have a Material Personal Interest or Conflict of Interest in the agenda item - i.e. whether they should participate in the discussion and decision making).

Nil

Acronyms:

Are there any industry abbreviations that will be used in the report?

Note: This is important as particular professions or industries often use shortened terminology where they refer to the matter on a regular basis. However, for individuals not within the profession or industry it can significantly impact the readability of the report if these aren't explained at the start of the report).

Acronym	Description
Nil	Nil

Context:

Why is the matter coming before Council?

To comply with section 204 of the Local Government Regulation 2012.

Background:

Has anything already happened in relation to this matter?

(Succinct overview of the relevant facts, without interpretation)

This item tables the Statement of Financial Position (balance sheet), Operating Statement (Revenue & Expenditure) actuals V budget for the period ended 31 December 2018.

For the first six months of the 2018/2019 financial year council's total operating revenue was $34.6M representing 45.9% of budget with 50% of the year elapsed. This is down slightly due to 50% of the 2018/2019 Federal assistance grants received in the previous financial year.

For the six months ended 31 December total operating expenditure was $36.4M which was 47% of budget with 50% of the year elapsed. This is partly due to total employee cost being under budget by 5.4% ($2M).

Total capital expenditure for the six months ended 31 December was $23.9M being 29.1% of budget with 50% of the year elapsed.
For the six months ended 31 December 2018 QTC loans were reduced by $851,818 with interest paid of $315,167 as per table below:-

QTC Loans consolidated	Sep QTR	Dec QTR	YTD Cumulative
Opening Balance	14,320,481	13,898,245	14,320,481
Loan Repayments	-586,044	-589,057	-1,175,101
Accrued Interest	159,710	155,457	315,167
Accrued Admin fee	4,098	4,018	8,116
Redemption	-422,236	-429,582	-851,818
Closing Balance QTC statement	$13,898,245	$13,468,663	$13,468,663

Legislation, Local Laws, State Policies & Other Regulatory Requirements:

What does the legislation and other statutory instruments include about the matter under consideration? (Include an extract of the relevant section's wording of the legislation – please do not just quote the section number as that is of no assistance to Councilors)

Section 204 of *the Local Government Regulation 2012 states:*

> ***204*** *Financial report*
>
> *(1) The local government must prepare a financial report.*
> *(2) The chief executive officer must present the financial report -*
> *(a) If the local government meets less frequently than monthly - at each meeting of the local government; or*
> *(b) Otherwise - at a meeting of the local government once a month.*

(3) The financial report must state the progress that has been made in relation to the local government's budget for the period of the financial year up to a day as near as practicable to the end of the month before the meeting is held.

Council Policies or Asset Management Plans:

Does Council have a policy, plan or approach ordinarily followed for this type of decision? What are relevant sections of the policy or plan?
(Quote/insert the relevant section's wording / description within the report)

Nil

Input into the Report & Recommendation*:*

Have others' views or input been sourced in developing the report and recommendation to Council? (I.e. other than the report author?) What did each say? (Please include consultation with the funding body, any dates of critical importance or updates or approvals required)

Nil

Funding Bodies*:*

Is the project externally funded (or proposed to be)? If so, are there any implications in relation to the funding agreement or grant application. (Please do not just include names)

Nil

This Financial Year's Budget:

Will the matter under consideration impact how much Council collects in income or how much it will spend? How much ($)? Is this already included in the budget? (Include the account number and description).
If the matter under consideration has not been included in the budget, where can the funds be transferred from? *(Include the account number and description)* ***What will not be done as a result?***

The agenda item reports on the financial results as at the period ending 31 December 2018.

Future Years' Budgets:

Will there need to be a change in future years' budgets to cater for a change in income or increased expenditure as a result of Council's decision? How much ($)? (E.g. estimate of additional maintenance or operating costs for a new or upgraded project)

Nil. This is a report for legislative and information purposes.

Impact on Other Individuals or Interested Parties:

Is there anyone who is likely to be particularly interested in or impacted by the decision, or affected by the recommendation if adopted? What would be their key interests or concerns?
(Interested Parties Analysis - IS9001:2015)

Nil. This is a report for legislative and information purposes.

Risks:

What could go wrong if Council makes a decision on this matter? (What is the likelihood of it happening and the consequence if it does?) (List each identified risk in a table)

Risk	Description of likelihood & consequences

Nil	Nil

Advice to Council:

What do you think Council should do, based on your skills, qualifications and experience, your knowledge of this and related matters, and the facts contained in the report?

(A summary of what the employee thinks Council needs to hear, not what they think individual Councilors want to hear – i.e. employees must provide sound and impartial advice – the employee's professional opinion)

The report is for information purposes only – it is therefore appropriate for it to be received and noted.

Recommendation:

What is the 'draft decision' based on the advice to Council?

Does the recommendation suggest a decision contrary to an existing Council policy? If so, for what reason?

(Note: recommendations if adopted by Council become a legal decision of government and therefore must be clear and succinct about the action required by employees (unambiguous)).

That the financial reports for the period ending 31 December 2018 be received and noted.

Link to Corporate Plan:

Corporate Plan 2018-2023
Strategic Priority 2: Delivering strong financial management
2.5 Measure and report on what we've done
2.5.2 Measure and communicate our financial performance on a monthly, quarterly and annual basis to the community and other stakeholders.

Supporting Documentation:

1⇩	Balance Sheet as at 31 December 2018	D2019/0003216
2⇩	Total Council Actual V Budget as at 31 December 2018	D2019/0003413
3⇩	Office of the CEO Directorate Actual V Budget as at 31 December 2018	D2019/0003417
4⇩	Corporate Community & Commercial Services Directorate Actual V Budget as at 31 December 2018	D2019/0003419
5⇩	Development Facilities & Environmental Services Directorate Actual V Budgetas at 31 December 2018	D2019/0003420
6⇩	Infrastructure Serviced Directorate Actual V Budget as at 31 December 2018	D2019/0003421

Report authorised by:

Director - Corporate, Community & Commercial Services

Maranoa Regional Council
Actual as at 31 December 2018

STATEMENT OF FINANCIAL POSITION

	Actual As at 31/12/2018	Actual Audited FY 30/6/2018
Current Assets		
Cash and Cash Equivalents	13,074,666	1,303,000
Investments	50,334,909	72,240,000
Trade & Other Receivables	5,062,576	8,299,000
Inventories - Realisable < 12 Months	1,863,685	1,789,000
	70,335,836	**83,631,000**
Non Current Assets Held For Sale	0	**0**
Non-current Assets		
Infrastructure Property Plant Equipment	722,521,916	732,133,000
Uncapitalised Wip - Contra Assets	69,571,937	45,710,000
	792,093,853	**777,843,000**
TOTAL ASSETS	**862,429,689**	**861,474,000**
Current Liabilities		
Trade & Other Payables	(2,156,064)	(10,766,000)
Short Term Provisions	(6,718,565)	(3,308,000)
Suspense	(392,725)	(145,000)
Borrowings	(1,599,613)	(1,600,000)
	(10,866,966)	**(15,819,000)**
Non-current Liabilities		
Long Term Provisions	(2,259,369)	(2,260,000)
Long Term Borrowings	(11,869,051)	(12,721,000)
	(14,128,419)	**(14,981,000)**
TOTAL LIABILITIES	**(24,995,386)**	**(30,800,000)**
NET COMMUNITY ASSETS	**837,434,303**	**830,674,000**
Community Equity		
Asset Revaluation Reserve	(283,170,196)	(283,169,000)
Accumulated Surplus	(510,359,864)	(503,601,000)
Other Reserves	(43,904,243)	(43,904,000)
TOTAL COMMUNITY EQUITY	**(837,434,303)**	**(830,674,000)**

Maranoa Regional Council
Actual vs. Budget for six months ended
31 December 2018

TOTAL COUNCIL

	Current Budget 2018-2019	% of Year Elapsed - 50.0% Actual 31/12/2018	% Variance	Comments
Operating Revenue				
Rates and levies	(33,596,137)	(16,349,828)	48.7%	
Sale of goods and major services	(2,173,513)	(2,245,207)	103.3%	Refer Infrastructure Directorate
Commercial fees and charges	(10,271,500)	(5,484,242)	53.4%	
Statutory fees and charges	(786,460)	(554,136)	70.5%	
Rental and levies	(714,952)	(341,813)	47.8%	
Interest received	(1,600,000)	(904,364)	56.5%	
Sales of contract & recoverable works	(83,000)	(395,453)	476.4%	Refer Infrastructure Directorate
Other Revenue	(2,405,885)	(953,365)	39.6%	
Reimbursements	(2,935,540)	(1,377,946)	46.9%	
Grants Subsidies Contributions	(19,677,109)	(5,224,514)	26.6%	Prepaid Federal assistance grants
Internal Transaction	(1,170,621)	(781,511)	66.8%	
Total Operating Revenue	**(75,414,717)**	**(34,612,380)**	45.9%	
Operating Expenses				
Employee Costs	36,622,225	16,315,491	44.6%	Unassigned salaries & wages liability & vacancies
Materials	28,913,257	14,260,532	49.3%	
Plant hire internal	(2,512,584)	(1,465,496)	58.3%	
Overhead recovery	(10,412,452)	(4,100,988)	39.4%	
Contracts	3,976,592	1,423,365	35.8%	
Finance Costs	753,292	315,167	41.8%	
Depreciation Amortisation & Impairment	20,081,435	9,612,986	47.9%	
Other Expenses	103,413	49,233	47.6%	
Total Operating Expenses	77,525,178	36,410,290	47.0%	
Reserve Transfers				
Transfer to reserves for operational	2,995,515	0	0.0%	
Transfer from reserves for operational	(1,740,815)	0	0.0%	
Transfer to reserves for capital	1,536,309	0	0.0%	
Transfer from reserves for capital	(25,029,727)	0	0.0%	
Operating (Surplus)/Deficit Before Capital Items	(20,128,257)	1,797,910	-8.9%	
Capital Revenues and Expenses				
Commonwealth government capital grants	(1,579,613)	(897,841)	56.8%	
State govt capital grants & subsidies	(18,671,662)	(2,298,630)	12.3%	
Other capital grants & subsidies	0	0	0.0%	
Developer capital contributions	(24,334,468)	(5,136,839)	21.1%	
Operating (Surplus)/Deficit After Capital Items	(64,714,000)	(6,535,399)	10.1%	
Sources and Applications of Capital Funding				
Capital Funding Sources				
Loans Contra	(4,500,000)	0	0.0%	
Sale Proceeds - Contra Sales	(533,000)	(223,204)	41.9%	
Funded depreciation	0	0	0.0%	
Total Capital Funding Sources Used	(5,033,000)	(223,204)	4.4%	
Capital Funding Applications				
Uncapitalised Wip - Contra Assets	82,056,601	23,862,050	29.1%	
Loan redemption	1,751,212	851,818	48.6%	
Total Capital Funding Applications	83,807,813	24,713,868	29.5%	

Maranoa Regional Council
Actual vs. Budget for six months ended
31 December 2018

OFFICE OF THE CEO DIRECTORATE

	Current Budget 2018-2019	% of Year Elapsed - 50.0% Actual 31/12/2018	% Variance	Comments
Operating Revenue				
Rates and levies	0	0	0.0%	
Sale of goods and major services	0	0	0.0%	
Commercial fees and charges	0	0	0.0%	
Statutory fees and charges	0	0	0.0%	
Rental and levies	0	0	0.0%	
Interest received	0	0	0.0%	
Sales of contract & recoverable works	0	0	0.0%	
Other Revenue	0	(61,799)	0.0%	LGW workcare reimbursements
Reimbursements	0	0	0.0%	
Grants Subsidies Contributions	0	9,500	0.0%	Grant Dept education & training refund
Internal Transaction	0	0	0.0%	
Total Operating Revenue	**0**	**(52,299)**	0.0%	
Operating Expenses				
Employee Costs	1,596,407	728,329	45.6%	Unassigned salaries & wages liability & vacancies
Materials	1,032,288	489,265	47.4%	
Plant hire internal	22,223	4,703	21.2%	
Overhead recovery	0	0	0.0%	
Contracts	0	0	0.0%	
Finance Costs	0	0	0.0%	
Depreciation Amortisation & Impairment	0	0	0.0%	
Other Expenses	0	0	0.0%	
Total Operating Expenses	2,650,918	1,222,296	46.1%	
Reserve Transfers				
Transfer to reserves for operational	0	0	0.0%	
Transfer from reserves for operational	(100,398)	0	0.0%	
Transfer to reserves for capital	0	0	0.0%	
Transfer from reserves for capital	0	0	0.0%	
Operating (Surplus)/Deficit Before Capital Items	2,550,520	1,169,998	45.9%	
Capital Revenues and Expenses				
Commonwealth government capital grants	0	0	0.0%	
State govt capital grants & subsidies	0	0	0.0%	
Other capital grants & subsidies	0	0	0.0%	
Developer capital contributions	0	0	0.0%	
Operating (Surplus)/Deficit After Capital Items	2,550,520	1,169,998	45.9%	
Sources and Applications of Capital Funding				
Capital Funding Sources				
Loans Contra	0	0	0.0%	
Sale Proceeds - Contra Sales	0	0	0.0%	
Funded depreciation	0	0	0.0%	
Total Capital Funding Sources Used	0	0	0.0%	
Capital Funding Applications				
Uncapitalised Wip - Contra Assets	22,000	12,259	55.7%	
Loan redemption	0	0	0.0%	
Total Capital Funding Applications	22,000	12,259	55.7%	

Maranoa Regional Council
Actual vs. Budget for six months ended
31 December 2018

CORPORATE, COMMUNITY & COMMERCIAL SERVICES DIRECTORATE

	Current Budget 2018-2019	% of Year Elapsed - 50.0% Actual 31/12/2018	% Variance	Comments
Operating Revenue				
Rates and levies	(23,403,279)	(11,003,156)	47.0%	
Sale of goods and major services	0	0	0.0%	
Commercial fees and charges	(4,345,593)	(2,521,685)	58.0%	
Statutory fees and charges	(141,070)	(114,265)	81.0%	Annual dog registrations received
Rental and levies	0	0	0.0%	
Interest received	(1,600,000)	(904,364)	56.5%	
Sales of contract & recoverable works	0	0	0.0%	
Other Revenue	(250,000)	(120,693)	48.3%	
Reimbursements	0	0	0.0%	
Grants Subsidies Contributions	(13,842,969)	(3,452,565)	24.9%	
Internal Transaction	0	0	0.0%	
Total Operating Revenue	**(43,582,911)**	**(18,116,728)**	41.6%	
Operating Expenses				
Employee Costs	13,829,520	5,832,056	42.2%	Unassigned salaries & wages liability & vacancies
Materials	4,931,683	2,369,067	48.0%	
Plant hire internal	313,432	137,336	43.8%	
Overhead recovery	(10,412,452)	(4,100,988)	39.4%	
Contracts	1,482,120	795,514	53.7%	
Finance Costs	156,842	80,947	51.6%	
Depreciation Amortisation & Impairment	397,585	206,571	52.0%	
Other Expenses	88,077	42,540	48.3%	
Total Operating Expenses	10,786,807	5,363,044	49.7%	
Reserve Transfers				
Transfer to reserves for operational	330,404	0	0.0%	
Transfer from reserves for operational	(76,689)	0	0.0%	
Transfer to reserves for capital	0	0	0.0%	
Transfer from reserves for capital	(1,986,226)	0	0.0%	
Operating (Surplus)/Deficit Before Capital Items	(34,528,615)	(12,753,684)	36.9%	
Capital Revenues and Expenses				
Commonwealth government capital grants	0	0	0.0%	
State govt capital grants & subsidies	(8,573,125)	(515,013)	6.0%	
Other capital grants & subsidies	0	0	0.0%	
Developer capital contributions	0	0	0.0%	
Operating (Surplus)/Deficit After Capital Items	(43,101,740)	(13,268,697)	30.8%	
Sources and Applications of Capital Funding				
Capital Funding Sources				
Loans Contra	0	0	0.0%	
Sale Proceeds - Contra Sales	0	0	0.0%	
Funded depreciation	0	0	0.0%	
Total Capital Funding Sources Used	0	0	0.0%	
Capital Funding Applications				
Uncapitalised Wip - Contra Assets	10,986,276	1,498,112	13.6%	
Loan redemption	230,907	249,500	108.1%	
Total Capital Funding Applications	11,217,183	1,747,612	15.6%	

Maranoa Regional Council
Actual vs. Budget for six months ended
31 December 2018

DEVELOPMENT, FACILITIES & ENVIRONMENTAL SERVICES DIRECTORATE

	Current Budget 2018-2019	% of Year Elapsed - 50.0% Actual 31/12/2018	% Variance	Comments
Operating Revenue				
Rates and levies	(2,154,758)	(1,158,611)	53.8%	
Sale of goods and major services	0	0	0.0%	
Commercial fees and charges	(990,400)	(691,654)	69.8%	
Statutory fees and charges	(266,551)	(225,020)	84.4%	Annual dog registrations received
Rental and levies	(714,952)	(341,813)	47.8%	
Interest received	0	0	0.0%	
Sales of contract & recoverable works	0	0	0.0%	
Other Revenue	(133,800)	(102,858)	76.9%	
Reimbursements	(90,540)	0	0.0%	
Grants Subsidies Contributions	(847,775)	(510,538)	60.2%	
Internal Transaction	9,379	3,286	35.0%	
Total Operating Revenue	**(5,189,397)**	**(3,027,208)**	58.3%	
Operating Expenses				
Employee Costs	5,929,509	2,779,499	46.9%	Unassigned salaries & wages liability & vacancies
Materials	8,241,580	4,044,011	49.1%	
Plant hire internal	846,371	457,292	54.0%	
Overhead recovery	0	0	0.0%	
Contracts	1,175,137	522,510	44.5%	
Finance Costs	37,780	0	0.0%	
Depreciation Amortisation & Impairment	2,508,056	1,268,240	50.6%	
Other Expenses	0	0	0.0%	
Total Operating Expenses	18,738,433	9,071,552	48.4%	
Reserve Transfers				
Transfer to reserves for operational	0	0	0.0%	
Transfer from reserves for operational	(318,409)	0	0.0%	
Transfer to reserves for capital	69,285	0	0.0%	
Transfer from reserves for capital	(1,718,244)	0	0.0%	
Operating (Surplus)/Deficit Before Capital Items	11,581,668	6,044,343	52.2%	
Capital Revenues and Expenses				
Commonwealth government capital grants	0	0	0.0%	
State govt capital grants & subsidies	0	(3,500)	0.0%	
Other capital grants & subsidies	0	0	0.0%	
Developer capital contributions	(144,285)	(88,388)	61.3%	
Operating (Surplus)/Deficit After Capital Items	11,437,383	5,952,455	52.0%	
Sources and Applications of Capital Funding				
Capital Funding Sources				
Loans Contra	(1,500,000)	0	0.0%	
Sale Proceeds - Contra Sales	0	(223,204)	0.0%	
Funded depreciation	0	0	0.0%	
Total Capital Funding Sources Used	(1,500,000)	(223,204)	14.9%	
Capital Funding Applications				
Uncapitalised Wip - Contra Assets	3,954,731	355,744	9.0%	
Loan redemption	284,018	0	0.0%	
Total Capital Funding Applications	4,238,749	355,744	8.4%	

maranoa REGIONAL COUNCIL

Actual vs. Budget for six months ended 31 December 2018

INFRASTRUCTURE SERVICES DIRECTORATE

	Current Budget 2018-2019	% of Year Elapsed - 50.0% Actual 31/12/2018	% Variance	Comments
Operating Revenue				
Rates and levies	(8,038,100)	(4,188,061)	52.1%	
Sale of goods and major services	(2,173,513)	(2,245,207)	103.3%	Increase in Roma Quarry sales October, November, December
Commercial fees and charges	(4,935,507)	(2,270,903)	46.0%	
Statutory fees and charges	(378,839)	(214,851)	56.7%	
Rental and levies	0	0	0.0%	
Interest received	0	0	0.0%	
Sales of contract & recoverable works	(83,000)	(395,453)	476.4%	Recoverable works Santos
Other Revenue	(2,022,085)	(668,016)	33.0%	
Reimbursements	(2,845,000)	(1,377,946)	48.4%	
Grants Subsidies Contributions	(4,986,365)	(1,270,911)	25.5%	
Internal Transaction	(1,180,000)	(784,797)	66.5%	
Total Operating Revenue	**(26,642,409)**	**(13,416,145)**	50.4%	
Operating Expenses				
Employee Costs	15,266,789	6,975,607	45.7%	Unassigned salaries & wages liability & vacancies
Materials	14,707,706	7,358,189	50.0%	
Plant hire internal	(3,694,610)	(2,064,827)	55.9%	
Overhead recovery	0	0	0.0%	
Contracts	1,319,335	105,341	8.0%	
Finance Costs	558,670	234,220	41.9%	
Depreciation Amortisation & Impairment	17,175,794	8,138,175	47.4%	
Other Expenses	15,336	6,693	43.6%	
Total Operating Expenses	45,349,020	20,753,398	45.8%	
Reserve Transfers				
Transfer to reserves for operational	2,665,111	0	0.0%	
Transfer from reserves for operational	(1,245,319)	0	0.0%	
Transfer to reserves for capital	1,467,024	0	0.0%	
Transfer from reserves for capital	(21,325,257)	0	0.0%	
Operating (Surplus)/Deficit Before Capital Items	268,170	7,337,253	2736.0%	
Capital Revenues and Expenses				
Commonwealth government capital grants	(1,579,613)	(897,841)	56.8%	
State govt capital grants & subsidies	(10,098,537)	(1,780,117)	17.6%	
Other capital grants & subsidies	0	0	0.0%	
Developer capital contributions	(24,190,183)	(5,048,451)	20.9%	
Operating (Surplus)/Deficit After Capital Items	(35,600,163)	(389,155)	1.1%	
Sources and Applications of Capital Funding				
Capital Funding Sources				
Loans Contra	(3,000,000)	0	0.0%	
Sale Proceeds - Contra Sales	(533,000)	0	0.0%	
Funded depreciation	0	0	0.0%	
Total Capital Funding Sources Used	(3,533,000)	0	0.0%	
Capital Funding Applications				
Uncapitalised Wip - Contra Assets	67,093,594	21,995,935	32.8%	
Loan redemption	1,236,287	602,319	48.7%	
Total Capital Funding Applications	68,329,881	22,598,253	33.1%	

OFFICER REPORT

Meeting: General 23 January 2019 **Date:** 16 January 2019

Item Number: 11.3 **File Number:** D19/3012

SUBJECT HEADING: My Maranoa Business Initiative

Classification: Open Access

Officer's Title: Manager - Procurement & Commercial Services

Executive Summary:
The My Maranoa Business initiative was released to businesses in Injune, Surat & Mitchell throughout the 2017/18 financial year. The initiative includes a number of deliverables pertaining to Local Business and Council's procurement processes, including Local Star Rating decals, streamlined purchasing process for low-value transactions, and the promotion of local businesses through the My Maranoa App and Council Website.

This report provides Council with an overview of the rollout's progress, including recent consultation with businesses located in Wallumbilla, Yuleba, and Roma, and seeks approval for an extension until the end of the 2018/19 financial year.

Officer's Recommendation:
That Council:

1. Approve an extension to the My Maranoa Business initiative rollout until 30 June 2019.
2. Authorise the Councillor Portfolio Chair for Local Business to work closely with Council staff as approved by the Chief Executive Officer to deliver the initiative.

Individuals or Organisations to which the report applies:

Are there any individuals or organisations who stand to gain a benefit, or suffer a loss, (either directly or indirectly) depending on the outcome of consideration of this matter?
(Note: This is to assist Councillors in identifying if they have a Material Personal Interest or Conflict of Interest in the agenda item - i.e. whether they should participate in the discussion and decision making).

The initiative is designed to promote the service/supply capabilities and 'local status' of all businesses that operate within the region. Registration is open to all local and external businesses, regardless of their suitability to provide services to Council.

Acronyms:

Are there any industry abbreviations that will be used in the report?
Note: This is important as particular professions or industries often use shortened terminology where they refer to the matter on a regular basis. However, for individuals not within the profession or industry it can significantly impact the readability of the report if these aren't explained at the start of the report).

N/A

Context:

Why is the matter coming before Council?

At General Meeting 10 October 2018, a report was tabled to seek Council's approval to extend the initiative's rollout until Christmas 2018:

> ***Resolution No. GM/10.2018/17***
>
> ***That Council:***
>
> 1. ***Approve an extension to the My Maranoa Business initiative as proposed until Christmas 2018.***
> 2. ***Authorise the Councillor Portfolio Chair for Local Business to work closely with Council staff as approved by the Chief Executive Officer to deliver the initiative.***

This report provides Council with an overview of the rollout's progress, and seeks approval for an extension until the end of the 2018/19 financial year.

Background:

Has anything already happened in relation to this matter?
(Succinct overview of the relevant facts, without interpretation)

Council introduced the *My Maranoa Business* initiative in 2015 as part of a suite of initiatives pertaining to Local Business and Council's procurement processes. The initiative has been designed to provide:

1. greater insight into Council's purchasing processes, and why we need to do some things in a certain way;
2. opening up Council's purchasing so that businesses have the opportunity to bid for the supply of goods and/or services;
3. **marketing and promotion opportunities for the region's businesses;**
4. new ways of keeping the business community up to date with Council's decisions and directions;
5. **reduced administration for businesses where possible, while still meeting Council's legislative obligations; and**
6. practical support to the business community where it counts the most.

Recent community engagement efforts have targeted items 3 and 5 (above).

1. General Business Engagement

Council representatives undertook consultation with businesses located in Surat, Injune, Mitchell, Wallumbilla, Yuleba, and Roma, to promote the *My Maranoa Business* initiative (Local Business Star Rating, Local Business Purchasing Card etc.)

Council engaged with numerous businesses (face-to-face discussions) in each town:

Town	Number of businesses consulted	Number of Suppliers Registered*
Surat	11	8
Injune	13	7
Mitchell	8	2
Wallumbilla	7	1
Yuleba	4	0
Roma	93	20
Total	**136**	**38***

* *This number reflects the number of businesses that were consulted (face-to-face discussion) regarding the initiative that have subsequently completed the registration process. 111 additional suppliers (not included in the above table) have registered by way of quote/tender submissions and have been issued with their My Maranoa Business Number and Local Star Rating.*

Council has directly engaged with the following businesses:

Surat - December 2017

Surat Businesses (11)	Registered?	Star Rating
Bayly Motors	Yes	5 Star
Cobb & Co Country Motel		
Radiance Pharmacy		
Surat Ag		
Surat Butchery	Yes	5 Star
Surat Post & News	Yes	5 Star
Surat Tyre Service	Yes	5 Star
The New Royal Hotel Motel	Yes	5 Star
The Surat Cabin - Caravan Park	Yes	5 Star
The Timber Crate	Yes	5 Star
Wagon Wheel Café & Friendly Grocer	Yes	4 Star

Injune - April 2018

Injune Businesses (13)	Registered?	Star Rating
Café on Second		
Caltex - Injune		
Injune Cypress		
Injune District Tourism Association	Yes	5 Star
Injune Hardware	Yes	5 Star
Injune Hotel	Yes	5 Star
Injune Licensed Post Office	Yes	5 Star
Injune Newsagency	Yes	5 Star
Injune Tyre Service	Yes	5 Star
Jones Welding & Rural Supplies	Yes	5 Star
Landmark Injune		

Injune Businesses (13)	Registered?	Star Rating
SPAR Injune		
Womblebank Sawmilling		

Mitchell - 14 June 2018

Mitchell Businesses (8)	Registered?	Star Rating
Foodworks Mitchell		
Mitchell Auto Care		
Mitchell Bakery & Coffee Lounge		
Mitchell Hardware & Plumbing	Yes	5 Star
Mitchell Mini Mart		
Mitchell News and Casket		
Mitchell Tyrepower		
Samios Trading Post	Yes	5 Star

Wallumbilla / Yuleba – 6 December 2018

Wallumbilla & Yuleba Businesses (11)	Registered?	Star Rating
Wallumbilla General Store		
Federal Hotel		
Wallumbilla Cabin Park		
Yuleba General Store		
Wallumbilla Pharmacy		
Wallumbilla Post Office		
Midwest Rural Traders		
Swans Earthmoving	Yes	5 Star
Yuleba Hotel/Motel		
United Petroleum Yuleba		
Yuleba Minerals		

Roma – 17 to 20 December 2018

Roma Businesses	Registered?	Star Rating
Ace Drapers		
Afros Hair & Beauty Studio		
Alpine Refrigeration	Yes	3 Star
Amanda's Choice		
Armstrong Auto Group	Yes	1 Star
Athena Studio Units		
Aussie Tourist Park / Big Rig Tourist Park		
Bakearoma	Yes	5 Star
Barbeques Galore Roma		
BEST Employment Ltd		
Betta Electrical		
Black Toyota		
Blue Shed		
Bottle Tree Gardens Motel		

Roma Businesses	Registered?	Star Rating
Brandon & Associates	Yes	3 Star
Brenorrs		
Camping World Roma		
CJ Advisory	Yes	5 Star
Commonwealth Hotel / White Bull		
Coomber Bros Jewellers		
Crawfo's Tyres		
Domino's Pizza		
Don Brosnan Tyres	Yes	5 Star
Dore Power Equipment		
Dore's Elect Air		
Dusty's AEM		
Elders Rural / Elders Insurance		
Elvine Studios		
Golden West Apprenticeships		
Golders		
Goodyear Tyre Centre		
Gorgeous		
Gretel Lane		
Horse Torque		
Inky Moss		
Kings Motor Inn	Yes	5 Star
Landmark		
Lemon Grove	Yes	5 Star
LJ Hooker Roma		
Locksmiths Roma		
M&W Cleaners		
MAA Livestock and Real Estate		
Mandalay Motel & Starlight Motor Inn		
Maranoa Laundry		
Maranoa Mini Motors	Yes	5 Star
Maranoa Travel		
Maranoa Veterinary Surgery	Yes	5 Star
MGA Insurance Brokers		
Millers		
Mohrs Garage	Yes	5 Star
Murray & Associates - Land Surveyors		
Outback Barber		
Overlander Homestead Motel		
PTW Auto Electrical & Air Conditioning		
Pumps N Solar	Yes	5 Star
Queensland Country Meats		
Repco Roma		
Rex Furnishers & Carpet		
Rockmans		

Roma Businesses	Registered?	Star Rating
Roger Ferrier Law		
Roma Central Motel		
Roma Computer Centre	Yes	5 Star
Roma Explorers Inn	Yes	3 Star
Roma Grind		
Roma Home Improvement Centre		
Roma Motel	Yes	5 Star
Roma Newsagency & Bookshop		
Roma Outdoors & Sports		
Roma Printers & Stationers		
Roma Saddlery		
Roma Taxation Services		
Roma Thai		
Roma Tyre & Battery	Yes	5 Star
Rosenberger Realty & Valuations		
Royal on 99		
Rural Insurance Services		
Sankey Fraser Eyecare	Yes	3 Star
Scissortrix Hairdressers		
Showcase Jewellers		
Snap Fitness	Yes	5 Star
Subway Roma		
Suncorp Business Centre		
Sunshine Hardware		
Taj Indian Kitchen		
Tangles of Roma		
Taylors Parts Centre		
The Club Hotel	Yes	5 Star
The Tasting Co	Yes	5 Star
TopX Australia		
Toyworld Roma		
TSG Roma (Tobacconist)		
Vital Health		
Warrego Office Choice		

2. Targeted Business Engagement

At the inception of the initiative in 2015, Council held several pilot group meetings with key contractor groups to discuss the upcoming (at that point) tenders for pre-qualified suppliers, including plant hire and trade services. It is proposed that Council hold an additional consultation meeting with businesses operating under the Trades & Associated Services panel, to discuss the next iteration of arrangement.

Supplier feedback indicates that a smaller, more exclusive, arrangement would be preferable, potentially providing registered businesses with a larger volume of work. Council staff are currently releasing quotation requests to all panel members in the

event that a work package exceeds $3,000 ex GST, in some circumstances (e.g. builders) 15 - 20 suppliers may be invited to quote. This practice may be altered in response to the feedback obtained at the forthcoming meeting (tentatively planned for 7am, Tuesday 29 January 2019).

Legislation, Local Laws, State Policies & Other Regulatory Requirements:

What does the legislation and other statutory instruments include about the matter under consideration?(Include an extract of the relevant section's wording of the legislation – please do not just quote the section number as that is of no assistance to Councillors)

Nil

Council Policies or Asset Management Plans:

Does Council have a policy, plan or approach ordinarily followed for this type of decision? What are relevant sections of the policy or plan?
(Quote/insert the relevant section's wording / description within the report)

My Maranoa Business is a service provided under part 2.4 of the (draft) Operational Plan 'Cost Control':

- *Point of contact for current and prospective suppliers (providing information and answering questions).*
- *Local Business Star Rating - verification of businesses' Local Star Ratings (i.e. how local that business is) through quote/tender submissions and business self-registration.*
- *Issue of Local Business Star Rating decals for business self-promotion*
- *Efficiency initiatives – identification and implementation of process and policy improvements that make it easier to do business with Council (e.g. Local Purchasing Cards, supplier self-registration).*
- *Simple registration systems – identification and development of information technology solutions for business self-registration, enabling Council to invite suppliers to submit quotes/tenders as required.*

Input into the Report & Recommendation*:*

Have others' views or input been sourced in developing the report and recommendation to Council? (i.e. other than the report author?) What did each say? (Please include consultation with the funding body, any dates of critical importance or updates or approvals required)

N/A

Funding Bodies*:*

Is the project externally funded (or proposed to be)? If so, are there any implications in relation to the funding agreement or grant application. (Please do not just include names)

N/A

This Financial Year's Budget:

Will the matter under consideration impact how much Council collects in income or how much it will spend? How much ($)? Is this already included in the budget? (Include the account number and description).
If the matter under consideration has not been included in the budget, where can the funds be transferred from? *(Include the account number and description)* ***What will not be done as a result?***

Budget has been approved for the purchase of My Maranoa Business promotional collateral ($3,000 – GL2128.2007.2001 – Procurement & Commercial Services – Memberships and Subscriptions). A purchase order has been issued for the supply of larger Local Star Rating decals (530mm x 197mm) that can be displayed in shopfronts.

Future Years' Budgets:

Will there need to be a change in future years' budgets to cater for a change in income or increased expenditure as a result of Council's decision? How much ($)? (e.g. estimate of additional maintenance or operating costs for a new or upgraded project)

N/A – no commitment for future years' budgets. Council may elect to fund additional deliverables within each budget.

Impact on Other Individuals or Interested Parties:

Is there anyone who is likely to be particularly interested in or impacted by the decision, or affected by the recommendation if adopted? What would be their key interests or concerns?
(Interested Parties Analysis - IS9001:2015)

N/A

Risks:

What could go wrong if Council makes a decision on this matter? (What is the likelihood of it happening and the consequence if it does) (List each identified risk in a table)

N/A

Advice to Council:

What do you think Council should do, based on your skills, qualifications and experience, your knowledge of this and related matters, and the facts contained in the report?
(A summary of what the employee thinks Council needs to hear, not what they think individual Councillors want to hear – i.e. employees must provide sound and impartial advice – the employee's professional opinion)

That Council note the content of this report, including the number of businesses that have engaged in the process.

Recommendation:

What is the 'draft decision' based on the advice to Council?
Does the recommendation suggest a decision contrary to an existing Council policy? If so, for what reason?
(Note: recommendations if adopted by Council become a legal decision of government and therefore must be clear and succinct about the action required by employees (unambiguous)).

Does this recommendation suggest a decision contrary to an existing Council policy?
If so, for what reason?

That Council:

1. Approve an extension to the My Maranoa Business initiative rollout until 30 June 2019.
2. Authorise the Councillor Portfolio Chair for Local Business to work closely with Council staff as approved by the Chief Executive Officer to deliver the initiative.

The recommendation is consistent with previous resolutions and Council policy.

Link to Corporate Plan:
Corporate Plan 2018-2023
Strategic Priority 4: Growing our region
4.2 Encourage additional investment in the Maranoa, developing our local economy and increasing our region's population
4.2.9 Build community, business and industry partnerships to grow our economy and local employment.

Supporting Documentation:
Nil

Report authorised by:
Director - Corporate, Community & Commercial Services

OFFICER REPORT

Meeting: General 23 January 2019 **Date:** 21 December 2018

Item Number: 11.4 **File Number:** D18/102324

SUBJECT HEADING: Australia Post Signatories - Yuleba LPO/Services Centre

Classification: Open Access

Officer's Title: Regional Customer Services Officer/Team Coordinator

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Executive Summary:
Australia Post have been in contact with Council to check signatories are current for the Licence Post Office (LPO) Agreement D13/36480

Officer's Recommendation:
That Council:

1. Review the signatories, so that the current signatories are CEO Julie Reitano and the Director of Corporate, Community and Commercial Services Sharon Frank.
2. Report signatories back to Australia Post for new agreement to be drafted.

Individuals or Organisations to which the report applies:

Are there any individuals or organisations who stand to gain a benefit, or suffer a loss, (either directly or indirectly) depending on the outcome of consideration of this matter?
(Note: This is to assist Councillors in identifying if they have a Material Personal Interest or Conflict of Interest in the agenda item - i.e. whether they should participate in the discussion and decision making).

Nil

Acronyms:

Are there any industry abbreviations that will be used in the report?
Note: This is important as particular professions or industries often use shortened terminology where they refer to the matter on a regular basis. However, for individuals not within the profession or industry it can significantly impact the readability of the report if these aren't explained at the start of the report).

Acronym	Description
LPO	Licensed Post Office

Context:

Why is the matter coming before Council?

Australia Post has contacted the Regional Customer Service Officer/Team Coordinator, Customer Service Facilitation to check Signatories are correct. The present Signatories of the Agreement are CEO Julie Reitano and previous Mayor Robert Loughnan.

Background:

Has anything already happened in relation to this matter?
(Succinct overview of the relevant facts, without interpretation)

Regional Customer Service Officer/Team Coordinator, Customer Service Facilitation has advised we now have a new Mayor. Australia Post has asked for new current signatories. They have also suggested not to have a Mayor down as this changes too often.

From: Cooke, Shirlene [mailto:Shirlene.Cooke@auspost.com.au]
Sent: Tuesday, 11 December 2018 10:38 AM
To: Erin Doherty <Erin.Doherty@maranoa.qld.gov.au>
Subject: FW: Yuleba Post Office

Hi Erin,

Are you able to advise who the current signatories for the Council are so we can update the agreement. Might be a good idea not to go with the Mayor as we would need to change the agreement every time that changes. Entirely up to you though.

If you could let me know I can now get the new agreement written up.

Regards
Shirlene

Shirlene Cooke
Network Manager
Retail Network Partnerships QLD
Australia Post

Level 14, 259 Queen St
Brisbane QLD 4000 Brisbane QLD 4000

T 0448338776

M 0448338776

F 0734051605

E shirlene.cooke@auspost.com.au

Legislation, Local Laws, State Policies & Other Regulatory Requirements:

What does the legislation and other statutory instruments include about the matter under consideration?(Include an extract of the relevant section's wording of the legislation – please do not just quote the section number as that is of no assistance to Councillors)

Nil

Council Policies or Asset Management Plans:

Does Council have a policy, plan or approach ordinarily followed for this type of decision? What are relevant sections of the policy or plan?
(Quote/insert the relevant section's wording / description within the report)

Nil

Input into the Report & Recommendation*:*

Have others' views or input been sourced in developing the report and recommendation to Council? (i.e. other than the report author?) What did each say? (Please include consultation with the funding body, any dates of critical importance or updates or approvals required)

Shirlene Cook – Australia Post
Dale Waldron - Manager, Communication, Information & Administration Services

Funding Bodies*:*

Is the project externally funded (or proposed to be)? If so, are there any implications in relation to the funding agreement or grant application. (Please do not just include names)

Nil

This Financial Year's Budget:

Will the matter under consideration impact how much Council collects in income or how much it will spend? How much ($)? Is this already included in the budget? (Include the account number and description).
If the matter under consideration has not been included in the budget, where can the funds be transferred from? *(Include the account number and description)* ***What will not be done as a result?***

Nil

Future Years' Budgets:

Will there need to be a change in future years' budgets to cater for a change in income or increased expenditure as a result of Council's decision? How much ($)? (e.g. estimate of additional maintenance or operating costs for a new or upgraded project)

Nil

Impact on Other Individuals or Interested Parties:

Is there anyone who is likely to be particularly interested in or impacted by the decision, or affected by the recommendation if adopted? What would be their key interests or concerns?
(Interested Parties Analysis - IS9001:2015)

Nil

Risks:

What could go wrong if Council makes a decision on this matter? (What is the likelihood of it happening and the consequence if it does) (List each identified risk in a table)

Risk	Description of likelihood & consequences
Nil	Nil

Advice to Council:

What do you think Council should do, based on your skills, qualifications and experience, your knowledge of this and related matters, and the facts contained in the report?
(A summary of what the employee thinks Council needs to hear, not what they think individual Councillors want to hear – i.e. employees must provide sound and impartial advice – the employee's professional opinion)

Option 1
Allow for the Mayor and Chief Executive Officer as signatories, and change this each time a new Mayor is elected.

Option 2

Allow for the Chief Executive Officer as a signatory and specify a new second signatory preferably the Director of Corporate, Community and Commercial Services, who has responsibility and oversight of the operations.

Recommendation:

What is the 'draft decision' based on the advice to Council?
Does the recommendation suggest a decision contrary to an existing Council policy? If so, for what reason?
(Note: recommendations if adopted by Council become a legal decision of government and therefore must be clear and succinct about the action required by employees (unambiguous)).

That Council:

1. Review the signatories, so that the current signatories are CEO Julie Reitano and the Director of Corporate, Community and Commercial Services Sharon Frank.
2. Report signatories back to Australia Post for new agreement to be drafted.

Does this recommendation suggest a decision contrary to an existing Council policy? If so, for what reason?

Allow for the Chief Executive Officer as a signatory and specify a new second signatory, preferably the Director of Corporate, Community and Commercial Services. This would give more of a long term solution and less paperwork changing signatories.

Link to Corporate Plan:

Corporate Plan 2018-2023
Strategic Priority 2: Delivering strong financial management
2.3 Keep our accounts in order
2.3.1 Provide timely, accurate and complete financial information for: - Council to make decisions; - Reports to the community and other stakeholders about Council's budgets and financial activities; - Financial returns and claims.

Supporting Documentation:

1⇩ Australia Post - YULEBA LPO Agreement July '12 - Final Copy (unsigned) D13/36480

Report authorised by:

Director - Corporate, Community & Commercial Services

Licensed Post Office Agreement

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……
…
Signature of

Licensed Post Office Agreement

YULEBA LICENSED POST OFFICE

This Agreement is made on the 12th day of November 2012 between the Australian Postal Corporation ("Australia Post") and the party referred to in the Schedule as the Licensee.

Recitals

a) Australia Post has an established range of postal products and services, and distinctive and well recognised trademarks, colour schemes and corporate image which are used in connection with the operation of Post Offices which sell postage stamps and other postal products and provide services to local residents and the business community throughout Australia.

b) The Licensee desires to operate a Licensed Post Office and Australia Post has agreed to grant a licence to the Licensee to operate a Licensed Post Office on the terms and conditions contained in this Agreement.

1. Definitions

The following words have these meanings unless the contrary intention appears:

"**Association**" means the Post Office Agents Association Ltd. A.C.N. 006 382 314 which has entered into a Consultative Agreement with Australia Post dated 3rd day of March 1993 or if that Agreement has been terminated, any other representative body of Licensees with whom Australia Post has signed a Consultative Agreement.

"**Act**" means the Australian Postal Corporation Act 1989 of the Commonwealth of Australia.

"**Area/Controlling Postal Manager**" means the officer-in-charge of the Corporate Post Office nominated by Australia Post in item 4 of the Schedule as the Corporate Post Office administering the Licensed Post Office Agreement.

"**Business Revenue**" means the aggregate of the Fees and Commissions paid or payable to the Licensee by Australia Post and the Discounts received or receivable by the Licensee from Australia Post or (in the case of Complementary Products) the supplier, over a specified period.

"**Code for Resolving Disputes**" means the code setting out the rules and the system to resolve disputes between Australia Post and the Licensee as contained in the Licensed Post Office Manual.

"**Complementary Products**" means those products, other than the Products as defined, which are approved for sale from the Licensed Post Office and are included in Australia Post's product guidebook as amended by Australia Post from time to time.

"**Corporate Post Office**" means a Post Office staffed by Australia Post employees.

"**Customer**" means a person who purchases Products or Services.

"**Dispute Resolution Committee**" means the Committee to resolve disputes as set out in the Code for Resolving Disputes.

"**Equipment**" means such computer hardware and peripherals and other electronic equipment as determined by Australia Post from time to time for use in the operation of a Licensed Post Office.

"**Fees, Commission and Discounts**" means those fees, commissions and discounts set out in Annexure A as amended by Australia Post from time to time following consultation with the Association. The terms "Fees", "Commissions" and "Discounts" shall be interpreted accordingly.

"**Fixtures and Fittings Catalogue**" means the catalogue containing the details and specification for the Licensed Post Office layout, design, signage, fixtures and fittings as amended by Australia Post from time to time.

"**Image**" means the distinctive colour schemes, designs, trade marks, logos and visible features of the Licensed Post Office.

"**Licence**" means the licence granted to the Licensee to operate a Licensed Post Office.

"**Licensee**" means the party named in item 1 of the Schedule.

"**Licensed Post Office Agreement**" means this Agreement.

"**Licensed Post Office**" means that part of the Premises devoted to the sale of Products, Services and Complementary Products to Customers, as specified in item 2b) of the Schedule

"**Licensed Post Office Manual**" means the manual issued by Australia Post containing procedures and standards specific to the operation of a Licensed Post Office, as amended by Australia Post from time to time following consultation with the Association.

"**Manager**" means the person specified in item 6 of the Schedule and such other persons who may be appointed as Manager of the Licensed Post Office from time to time.

"**Marks**" means the Australia Post name and logo and any associated trade marks or designs.

"**Postal Business System**" means the business format for operating a Licensed Post Office using the Techniques and the Image.

"**Post Office Rules**" means the Postal Regulations, General Postal Services Terms and Conditions, Operational and Accounting Procedures, EPOS Reference Manuals, relevant Third Party Agency Instructions and Procedures and the Post Guide, as varied, rescinded or replaced by Australia Post from time to time and includes any other procedural instructions affecting Licensees issued from time to time by Australia Post.

"**Postpoint Operator**" means a person licensed by Australia Post to sell a limited range of Products from a merchandising unit.

"**Premises**" means the premises of the Licensee in which the Licensed Post Office is situated which is described in item 2a) of the Schedule.

"**Products and Services**" means the products described in Part A of Annexure A and the services described in Part B of Annexure A, as varied by Australia Post from time to time following consultation with the Association and in accordance with Clause 34 of this Agreement. The terms "Products" and "Services" shall be interpreted accordingly.

"**Serious Offence**" means an offence under any law of the Commonwealth or State or Territory for which, if the act or omission had taken place in the Jervis Bay Territory, a person would be liable, on first conviction, to imprisonment for a period of not less than five (5) years.

"**Techniques**" means the operating procedures described in the Licensed Post Office Manual and Post Office Rules.

"**Third Party Agency Services**" means the services carried out by Australia Post as agent for any third party which are described in Part B of Annexure A or as advised in writing by Australia Post to the Licensee from time to time.

"**Working days**" means Monday through to Friday inclusive excluding public holidays observed by the State or Territory in which the Premises are located.

2.

Interpretation

a) In this Agreement, unless the contrary intention appears:

i) a reference to a Clause, Schedule or Annexure is a reference to a Clause of or schedule or Annexure to this Agreement and references to this Agreement include any recital, schedule or Annexure;

ii) a reference to this Agreement or an item in the schedule or Annexure or another instrument includes any amendment, variation or replacement of any of them;

iii) a reference to a statute, ordinance, code or other law includes regulations and other instruments under it and consolidations, amendments, re-enactments or replacements of any of them;

iv) the word "person" includes a firm, a body corporate, an unincorporated association or an authority;

v) an agreement, representation, warranty or acknowledgment on the part of two or more persons who are party to this Agreement binds them jointly and severally;

vi) if a period of time is specified and dates from a given day or the day of an act or event, it is to be calculated exclusive of that day except where otherwise specified in the Agreement;

vii) words importing the singular shall include the plural and vice versa and words importing the masculine gender shall include the feminine and neuter and vice versa; and

viii) a reference to a person involves a reference to the person's executors, administrators, successors, and permitted assigns.

b) Headings are inserted for convenience and do not affect the interpretation of this Agreement.

3. Fundamental Provisions

a) The Agreement is subject to the Act.

b) Australia Post and the Licensee shall comply with the Act, the Post Office Rules and the Licensed Post Office Manual at all times except as provided for in Clause 34b).

4. Pre-Conditions to Operation

a) The operation of this Agreement (other than Clauses 1, 2, this Clause 4 and Clauses 29-32 inclusive) is suspended until and is conditional upon:

i) the due execution by the Licensee of this Agreement and, if the Licensee is a corporation, a guarantee in the form set out in Annexure C by a person or persons acceptable to Australia Post;

ii) the Licensee providing to Australia Post proof of the insurance required by Clause 18;

iii) the Licensee paying to Australia Post the licence fee as agreed between the parties; and

iv) the Licensee completing the necessary specified training requirements to a standard acceptable to Australia Post. Where the Licensee has already received such training, the Licensee shall be exempt.

b) If the conditions set out in this Clause are not satisfied within a reasonable period, Australia Post may terminate this Agreement by written notice to the Licensee without any liability to Australia Post.

5. Grant of Rights

a) Australia Post grants to the Licensee and the Licensee accepts, subject to the terms of this Agreement:

   i) a Licence to use the Postal Business System, the Marks and the Licensed Post Office Manual in the operation of a Licensed Post Office at the Premises; and

   ii) the right to sell Products at the Licensed Post Office and supply Services at and from the Licensed Post Office.

6. Relationship of Parties

a) Australia Post appoints and authorises the Licensee to act as an independent distributor of the Products.

b) Australia Post appoints and the Licensee accepts appointment as an agent of Australia Post for the purposes of providing the Services. Notwithstanding the appointment of the Licensee as Australia Post's agent the Licensee shall be an independent contractor in the conduct and operation of the Licensee's business at the Premises.

c) The relationship of the parties is as provided in Clause 6a) and b) and no relationship of employment or partnership is intended or created.

d) The Licensee shall not as agent have any right or authority to bind Australia Post in any way except in the provision of Services in accordance with the terms of this Agreement or by written authority of Australia Post.

7. Term

a) This Agreement shall commence on the date specified in item 3 of the Schedule and shall continue in force indefinitely or until either party terminates the Agreement in the manner provided in Clauses 20 and 22 hereof.

8. Premises

a) The Licensee may upon obtaining the written consent of Australia Post, relocate the Premises to a location acceptable to Australia Post. The Licensee shall be liable for all costs and expenses associated with such relocation.

b) Any decision by Australia Post to relocate the Licensed Post Office shall be made after consultation and Agreement with the Licensee. Australia Post shall pay for all reasonable removal costs and expenses associated with such relocation of the Licensed Post Office including any in-conjunction business.

c) Where Australia Post is the registered proprietor or lessee of the land where the Premises are located, Australia Post shall lease, sub-lease or licence the Premises to the Licensee on such terms and conditions as may be agreed between the parties.

d) Where Australia Post is the lessee of the land where the Premises are located, Australia Post's obligation to sublease or licence the Premises is conditional upon the head-lessor (and any other persons having the right to do so) consenting to such sub-lease or licence. If this condition is not satisfied within one (1) month from the date of this Agreement, Australia Post may at its discretion without liability to the Licensee determine an alternative site for the Premises.

e) Any other business conducted from the Premises must not be detrimental to the operation of the Licensed Post Office or the Image and must not adversely affect the goodwill or reputation of Australia Post.

9. Fees, Commissions and Discounts

a) Australia Post will pay to the Licensee the Fees and Commissions for Services set out in Part B of Annexure A and allow the Discounts for Products set out in Part A of Annexure A.

b) The Fees, Commissions and Discounts shall be fixed by Australia Post after having been reviewed at least once annually following consultation with the Association. In the event that the Fees, Commissions and Discounts are varied, Australia Post shall notify the Licensee in writing and Annexure A shall be varied accordingly with effect from the date as notified by Australia Post being no less than seven (7) days after the date of the notice, or where the Fees, Commissions and Discounts are to be reduced, no less than thirty (30) days after the date of the notice.

10. Appointment of a Manager

a) The Licensee warrants that it has appointed the Manager as Manager of the Licensed Post Office.

b) The Licensee will ensure that at all times there is a natural person appointed to the position of Manager of the Licensed Post Office and shall give Australia Post written notice of all changes. The Licensee will not appoint any person as Manager of the Licensed Post Office without first obtaining the approval of Australia Post. Australia Post shall respond to the Licensee within seven days.

c) The Licensee will ensure that the Manager shall:

   i) devote time and effort to the active management and supervision of the Licensed Post Office;

   ii) represent and act on behalf of the Licensee in all dealings with Australia Post unless Australia Post has received written notification to the contrary;

   iii) where the Licensee is a corporation, hold such position within the corporation as Australia Post may approve from time to time.

11. Obligations - Australia Post

During the term of this Agreement, Australia Post shall:

a) furnish the Licensee with the Act, the Post Office Rules and the Licensed Post Office Manual as in force from time to time;

b) ensure that suitable product and service information is provided to enable the Licensee to properly and amply inform Customers of the nature and availability of the Products and Services;

c) provide initial and on-going training to the Licensee or his nominated representative. The training will cover the postal system generally, postal services and operating procedures of the Licensed Post Office. Australia Post has no responsibility to pay the Licensee or his employees any remuneration in respect of the period of training;

d) use its best efforts to maximise sales of Products and Services to the mutual benefit of the Licensee and Australia Post;

e) make available to the Licensee for purchase all shelving, signage, fixtures and fittings required by the Licensee at cost price, or make available the specifications of such shelving, signage, fixtures and fittings;

f) provide a range of specialised accounting and business reporting forms at no cost to the Licensee to be used by the Licensee in the operation of a Licensed Post Office;

g) maintain the integrity of the post office network by protecting the Marks and maintaining the standards of the Postal Business System; and

h) from time to time make available to the Licensee a list of suppliers of Complementary Products.

12. Obligations - Licensee

During the term of this Agreement the Licensee shall:

a) provide to Customers in accordance with this Agreement those Products and Services (including Third Party Agency Services) which are designated as mandatory in Annexure A and such other Products and Services as determined by Australia Post from time to time;

b) adopt the Image, comply with the Postal Business System and generally provide prompt, efficient, quality customer service;

c) use its best efforts to maximise sales of Products and Services from the Licensed Post Office to the mutual benefit of the Licensee and Australia Post;

d) not sell or provide at or from the Premises, without the written consent of Australia Post, any products or services which compete with or perform similar functions to the Products or Services listed in Annexure B;

e) keep confidential and ensure that employees keep confidential any information gained as a result of the operation of the Licensed Post Office, and not disclose such information to any person outside Australia Post or use such information for any purpose not authorised by Australia Post;

f) properly supervise and be responsible for all the Licensee's employees and ensure that the Licensed Post Office is at all times staffed with sufficient competent trained personnel to ensure quality, prompt, efficient customer service;

g) comply with all applicable federal, State and municipal laws, statutes, regulations and by-laws, in the conduct and operation of the Licensed Post Office;

h) maintain security over mail, postal articles, money and the Licensed Post Office generally;

i) be liable for operational, managerial and financial obligations relating to the operation of the Licensed Post Office. These obligations cannot be sub-contracted by the Licensee to a third party;

j) maintain true and accurate accounting records and report to Australia Post in the manner and frequency prescribed in the Licensed Post Office Manual;

k) provide and maintain in the Licensed Post Office:

   i) such fit out as necessary for the operation of a Licensed Post Office; and

   ii) a weighing instrument for the purpose of assessing postage, such weighing instrument having been approved by Australia Post.

l) ensure at all times that the Licensee has the right to occupy the Premises;

m) not conduct any business which, in the opinion of Australia Post;

   i) causes or contributes to or is likely to cause or contribute to any financial loss or other detriment to Australia Post or any other Licensee of Australia Post; or

   ii) detracts or is likely to detract from the business of Australia Post or any other Licensee of Australia Post; and

n) not misuse or make any unauthorised use of Marks or any other identifying characteristics of the Postal business System, nor shall the Licensee materially impair the goodwill associated therewith or otherwise infringe Australia Post rights in relation thereto, nor shall the Licensee breach any of the provisions of any registered user Agreement relation to the Marks.

13. Stock Obligations

a) The Licensee shall order Products in the minimum order quantities for each Product specified in the Licensed Post Office Manual and at the times agreed between the parties.

b) The price to be paid by the Licensee for the Products shall be Australia Post's recommended retail price less the discount applied by Australia Post at the date on which the Licensee's order is received. The price is due and payable according to the terms in force at the time the Products are ordered.

c) Australia Post shall supply and use its best endeavours to deliver the Products as ordered by the Licensee in a prompt and efficient manner.

d) Any Products which are damaged at the time of delivery shall be replaced by Australia Post. Shortages or excesses of Products delivered must be notified by the Licensee to Australia Post immediately or by no later than the next working day after the Products are received.

e) Payment for Products shall be made by the Licensee by means of cash or cheque to Australia Post or in the manner agreed by Australia Post and the Licensee from time to time. If a cheque is dishonoured Australia Post may determine that cash only terms will apply and will advise the Licensee in writing.

f) Risk in and title to Products supplied to the Licensee pass to the Licensee on delivery.

g) The Licensee shall be responsible for adequately, efficiently and promptly supplying an appropriate range of Australia Post Products to the Postpoint Operator described in item 5 of the Schedule.

h) The Licensee shall replace any defective product returned by any customer, whether the product was acquired from the Licensee or not, in accordance with the procedures as set out in the Licensed Post Office Manual.

14. Technology

a) Australia Post shall supply and install the Equipment in the Licensed Post Office and maintain the Equipment in proper working order:

   i) where the Licensed Post Office satisfies the criteria determined by Australia Post from time to time; or

   ii) in all other cases, where the equipment is available, at the request of the Licensee.

b) Where Australia Post supplies the Licensee with Equipment pursuant to Clause 14a), the Licensee shall enter into Australia Post's then current Retail Technology Agreement and pay Australia Post's standard fees, if applicable, and use the Equipment in the conduct of the Licensed Post Office.

15. Financial Inspection

a) i) Australia Post may upon one (1) days prior notice to the Licensee, during normal business hours enter the Premises and have access to all records of the Licensee relating to the operations of the Licensed Post Office, (excluding any records relating to Products owned or purchased by the Licensee) to conduct operational inspections as detailed in the Licensed Post Office Manual and to conduct financial inspections (which financial inspection shall not be conducted more than once each financial year);

   ii) Notwithstanding Clause 15a)i), where Australia Post has reasonable belief that there is or has been a breach of this Agreement or a discrepancy in the accounting records, Australia Post may at anytime during normal business hours without prior notice to the Licensee enter the premises for operational and financial inspections and have access to all records of the Licensee relating to the operations of the Licensed Post Office.

b) Should any financial inspection disclose a material breach of the Agreement by the Licensee or any other conduct resulting in any monetary loss by Australia Post, any deficiency in relation to Third Party Agency Services or any other monetary loss or deficiency, the Licensee must pay the amount of any loss or deficiency to Australia Post within thirty (30) days.

c) The Licensee may, during the term of this Agreement, but not more frequently than once annually (except where the Licensee has a reasonable belief that the Licensee's file contains incorrect or detrimental information) upon giving one (1) days prior notice and at a time agreed by Australia Post, have access to the records held by Australia Post which pertain to the Licensed Post Office. The Licensee shall only have access to those records that relate to the period of time that the Licensee has operated the Licensed Post Office and those documents which are not exempted under the Freedom of Information Act 1982 (Cth.).

d) Notwithstanding Clause 15a), if a Licensee is eligible for or makes a claim for any compensation or subsidy pursuant to this Agreement the Licensee shall provide to Australia Post such financial records and invoices as may be required by Australia Post to substantiate the calculation of such subsidy or compensation, as the case may be.

16. Trademarks

a) Australia Post hereby authorises the Licensee to display the Marks at the Licensed Post Office in the manner authorised in the Licensed Post Office Manual and the Licensee agrees to use the Marks in compliance with the requirements prescribed from time to time in the Licensed Post Office Manual and in accordance with any Government requirements and regulations.

b) The Licensee shall not use the Marks except as designated or approved by Australia Post.

c) The Licensee undertakes not to contest, directly or indirectly, Australia Post's ownership, title, right or interest in the Marks or claim any right, title or interest in or to the trade secrets, methods, procedures, techniques, copyright or any other mark of Australia Post.

17. Losses, Liabilities and Indemnities

a) Except where Australia Post is responsible pursuant to this Clause 17, the Licensee shall at all times be solely responsible for:

   i) any and all debts, deficiencies, losses, damages, risks and liabilities incurred by the Licensee in the conduct of the Licensed Post Office including any loss or liability resulting from any clerical or transaction error made by the Licensee or his employees, contractors or agents;

   ii) all losses damages, risks and liabilities arising out of the acts or omissions of the Licensee or any of its employees, agents or contractors in connection with the sale of Products or the provision of Services and for all claims for financial loss, damage to property or for injury or death of any persons directly or indirectly resulting therefrom.

b) Australia Post shall at all times be solely responsible for all debts, deficiencies, losses, damages and liabilities incurred or arising out of any case where the Licensee acts as an agent of Australia Post for the purpose of providing the services except:

   i) where the Licensee has not acted in accordance with the Licensed Post Office Manual or Post Office Rules and such breach has resulted, in the debt, deficiency, loss, damage or liability;

   ii) any clerical or transaction error made by the Licensee or his employees, contractors and agents.

c)

Australia Post shall bear all losses and deficiencies as a result of any break-in and hold-up for Third Party agency money or monies collected by the Licensee as an agent of Australia Post, except where the Licensee has not acted in accordance with the Licensed Post Office Manual, Post Office Rules or any security requirements as agreed between the parties, and such breach has resulted in the loss or deficiency, in which case the loss or deficiency shall be the responsibility of the Licensee.

d) If at any time, there is any discrepancy in the amount of a cash remittance between Australia Post and the Licensee, the parties agree to implement the procedures as set out in the Licensed Post Office Manual. Where the amount has not been recovered or found after observance of the procedures specified in the Licensed Post Office Manual, the parties agree that each party will respectively bear the loss in the circumstance specified in the Licensed Post Office Manual.

e) The Licensee agrees to indemnify and keep indemnified Australia Post against all claims costs losses and liabilities (including legal costs) which are the responsibility of the Licensee pursuant to this Clause.

f) Australia Post agrees to indemnify and keep indemnified the Licensee against all claims, costs, losses and liabilities (including legal costs) which are the responsibility of Australia Post pursuant to this Clause.

18. Insurance

a) The Licensee shall at the Licensee's expense obtain and maintain during the term of this Agreement the insurance policies described in Item 8 of the Schedule.

b) Australia Post shall be named as an additional insured in the Public Liability Insurance Policy described in Item 8 of the Schedule. The policy shall expressly protect both Australia Post and the Licensee and shall require the insurer to indemnify each party in relation to any claim arising under the policy.

c) The Licensee must ensure that the Public Liability Insurance Policy described in Item 8 of the Schedule includes a cross-liability Clause in which the insurer agrees to waive all rights of subrogation or action that it may have or acquire against all or any of the persons comprising the insured and for the purpose of which the insurer accepts the term "insured" as applying to each of the parties comprising the insured as if a separate policy of insurance had been issued to each of them (subject always to the overall sum insured not being increased thereby).

d) The Licensee shall maintain in force at all times any insurance or registration which the Licensee may be required to maintain pursuant to any State or Federal legislation (including but not limited to third party personal injury motor vehicle insurance and workers compensation to cover claims by employees injured in the course of employment) and pay all required premiums or levies.

e) The Licensee shall produce to Australia Post for inspection proof of the existence of any insurance policy effected pursuant to this Clause and evidence of its renewal.

19. Transfer/Assignment

a) The Licensee shall not assign any of its rights under this Agreement without the prior written consent of Australia Post.

b) Australia Post shall not withhold its consent to an assignment if the proposed assignee is, in the opinion of Australia Post, of good moral character and has sufficient business experience, aptitude and financial resources to operate the Licensed Post Office and if, in the opinion of Australia Post:

   (A) the proposed assignee;

   (B) the business the proposed assignee intends to carry on under licence (“the Licensed Business”);

(C) any business proposed to be connected to or associated with the Licensed Business;

(D) the business interests of the proposed assignee;

is unlikely to cause any financial loss or detriment to Australia Post or any other Licensees of Australia Post, or to detract from the business of Australia Post or any other Licensee of Australia Post and if the following conditions are satisfied:

i) the proposed assignee undertakes to Australia Post to observe and perform the terms and obligations contained in this Agreement on the part of the Licensee;

ii) the assignee shall undergo appropriate training as shall be considered necessary by Australia Post;

iii) the proposed assignee, if required, agrees to install such fixtures and fittings into the Licensed Post Office as determined by Australia Post;

iv) the Licensee shall have paid any amounts owed to Australia Post which are then due and unpaid;

v) if applicable, the lessor of the Premises has consented in writing to the Licensee to the assignment or sub-lease of the Premises;

vi) the Licensee and the assignee execute and/or provide such documentation as Australia Post may reasonably require; and

vii) the Licensee shall as far as practicable ensure that any incoming Licensee is provided with assistance including assistance with training, staff matters and introductions to Customers of the Licensed Post Office.

c) The Licensee acknowledges and accepts that Australia Post has no liability in respect of any claim by the Licensee for loss of profit or goodwill caused by Australia Post's refusal to consent, provided that such consent is not unreasonably withheld.

d) If the Licensee is a corporation, any change of ownership or control in that corporation shall be deemed to be an assignment, except where it can be established to the reasonable satisfaction of Australia Post that the change in control or ownership of the corporation is due to an internal re-organisation of the corporation and does not amount to a sale.

20. Termination With Cause

a) Australia Post may terminate this Agreement by giving written notice to the Licensee if the Licensee is in default under any of the terms, conditions or obligations imposed on the Licensee under this Agreement and the Licensee has failed to remedy the default within thirty (30) days after a notice of default has been served on the Licensee or such longer period of time as may be specified in the notice.

Australia Post may also terminate this Agreement on reasonable notice (which need be no more than thirty (30) days) if the Licensee is convicted of an indictable offence or other crime which substantially impairs the goodwill or reputation of Australia Post, and which offence is not a Serious Offence.

b) Australia Post may terminate this Agreement by giving written notice to the Licensee effective immediately upon the occurrence of any of the following:

i) if the Licensee becomes bankrupt, insolvent, under administration or an externally administered body corporate;

ii) if the Licensee is fraudulent in connection with the operation of the licensed business;

iii) if the Licensee is convicted of a Serious Offence;

iv) if the Licensee voluntarily abandons the licensed business, or the Licensee relationship;

v) if the Licensee operates the licensed business in a way that endanger public health or safety; or

vi) where the Licensee has been given written notice of default pursuant to Clause 20a) by Australia Post three (3) times within any period of ninety (90) consecutive days and then fails again within the ninety (90) day period to perform any of the terms, conditions, obligations imposed on the Licensee under this Agreement providing that the Licensee has not referred any of the notices to the Dispute Resolution Committee pursuant to Clause 24.

c) Notwithstanding the provisions of Clause 20b), upon the giving of a written notice to the Licensee pursuant to sub-paragraphs v), the Licensee may refer the matter to the Disputes Resolution Committee, within seven (7) days of receiving the notice and the termination shall not take effect until the Dispute Resolution Committee notifies the Licensee that it has determined that the notice terminating the Agreement was properly and validly given.

d) It is expressly acknowledged that proper and lawful termination of the Agreement pursuant to this Clause does not confer on the Licensee any right to payment of compensation or any other amount in respect of the termination.

e) Termination of this Agreement shall not prejudice any right of a party acquired or arising prior to termination.

21. Suspension

a) If the Licensee or Manager is charged with a criminal offence as referred to in Clause 20a) or in Clause 20b)iii), Australia Post may by written notice immediately suspend the Licensee from operating the Licensed Post Office or suspend its approval of the Manager (as the case may be) until the charges are heard and determined by a Court of competent jurisdiction.

b) If any charges brought against the Licensee result in a conviction, Australia Post may immediately terminate this Agreement by notice in writing. If any charges brought against the Licensee are dismissed the suspension imposed by Australia Post shall be lifted.

c) If any charges brought against the Manager result in a conviction, Australia Post may withdraw its approval of the Manager, in which case the Licensee shall appoint a new Manager approved by Australia Post. If any charges brought against the Manager are dismissed, the suspension imposed by Australia Post shall be lifted.

22. Termination Without Cause

a) The Licensee may at any time terminate this Agreement without cause by giving to Australia Post ninety (90) days prior written notice.

b) Notwithstanding any other provision of this Agreement, Australia Post may at any time and without cause terminate this Agreement by giving the Licensee ninety (90) days notice that it intends to terminate the Agreement. Termination is effective upon the expiration of the ninety (90) days.

c) If Australia Post terminates this Agreement pursuant to Clause 22b), Australia Post shall pay to the Licensee termination compensation calculated in accordance with Clause 22d) in full and final settlement of all entitlements of the Licensee arising from termination. Prior to or simultaneously with the receipt of the termination compensation payment the Licensee shall sign a release in a form satisfactory to Australia Post.

d) Termination compensation payable pursuant to sub-Clause c) shall be an amount agreed between Australia Post and the Licensee. However such amount shall not be less than an amount equal to the Business Revenue over the period of twelve (12) months prior to the date of termination nor greater than that amount multiplied by three (3).

23. Obligations on Termination

a) Upon termination of this Agreement, the Licensee shall cease to be a Licensee of Australia Post and shall:

   i) pay to Australia Post, within thirty (30) days of termination, all such payments and charges as have or will thereafter become due to Australia Post under this Agreement and are then unpaid;

   ii) immediately return to Australia Post all copies of the Post Office Rules then in the possession or under the control of the Licensee;

   iii) immediately cease to operate the Licensed Post Office and thereafter neither directly nor indirectly represent to the public that the Premises is a Licensed Post Office nor hold itself out as a present Licensee of Australia Post;

   iv) immediately cease to use, directly or indirectly, in advertising or in any other manner whatsoever, the Marks, any other identifying characteristics or indicia of the operation of the Postal Business System, and any confidential methods, procedures and techniques associated with the Postal Business System; and forthwith discontinue using for any purpose, any and all signs, fixtures, furnishings, equipment, advertising materials, invoices, supplies, forms or other products or materials which display the Marks or any distinctive feature or device associated with the Postal Business System or Image;

   v) if the Licensee retains possession of the Premises, the Licensee shall make such reasonable modifications to the exterior and interior decor thereof, as Australia Post reasonably deems necessary to eliminate the Marks, the Image and the identification of the Premises as a Licensed Post Office; and

   vi) return to Australia Post all unused forms that were provided to the Licensee pursuant to Clause 11f) and any other Australia Post property.

b) Upon termination of this Agreement:

   i) Australia Post shall upon receiving a written request from the Licensee within thirty (30) days of termination purchase from the Licensee any useable Products at the price at which the Licensee purchased those Products from Australia Post.

   ii) Australia Post may set off against and withhold from the purchase price for the items repurchased by Australia Post in accordance with Clause 23b)i) all amounts whatsoever due to Australia Post from the Licensee; and

   iii) Australia Post shall pay to the Licensee all outstanding amounts of money for Fees and Commissions that are owed to the Licensee and any amounts due under Clause 22c) no later than thirty (30) days after the date of termination.

24. Resolution Of Disputes

If any dispute as to any matter arising out of or relating to this Agreement (except where a party requires an urgent Court order granting interlocutory relief, termination by Australia Post under Clause 20 b)i), ii), iii) iv) or vi) or an issue relating to Australia Post consultation with the Association) arises between the parties and this dispute cannot be resolved between the parties, the dispute shall be referred to the Dispute Resolution Committee in accordance with the Code for Resolving Disputes.

25. Guarantee

If the Licensee is a corporation or if a Licensee consists of more than one person and one or more of them is a corporation, the directors of such a corporation shall execute a deed of guarantee and indemnity in favour of Australia Post against any default by the Licensee under this Agreement. The guarantee and indemnity shall be in the form set out in Annexure C or in such other form as Australia Post may reasonably require from time to time.

26. Force Majeure

Neither party shall be responsible to the other for non-performance or delay in performance occasioned by any causes beyond its control, including without limiting the generality of the foregoing, acts of civil or military authority, strikes, lock-outs, labour disputes, embargoes, insurrections or Acts of God. If any such delay occurs, any applicable time period shall be automatically extended for a period equal to the time lost, provided that the party affected makes reasonable efforts to correct the reason for such delay and gives to the other party prompt notice of such delay.

27. Notices

a) Notices pursuant to Clauses 20-22 inclusive and any notice which varies the schedule and annexures of this Agreement may be served on the Licensee at the Premises, or the address of the Licensee as specified in item 1 of the Schedule, or at the registered office of the Licensee or such other address as the Licensee may from time to time notify Australia Post in writing. Notices may be served upon Australia Post at the address specified in item 7 of the Schedule or such other address as Australia Post shall notify. In either case notices may be sent by registered post, facsimile or delivered by hand. In the case of facsimile the notice must also be confirmed by registered post.

b) All other notices and communications pursuant to this Agreement may be served by ordinary pre-paid mail or facsimile on the Licensee at the premises or upon Australia Post at the address specified in item 7.

c) All such notices and communications shall deemed to be served:

   i) in the case of registered post or ordinary pre-paid mail, five working days after being deposited in the mail with postage pre-paid;

   ii) in the case of a notice served by hand, at the time of delivery;

   iii) in the case of a notice by facsimile transmission, on production of a transmission report by the machine from which the facsimile was sent which indicates that the facsimile was sent in its entirety to the facsimile number of the recipient except where the other party within one day notifies the sender that the message received was illegible.

28. Severability

If the whole or any part of a provision of this Agreement is void, unenforceable or illegal in a jurisdiction, it is severed for that jurisdiction. The remainder of this Agreement has full force and effect and the validity or enforceability of that provision in any other jurisdiction is not affected. This Clause has no effect if the severance alters the basic nature of this Agreement or is contrary to public policy.

29. General Provisions

a) This Agreement is governed by and shall be construed in accordance with the laws in force in the State or Territory in which the Premises are located.

b) Either party may enforce compliance with this Agreement by injunction.

c) The parties agree to comply with the Special Conditions as annexed to this Agreement.

d) In the event of any inconsistency between the provisions of this Agreement, the Licensed Post Office Manual, or the Post Office Rules, the provisions of this Agreement shall prevail.

30. Acknowledgment By Licensee

The Licensee acknowledges that:

a) prior to executing this Agreement he has read the provisions of this Agreement and has fully understood them;

b) Australia Post will not be bound by any claim for goodwill in respect of the Licensed Post Office;

c) the Licensee does not have and will not by the conduct of the Licensed Post Office or otherwise acquire any goodwill in the Marks or the Image;

d) the Licensee does not have any authority from Australia Post to represent warrant or undertake to any third party that the Licensee may assign all or any of its rights without first having obtained approval from Australia Post;

e) except as provided in Clause 22c), the Licensee has no right or remedy against Australia Post for termination of this Agreement according to its terms; and

f) Australia Post accepts no liability for any loss or damage which may be suffered to any other business conducted at the premises by the Licensee by reason of Australia Post's decision to terminate this Agreement pursuant to Clauses 20 and 22.

31. Legal Costs

a) Each party shall bear its own legal and other costs and expenses in relation to the negotiation, preparation and execution of this Agreement and of other related documentation except for registration fees and stamp duty.

b) The Licensee shall bear all registration fees (if any) and all stamp duty (if payable) on this Agreement.

32. Entire Agreement

This Agreement includes the Special Conditions, Schedule, Annexures A, B, C and the Licensed Post Office Manual and any document or instrument in writing referred to or contemplated by this Agreement as being a part of or variation or replacement to all or part of this Agreement, constitutes the entire Agreement of the parties in relation to its subject matter and cancels and supersedes all previous Agreements, understandings and representations and negotiations in respect thereof.

33. Exercise of Rights

A party may exercise a right, power or remedy at its discretion, and separately or concurrently with another right, power or remedy. A single or partial exercise of a right, power or remedy by a party does not prevent a further exercise of that or any other right, power or remedy. Failure by a party to exercise or delay in exercising a right, power or remedy does not prevent its exercise.

34. Waiver and Variation

a) A provision or a right created under this Agreement may not be waived except in writing signed by the party granting the waiver.

b) Where the parties agree that it is not practicable for a provision of the Licensed Post Office Manual or Post Office Rules to be complied with by the Licensee, either temporarily or permanently, Australia Post may exempt the Licensee from compliance with such provision by instrument in writing. If a Licensee seeks an exemption in an emergency, the exemption may be granted by telephone provided that it is minuted by each party and the exemption is recorded in writing as soon as practicable.

c) Australia Post may after consultation with the Association (except as provided in Clause 34d), without prejudice to this Agreement, at any time and from time to time by instrument in writing signed on behalf of Australia Post, vary rescind or replace all or any of the terms and conditions of this Agreement and the Licensed Post Office Manual then in force.

d) Australia Post may at any time, upon giving ninety (90) days notice in writing to the Licensee withdraw a service from the Licensed Post Office. Where it is not practicable to give ninety (90) days notice or it is necessary to withdraw a service immediately, Australia Post shall pay to the Licensee, the amount equivalent to the amount paid to the Licensee, for the provision of the service for the previous ninety (90) days from the date of the withdrawal.

Special Conditions – Fixtures and Fittings

The Licensee shall at its own expense complete the works and install fixtures and fittings as determined by Australia Post (after consultation and Agreement with the Licensee) by the date as specified by Australia Post provided that Australia Post shall give the Licensee not less than six months notice.

Special Conditions – Disability Discrimination Act

The Licensee shall comply with the Disability Discrimination Act:

- ~~Within a period of six months from the commencement of this agreement~~
- ~~Prior to further assignment of this agreement~~

~~Whichever is the earlier~~

OR

On receipt of any representation or complaint under the Disability Discrimination Act.

Special Conditions - Security

a) The Licensee shall at the Licensee's expense provide and maintain in the premises during the term of this Agreement the following security requirements:

- ☐ Alarm System
- ☐ Additional Time Lock Cash Container
- ☐ Special locks on the premises
- ☐ Security bars/grilles on windows
- ☐ Australia Post approved Licensee owned safe
- ☐ Other (please specify)

b) The Licensee shall observe Australia Post's cash handling policy, where applicable.

c) The Security requirements shall be reviewed by Australia Post periodically and at least every two years in consultation with the Licensee, however should Australia Post require the Licensee to update or increase the security requirements for the premises, such update of the security requirements must be implemented by the Licensee within three (3) months from the date of receiving notice by Australia Post.

d) Australia Post shall provide to the Licensee a safe and a Time Lock Cash Container for use in the operation of a Licensed Post Office. The Licensee acknowledges that Australia Post accepts no liability for any property or money (not belonging to or collected on behalf of Australia Post or a third party agency principal) which may be kept in the safe and the safe remains the property of Australia Post at all times.

Special Conditions - Post Office Box Service

The Licensee, in the provision of the Post Office Box service, agrees to comply with the following service standards:

a) Sort the mail to the Post Office Boxes no later than 12 noon

b) Advise the customers of the Service Standards as applicable to the Licensed Post Office

Special Conditions - Licensee Conveyance of Postal Articles

Operation of Special Condition

a) If at any time during the term of this licence

   i) Australia Post requests the licensee to collect postal articles from a location nominated by Australia Post, and convey those articles in the Licensees own motor vehicle to the licensed post office premises for storage and/or processing; and

   ii) Australia Post nominates a fee or price to be paid by Australia Post to the licensee as compensation for all of the costs and expenses associated with such mail conveyance; and

   iii) the licensee agrees to the Australia Post request, and accepts the fee, the terms and conditions upon which the licensee is to convey the articles shall be as set out below

Terms and Conditions

a) The fee to be paid by Australia Post to the licensee will be wholly inclusive of all reimbursements for the Licensees time and effort, and for all allowances for the use of the licensee's motor vehicle. The fee will include, without limitation, a component for both comprehensive and compulsory third party insurance, fuel, depreciation, all maintenance, whether scheduled or otherwise, repairs, running expenses and all applicable taxes and charges, including GST.

b) Australia Post will not effect or maintain any insurance in respect of the Licensee and/or the Licensee's private vehicle. Such insurance shall be the sole responsibility and obligation of the Licensee.

c) The licensee shall take all reasonable care to safeguard postal articles from loss, damage or theft during conveyance. Provided the licensee takes reasonable precautions under this clause, Australia Post will bear any loss associated with loss of or damage to articles in transit, and will indemnify the licensee in respect thereof.

d) Australia Post may cancel this special condition at any time, by providing written notice of termination to the licensee. The licensee shall be entitled to receive payment of mail conveyance fees for all work undertaken prior to termination.

e) Neither Australia Post, its employees nor agents shall be liable to the Licensee or to any third parties for any loss or damage whatsoever suffered, or that may be suffered (including consequential loss) as a result of any act or omission by Australia Post, whether negligent or otherwise, in relation to the performance of services under this special condition except for

   i) any loss or damage to the Licensee's property caused by, and solely to the extent of, the negligence of Australia Post; and

   ii) any loss or damage arising from personal injury or death suffered by the Licensee engaged in the performance of the mail conveyance service caused by, and solely to the extent of, the negligence of Australia Post.

   iii) The licensee shall indemnify Australia Post and its employees and agents and at all times keep Australia Post indemnified against any loss and damage which may be suffered at any time by the licensee or any third parties as a consequence of any aspect of the licensee's performance of the mail conveyance service.

   iv) The theft, loss of or damage to, a postal article or Australia Post property entrusted to the Licensee which is either caused by the Licensee or which results from negligent delivery.

Special Conditions - Additional Insurance

In addition to Clause 18a) the Licensee agrees to obtain and maintain, at the Licensee's expense during the term of this Agreement, the following insurance policies -

NIL

Special Conditions - Stock Ordering Arrangements

The normal order period for the outlet will be Fortnightly on Tuesday.

Payment is by direct debit.

Under normal circumstances, the turnaround time for the delivery of Australia Post products is expected to be Four days plus normal mail transit time.

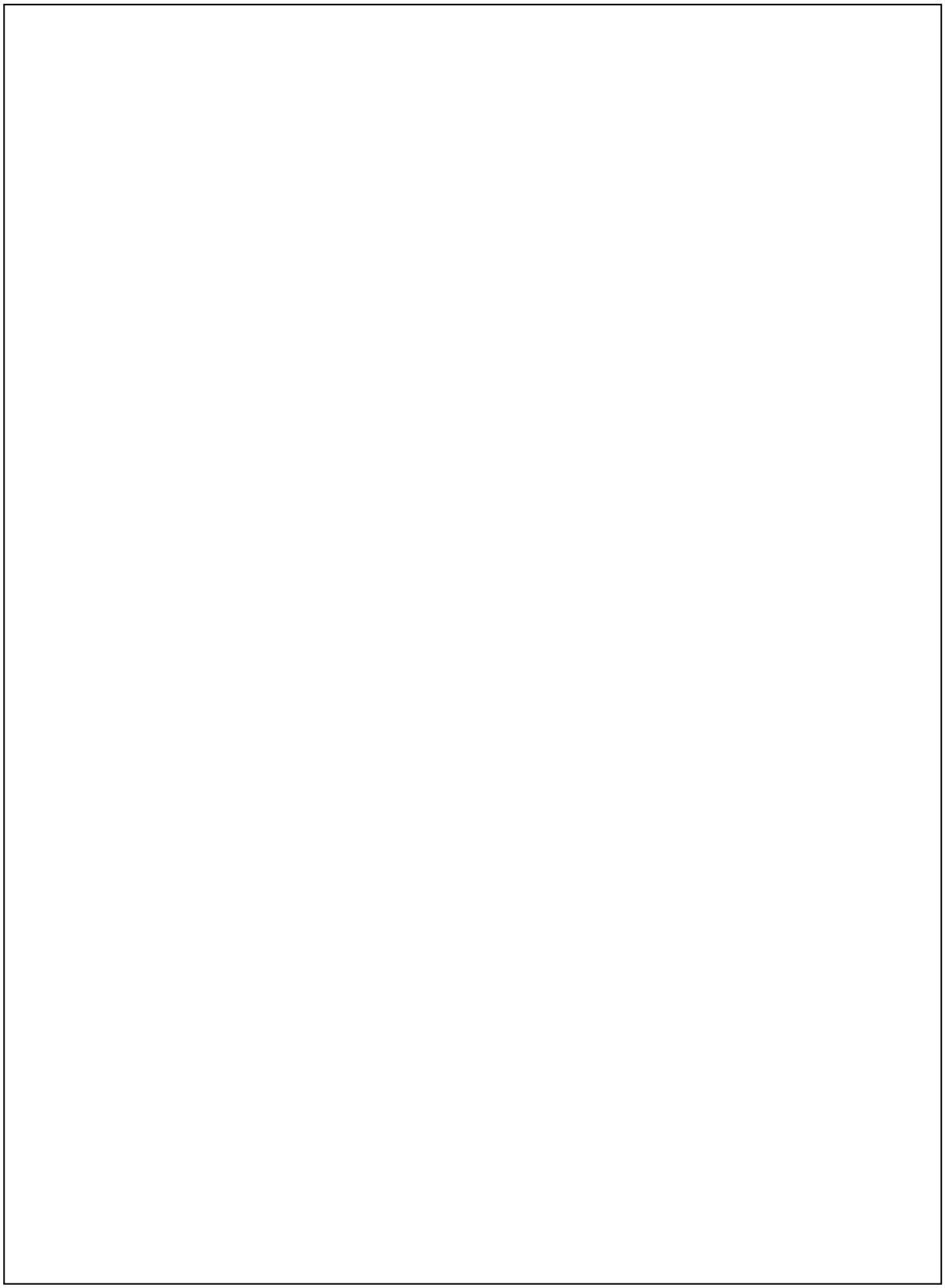
Special Conditions - Uniforms

Australia Post Corporate uniform to be worn by staff predominantly engaged in Post Office operations.

The Schedule

Item 1 (Cl. 1)	The Licensee:	MARANOA REGIONAL COUNCIL
	of	CNR BUNGIL & QUINTIN STREETS ROMA QLD 4455
Item 2a) (Cl.1)	Premises:	YULEBA Licensed Post Office STEPHENSON ST YULEBA QLD 4427
Item 2b)	Licensed Post Office	Refer attached floor plan
Item 3 (Cl. 7)	Commencement Date:	12th NOVEMBER 2012
Item 4 (Cl.1)	Area/Controlling Postal Manager	PAULINE DAVIS
Item 5 (Cl.13g)	Nominated Postpoint Operator(s):	Not Applicable
Item 6 (Cl.1)	Manager	JULIE ANN KLIEN
	of	20 BEDWELL STREET YULEBA QLD 4427
Item 7 (Cl. 27)	Postal Address of Australia Post to which Notices are to be served:	Area/Controlling Postal Manager GPO BOX 6600 BRISBANE QLD 4001
Item 8 (Cl.18)	Insurance:	1. Public Liability for a minimum amount of ten million dollars ($10,000,000).
Item 9 (Cl. 3b)	Opening Hours	Monday – Friday 9:00 AM – 1:00 PM 2:00PM – 5:00 PM

Floor Plan – Indicate LPO area



Appendix A - Signing Page

OTHER ENITY

IN WITNESS WHEREOF the parties have executed this Agreement on this 12th day of November 2012

MARANOA REGIONAL COUNCIL	)	
	)	
	)	
Was signed in the presence of ……	)	.....
	)	[Signature of Chief Executive Officer]
[Name of Chief Executive Officer]	)	
	)	
……..	)	…….
[Name of Mayor]		[Signature of Mayor]

SIGNED by KERRI MCCONNEL	)	.....
[Name of Authorised Officer]	)	[Signature of Authorised Officer]
Duly authorised officer of the **Australian Postal Corporation**	)	
	)	
in the presence of PAULINE DAVIS	)	.
[Name of Witness]	)	
GPO BOX 6600	)	
BRISBANE QLD	)	
[Address of Witness]	)	
.....	)	
[Signature of Witness]	)	

Annexure A

Part A - Products

Product	Basis	Payment	Mandatory
Postage Stamps including postage prepaid postal products (Excludes base rate postage stamps and base rate Christmas stamps). • Sales, assessment and acceptance	% discount on of stock ordered.	*12%	Yes
Base rate postage stamps, base rate related pre-paid products and base rate Christmas stamps • Sales, assessment and acceptance	% discount on stock ordered.	*13.2%	Yes
Philatelic Items (excluding postage stamps retailed at face value).	% discount on stock ordered.	*30%	
Retail Complementary Products (e.g. Cards, Stationery, Gifts etc) • Ordered direct from Supplier or Australia Post	LPO price on stock ordered	As per the published product list of Australia Post or approved Supplier	
Postpak (excluding postage prepaid products) • Minimum order quantity	Wholesale price	As per the published Postpak wholesale price list.	
Miscellaneous Postal Items	% discount on stock ordered		

* *Payment rate includes GST*

Part B - Services

Service	Basis	Payment	Mandatory
Printing Postage Labels (EPOS outlets only)			
• Domestic	% of labels sold	*12%	
• GST Free	% of labels sold	*13.2%	
Bulk (Charge/Cash)			
• Accept lodgment	% of lodgment value.	*5.5%	
Money Orders (issue or pay at the outlet)			Yes
	Orders up to $1000		
• EPOS (if technology fee paid)	Fee per transaction	*$3.06	
~~• Manual (if technology fee not paid~~	~~Fee per transaction~~	~~*$2.62~~	
	Orders over $1000 to $5000		
• EPOS (if technology fee paid)	Fee per transaction	*$3.45	
~~• Manual (if technology fee not paid~~	~~Fee per transaction~~	~~*$2.95~~	
• Express Money Orders (Issue or Pay)	Fee per transaction	*$6.27	
• Processing of bulk money order applications	Fee per transaction	*$16.50	
American Express Travellers Cheques (EPOS outlets only)			Yes
• Acceptance of order	Fee per transaction	*$1.00	
• Delivery of order	Fee per transaction	*$3.00	
• Cashing of travellers cheques	Fee per transaction	*$1.21 for one cheque (+.33c for additional cheques max 10) Plus 0.33c for each additional cheque, max 10 cheques - $4.18	
AMEX Global Travel Card	Fee per transaction		
• Sale		*$10.02	
• Reload		*$3.80	
• Cash out		*$1.96	

Service	Basis	Payment	Mandatory
Reloadable Prepaid VISA Cards	Fee per transaction		
• Purchase		*$1.43	
• Reload		*$1.10	
Miscellaneous Postal Services			Yes
• Reply Paid	% of value of customer account	*13.2%	
• COD – Acceptance or delivery	Fee per transaction	*$2.40	
• Delivery of eParcel Cash to Collect	Fee per transaction	*$2.40	
Change of Address Request			Yes
• Acceptance	Fee per transaction	*$1.67	
• Extra Cover	% of value of the Extra Cover fee	*12%	
• Registered Post • Acknowledgment of Delivery • Unaddressed Delivery Service	Payment effected as part of payment for postage stamps/{labels/ bulk/franking} resets		
Electronic Mail			
• ~~FaxPost Lodgment (Machine owned/leased by AP~~)	~~Fee per message~~	~~*$1.65~~	
• FaxPost Lodgment (Machine owned/leased by Licensee)	Fee per message	*$3.30	
• No payment applies for any receipt of messages received from Australia Post			
Accept AP Payments (Including Charge Accounts, Post Office Box accounts from another office etc.)			Yes
• EPOS	Fee per item	*$0.913¢	
• ~~Manual~~	~~Fee per item~~	~~*$0.760¢~~	
Certifying True Copies	Fee per transaction	*$2.37	
~~**Servicing Postpoints**~~	~~% commission~~	~~*2.5%~~	
• ~~Commission for supply of stamps and conducting service visits~~			

- *Payment rate includes GST*

Service	Basis	Payment	Mandatory

Representation Allowance Covers functions which may be performed at all outlets including: • Acceptance and security of depot bags • Customer enquiries and education re mail delivery • Counter delivery for any short term visitor not included in counter mail delivery payment • Display of service standards information and other mail information • Provision of service brochures and leaflets • Conduct of customer counts and mail counts where required • Maintaining the safe custody of mail articles • Handling missing article enquiry forms • Amendments to manuals • Attending to underpaid mail • Administrative work related to lost and dishonoured cheques • Attending to EPOS upgrades outside of normal business hours • Postmarking of first day covers in cases where no payment is forwarded**^** and • Acceptance of Reply Paid items requiring assessment**^** • Return of surplus mail bags/trays	Fee per annum	*$791.99	Yes

- *Payment rate includes GST*
- **^ In exceptional cases where large quantities of these transactions are performed, a negotiable payment may apply.**

Service	Basis	Payment	Mandatory
New Business Spotter's Fee	Refer to LPO Manual	*$330	
Outward Mail Processing			
• Clear local SPB or Post Office Posting Box	Fee per annum per box cleared	*$586.71	
• Process stamped/label items	% of stamps invoiced plus labels sold, depending on processing performed	# *1.5% ~~# *5%~~ ~~# *8%~~	
• Processing of items with base rate postage stamps, base rate pre-paid products and/or all international stamps and labels	Percentage of postage stamps and/or labels sold depending on amount of processing performed	# *1.65% ~~# *5.5%~~ ~~# *8.8%~~ **# Delete where inappropriate**	
Sheet stamps ordered with a Philatelic Product Code receive base rate OMPF			
• Process Bulk items	% of lodgments and resets, depending on processing performed	# *0.55% ~~# *4.4%~~ **# Delete where inappropriate**	
• Process Postage Meter Items		0.55%	
~~• Cancelling Cash Bulk Mail~~	~~% of value of lodgment~~	~~*2.2%~~	
• Dispatch of mailbags/trays	Fee per bag or tray	*$0.66c	
~~• Clear Remote SPB~~		~~Negotiated Amount~~	
DELIVERY			
Mail Management Fee **Licensee Performs Primary Sort.**			
• Private (including farms	Fee per annum per delivery point **except Transit Points:**		
– First 200 points		*$29.35	
– Next 800 points		*$18.34	
– Over 1000 points		Negotiated Amount	
• Business			
– First 80 points		*$73.34	
– Next 320 points		*$45.84	
– Over 400 points		Negotiated Amount	

** Payment rate includes GST*

Service	Basis	Payment	Mandatory

~~**PDO/Contractor Performs Primary Sort**~~ ~~• Private (including farms)~~ ~~– First 200 points~~ ~~– Next 800 points~~ ~~– Over 1000 points~~ ~~• Business~~ ~~– First 80 points~~ ~~– Next 320 points~~ ~~– Over 400 points~~	~~Fee per annum per delivery point except Transit Points:~~	~~*$5.87~~ ~~*$3.67~~ ~~Negotiated Amount~~ ~~*$14.67~~ ~~*$9.16~~ ~~Negotiated Amount~~	
Post Office Boxes ~~• AP Owned~~ ~~– Small~~ ~~– Medium~~ ~~– Large~~ ~~– A4~~ • Licensee Owned – Small – Medium – Large – A4 – Jumbo	Fee per annum per box let	~~*$58.67~~ ~~*$92.41~~ ~~*$151.08~~ ~~*$92.41~~ *$73.34 *$107.07 *$165.74 *$105.60 *$316.80	
Private or Locked Bag	Fee per annum per bag let	*$92.41	
Counter Mail Delivery	Fee per annum per delivery point	*$58.67	Yes
~~**Transit Mail** (including Community Mail Bags)~~ ~~• Private~~ ~~• Business~~	~~Fee per delivery point at destination outlet per annum~~	~~50% of relevant mail management fee~~	
Accommodate Contractors/PDOs • Round set-up ~~• Primary sort and round set-up~~	Fee per contractor/PDO per annum	*$924.00 ~~*$1253.99~~	
Mail Delivery Contracts Street and Rural	Competitive tendering system, Licensee given 5% preference		

~~**Conveyance of Mail**~~		~~Negotiated amount~~	
~~**Delivery of Carded Articles**~~	~~Fee per annum~~	~~*$381.82~~	
~~**Mail Service Payment**~~	~~Fee per hour for specified hours~~	~~*$36.94~~	
eBay acceptance of Satchels and Boxes	% of value of lodgment	*7%	
THIRD PARTY AGENCY			
Bill Payments (National Agreements) • EPOS (if technology fee paid) ~~• Manual (if technology fee not paid)~~	Fee per transaction	 *$0.913¢ ~~*$0.760¢~~	Yes
Bill Payments (State Agreements) • EPOS (if technology fee paid) ~~• Manual (if technology fee not paid)~~	Fee per transaction	 *$0.955c ~~*$0.796c~~	Yes
Banking • Electronic Banking ~~• Passbook (Non-EPOS outlet)~~ **Business Banking** • Transaction Fee • Cheque Deposit Fee	Fee per transaction Fee per transaction Fee per cheque	 *$1.097c ~~*$2.098c~~ *$1.352 *$0.114c	Yes
Australian air Express • Lodgment of AAE items • AAE/Express Post Platinum items carded for delivery by AAE • Awaiting Collection • Delivered • Return to AaE	Fee per item	 *$1.98 *$1.98 *$0.99 *$0.99 *$0.99	Yes
Handout and display of brochures	Fee per annum	*$302.50	Yes
I trade It	Fee per transaction	*$5.71	Yes
iTunes cards	Fee per transaction	*$1.43	Yes
~~**Dept Immigration & Citizenship**~~	~~Fee per transaction~~	~~*$2.51~~	~~Yes~~
LPO Commissions – netPOS, ID&V & Non-standard agency rates			

netPOS rates • Commission for various third party agency	% commission or Fee per transaction	Variable	Yes
Non-standard agency rates Refer to PostLink – Licensee self-payment procedures for commission details	Fee per transaction	Variable	Yes
Service	**Basis**	**Payment**	**Mandatory**
Identification & Verification/Interview Services Refer to PostLink – Licensee self-payment procedures for commission details	Fee per transaction	Variable	Yes
~~**Interviews**~~ ~~**Passports**~~ ~~• New~~ ~~• Renewal~~ ~~• Polaroid~~ ~~• Digital~~	~~Fee per transaction~~	~~*$11.26~~ ~~*$5.10~~ ~~*$10.17~~ ~~*$10.17~~	
Telephone Directory Storage	Payment dependant on Australia Post fee and is paid where storage of telephone directories is required	5.5%	
Counter Issue of Telephone Directories	Fee per transaction	*$0.363c	
~~**State Duty Stamps**~~ ~~(including cattle and swine)~~	~~% discount on stock ordered~~		
Telstra Handset Issue / Return	Fee per transaction	*$2.05	
Cashless COD	Fee per transaction	*$2.280	
Mail2Day	Fee per transaction	Pro Rata	
Box let for Other Office	Fee per transaction	*$2.930	
Bulk Money Order Issue Messenger Post Delivery	Fee per transaction Fee per transaction	*$16.50 *$1.10	
Opening CBA Account	Fee per transaction	*$4.511	
~~**Public Telephones**~~			

~~• Clearance~~ ~~• Counting~~	~~Fee per clearance~~ ~~Fee per $100 counted~~	~~*$2.54~~ ~~*$4.87~~	
Miscellaneous • Sales of Theatre/Travel Tickets, Insurance, Mail Order	Pre-paid products	Fee per transaction	

* *Payment rate includes GST*

Part C – Technology Fees

Item	Monthly Fee
EPOS Terminal	#*$165.00
Electronic Cash Drawer	*$21.50
Polaroid Camera	*$11.00 per month
Digital Camera	*$9.90 per month
EPOS Shortfall Fee	*$0.43c per transaction **Note:** This applies to each transaction under 833 per month.
EFTPOB Shortfall Fee	*$0.70c per transaction **Note:** Levels dependent on country or metro LPO

 # Includes postage label printer, barcode scanner & 15" colour monitor.

** Payment rate includes GST*

Annexure B

Protected Products and Services

1. Acceptance and delivery of domestic and international letters and parcels (small and large) services.
2. Unaddressed Delivery Service.
3. Australian Air Express.
4. Manual and Electronic Banking.
5. Post Office Boxes (other than Post Office Boxes serviced by Australia Post and owned by the Licensee).
6. Australia Post Philatelic products consisting of First Day/Souvenir Covers, Pre-stamped Maxi Cards, Collection of mint Australian Stamps, and Books which contain philatelic items.

OFFICER REPORT

Meeting: General 23 January 2019 **Date:** 15 January 2019

Item Number: 12.1 **File Number:** D19/2968

SUBJECT HEADING: Request from Assessment 13004536 for Extension to Council's Regional Water Supply Zone Boundary

Classification: Open Access

Officer's Title: Manager - Water, Sewerage & Gas

Executive Summary:
The applicants wish to develop their lot and have requested a connection to the Council water reticulation network. There is no water main near this lot and they are well outside of the Regional Water Supply Zone. They have therefore requested that Council extend the boundary of the supply zone to allow them to access this network.

Officer's Recommendation:
That Council

- decline this request to expand the Regional Water Supply Zone
- Inform the applicant of this decision

Individuals or Organisations to which the report applies:

Are there any individuals or organisations who stand to gain a benefit, or suffer a loss, (either directly or indirectly) depending on the outcome of consideration of this matter?
(Note: This is to assist Councillors in identifying if they have a Material Personal Interest or Conflict of Interest in the agenda item - i.e. whether they should participate in the discussion and decision making).

Applicants on lot 197 on Plan M535 requesting this extension of the Regional Water Supply Zone boundary, to enable them to connect to the water supply

Acronyms:

Are there any industry abbreviations that will be used in the report?
Note: This is important as particular professions or industries often use shortened terminology where they refer to the matter on a regular basis. However, for individuals not within the profession or industry it can significantly impact the readability of the report if these aren't explained at the start of the report).

Acronym	Description
<Insert Acronym>	<Provide details>

Context:

Why is the matter coming before Council?

There is a request to extend the boundary of the Regional Water Supply Zone. This requires Council approval to implement.

Background:

Has anything already happened in relation to this matter?
(Succinct overview of the relevant facts, without interpretation)

The applicants wish to develop their lot and have requested a connection to the Council water reticulation network. There is no water main near this lot and they are well outside of the Regional Water Supply Zone. They have therefore requested that Council extend the boundary of the supply zone to allow them to access this network.

Legislation, Local Laws, State Policies & Other Regulatory Requirements:

What does the legislation and other statutory instruments include about the matter under consideration?(Include an extract of the relevant section's wording of the legislation – please do not just quote the section number as that is of no assistance to Councillors)

N/A

Council Policies or Asset Management Plans:

Does Council have a policy, plan or approach ordinarily followed for this type of decision? What are relevant sections of the policy or plan?
(Quote/insert the relevant section's wording / description within the report)

The Regional Domestic Water Services Policy sets out the conditions of the connection should this request be approved.

Input into the Report & Recommendation*:*

Have others' views or input been sourced in developing the report and recommendation to Council? (i.e. other than the report author?) What did each say? (Please include consultation with the funding body, any dates of critical importance or updates or approvals required)

Team Coordinator - Projects & Compliance WSG. He supports the recommendation to decline this request.

Funding Bodies*:*

Is the project externally funded (or proposed to be)? If so, are there any implications in relation to the funding agreement or grant application. (Please do not just include names)

N/A

This Financial Year's Budget:

Will the matter under consideration impact how much Council collects in income or how much it will spend? How much ($)? Is this already included in the budget? (Include the account number and description).
If the matter under consideration has not been included in the budget, where can the funds be transferred from? *(Include the account number and description)* ***What will not be done as a result?***

N/A

Future Years' Budgets:

Will there need to be a change in future years' budgets to cater for a change in income or increased expenditure as a result of Council's decision? How much ($)? (e.g. estimate of additional maintenance or operating costs for a new or upgraded project)

The applicant would be charged an access charge as well as usage charge for the water connection, which would go towards the ongoing cost for maintenance and operations. To service this lot would require an extension of the mains of

approximately 2.3km. The revenue collected would not cover the ongoing costs for this length of main.

Impact on Other Individuals or Interested Parties:

Is there anyone who is likely to be particularly interested in or impacted by the decision, or affected by the recommendation if adopted? What would be their key interests or concerns?
(Interested Parties Analysis - IS9001:2015)

The Roma water supply has been modeled assuming growth in the urban area. Allowing the Regional Water Supply Zone to expand, places an additional burden on the system that could impact on existing and future users in the Urban Supply Zone. It is recommended that the Regional Water Supply Zones only be expanded in exceptional circumstances.

Risks:

What could go wrong if Council makes a decision on this matter? (What is the likelihood of it happening and the consequence if it does) (List each identified risk in a table)

Risk	Description of likelihood & consequences
Pressure and supply issues to other consumers	The expansion of the Regional Water Supply Zone places an additional burden on the system with a high probability of affecting other consumers. This can result in other consumers experiencing pressure problems and other supply issues such as poor flow. If bores are used for excessive hours this can also create taste problems.

Advice to Council:

What do you think Council should do, based on your skills, qualifications and experience, your knowledge of this and related matters, and the facts contained in the report?
(A summary of what the employee thinks Council needs to hear, not what they think individual Councillors want to hear – i.e. employees must provide sound and impartial advice – the employee's professional opinion)

It is recommended that Council decline this request and not approve the expansion of the Regional Water Supply Zone. The expansion of this zone will have a negative impact on other consumers. Council will also incur ongoing additional maintenance and operations costs. The cost of extending the main to service this lot is approximately $75,000 and the applicant could sink their own bore for close to this sum.

Recommendation:

What is the 'draft decision' based on the advice to Council?
Does the recommendation suggest a decision contrary to an existing Council policy? If so, for what reason?
(Note: recommendations if adopted by Council become a legal decision of government and therefore must be clear and succinct about the action required by employees (unambiguous)).

Does this recommendation suggest a decision contrary to an existing Council policy?
If so, for what reason?

That Council decline this request and not approve the expansion of the Regional Water Supply Zone

Link to Corporate Plan:

Corporate Plan 2018-2023
Strategic Priority 1: Getting the basics right
1.1 Supply water to our towns
1.1.1 Deliver water to the right standard for the health of our communities, ensuring compliance with the State Government's Water Supply (Safety and Reliability) Act 2008 and Regulation 2011, and Public Health Act 2005 and Regulation 2005.

Supporting Documentation:

1⇩	Roger Ferrier Letter	D19/1623

Report authorised by:
Deputy Chief Executive Officer/Director - Development, Facilities & Environmental Services

2611 Orallo Road
ROMA QLD 4455

8/1/19

The CEO
Maranoa Regional Council
PO Box 620
ROMA QLD 4455

Planning@maranoa.qld.gov.au

RE: Water connection

We refer to the email of 17th December 2018 received from Jess Reiser concerning a proposed access and services easement from Geoghegan Road to run along the Western boundaries of Lot 168 on CPM536 and Lot 175 on CP536.

The proposal is to connect Lot 197 on Plan CP535 (see Lot 197 marked on attached plan) to the water line along Geoghegan Road.

We have been advised that to facilitate this we need to request council to alter the boundary for its regional domestic water service area for Roma town to include this property.

We formally request that council give consideration to this alteration.

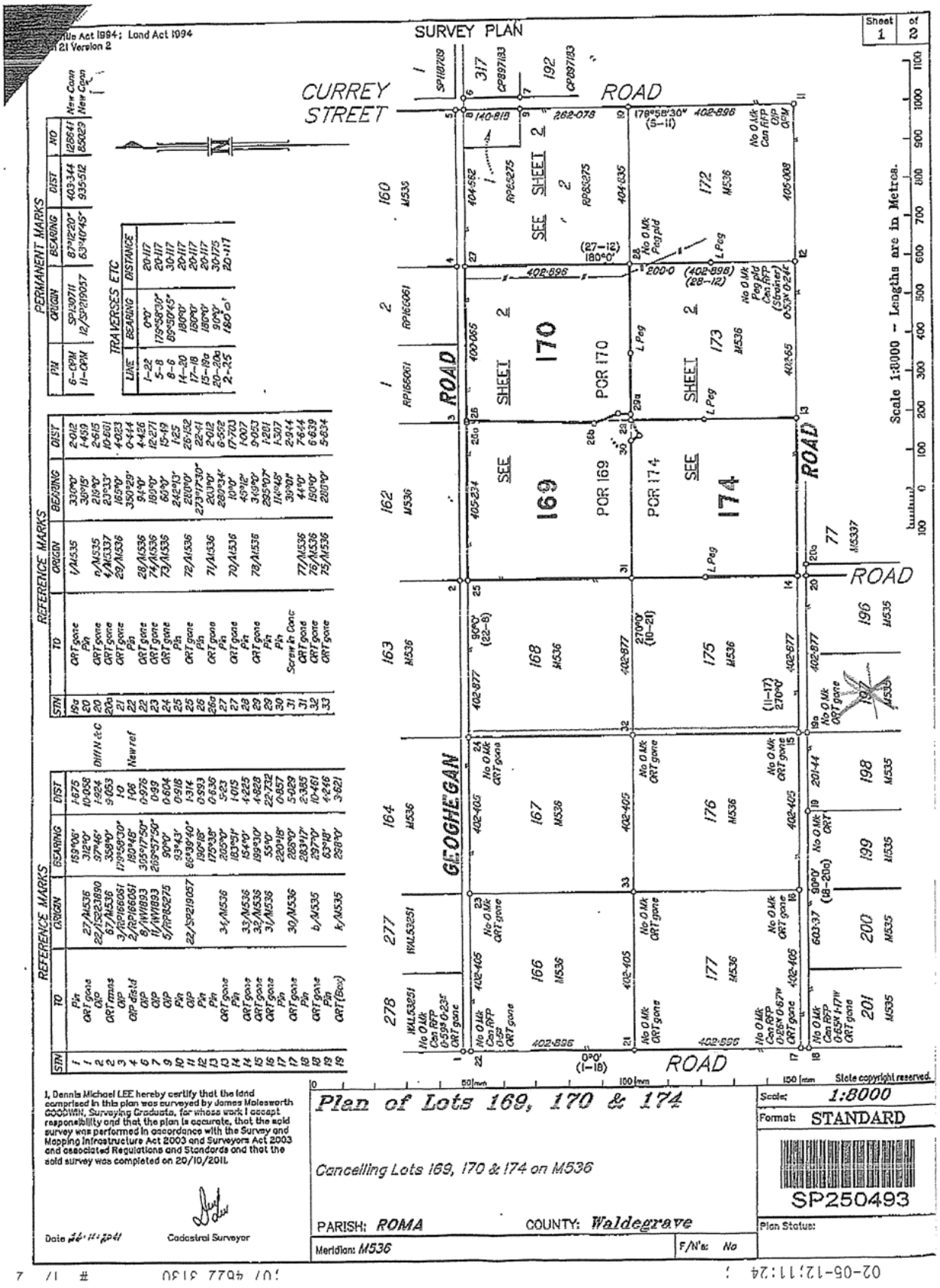
We estimate that the distance from the existing water line to the boundary of Lot 197 is approximately 800 metres.

We look forward to hearing from council.

Yours faithfully

RR Ferrier WR Ferrier RE Mclay DL Ferrier

(Owners Lot 197 on CP535)


SURVEY PLAN
Sheet 1 of 2
Scale 1:8000 - Lengths are in Metres.
CURREY STREET
ROAD
GEOGHEGAN
SEE SHEET 2
169
170
174
POR 169
POR 170
POR 174
PERMANENT MARKS
TRAVERSES ETC
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REFERENCE MARKS
State copyright reserved.
I, Dennis Michael LEE hereby certify that the land comprised in this plan was surveyed by James Molesworth GOODWIN, Surveying Graduate, for whose work I accept responsibility and that the plan is accurate, that the said survey was performed in accordance with the Survey and Mapping Infrastructure Act 2003 and Surveyors Act 2003 and associated Regulations and Standards and that the said survey was completed on 20/10/2011.
Cadastral Surveyor
Plan of Lots 169, 170 & 174
Cancelling Lots 169, 170 & 174 on M536
PARISH: ROMA
COUNTY: Waldegrave
Meridian: M536
F/N's: No
Scale: 1:8000
Format: STANDARD
SP250493
Plan Status:

OFFICER REPORT

Meeting: General 23 January 2019 **Date:** 16 January 2019

Item Number: 12.2 **File Number:** D19/3148

SUBJECT HEADING: Contribution to Inland Queensland Roads Action Project (IQ-RAP)

Classification: Open Access

Officer's Title: Assets Officer - Transport Network

Executive Summary:

Council has received a request from the Chair of the Inland Queensland Roads Action Group to continue its support of the Inland Queensland Road Action Project (IQ-RAP) through a $1,500 (excluding GST) contribution for secretariat support services.

Officer's Recommendation:

That Council:

1. Authorise the contribution of $1,500 (excluding GST) to provide continued support towards progressing the Inland Queensland Road Action Project.
2. Fund the contribution from GL 2201.2001.2001 - Infrastructure Management and Support.

Individuals or Organisations to which the report applies:

Are there any individuals or organisations who stand to gain a benefit, or suffer a loss, (either directly or indirectly) depending on the outcome of consideration of this matter?

(Note: This is to assist Councillors in identifying if they have a Material Personal Interest or Conflict of Interest in the agenda item - i.e. whether they should participate in the discussion and decision making).

Regional Development Australia Committee
Maranoa Regional Council

Acronyms:

Are there any industry abbreviations that will be used in the report?

Note: This is important as particular professions or industries often use shortened terminology where they refer to the matter on a regular basis. However, for individuals not within the profession or industry it can significantly impact the readability of the report if these aren't explained at the start of the report).

Acronym	Description
IQ-RAP	Inland Queensland Roads Action Project
IQRNS	Inland Queensland Road Network Strategy
ROSI	Roads of Strategic Importance
SWRRTG	South West Regional Road Group
RDA	Regional Development Australia

Context:

Why is the matter coming before Council?

Council has received a request seeking on-going financial support with regard to the development of the Inland Queensland Road Action Project (IQ-RAP)

Background:

Has anything already happened in relation to this matter?
(Succinct overview of the relevant facts, without interpretation)

Since the Council Meeting of 27 August 2014, Council has resolved, through resolutions No. GM/08.2014/01; GM/04.2015/42; GM/08.2016/06; GM/08.2017/37, to provide a total of $14,000 in financial contributions towards the Inland Queensland Roads Action Project (IQRAP).

The Inland Queensland Road Network Strategy (IQRNS) has now been completed and was launched in August 2018. A copy of the Inland Queensland Road Network Strategy and Appendices – July 2018 has been included as supporting documentation to this report.

The action project has continued to progress the project with regular updates provided to participating Councils. The most recent correspondence from the group, details a comprehensive listing of the milestones and progress achieved to date (refer attachment – *Letter to Cr Golder Re Inland Queensland Roads Action Project (IQ-RAP) Financial Contribution in 2018-19*).

It has been reported that the group has continued to receive strong interest and support from the State and Commonwealth Governments. More recently, the group has developed the Strategic Corridors and Connectors Report - which was based on the IQRNS and used to advocate for the new Australian Government Roads of Strategic Importance initiative (ROSI) (refer attachment – *Strategic Corridors and Connectors Report – August 2018*).

The group is seeking a contribution of $1,500 (excluding GST) from each participating Council to assist with the expenses associated with the secretariat support services. The contribution sought is to assist with costs associated with advocacy through government and industry engagement for funding commitments to IQ-RAP in the 2019 federal election/budget cycle and the state government budget cycle.

Legislation, Local Laws, State Policies & Other Regulatory Requirements:

What does the legislation and other statutory instruments include about the matter under consideration?(Include an extract of the relevant section's wording of the legislation – please do not just quote the section number as that is of no assistance to Councillors)

Nil.

Council Policies or Asset Management Plans:

Does Council have a policy, plan or approach ordinarily followed for this type of decision? What are relevant sections of the policy or plan?
(Quote/insert the relevant section's wording / description within the report)

Council has an adopted Rural Road and Urban Street Asset Management Plan.

Input into the Report & Recommendation*:*

Have others' views or input been sourced in developing the report and recommendation to Council? (i.e. other than the report author?) What did each say? (Please include consultation with the funding body, any dates of critical importance or updates or approvals required)

Assets Officer – Transport Network, Program & Contract Management
Lead Infrastructure Program Funding, Budget Coordination Officer, Infrastructure Services
Acting Director – Infrastructure Services
South West Regional Road and Transport Group (SWRRTG)
Glenys Schuntner - Chief Executive Officer, RDA Townsville and North West Queensland & Secretariat, IQ-RAP Working Group

Funding Bodies*:*

Is the project externally funded (or proposed to be)? If so, are there any implications in relation to the funding agreement or grant application. (Please do not just include names)

The funding bodies have been identified by the group in the IQ-RAP plan.

This Financial Year's Budget:

Will the matter under consideration impact how much Council collects in income or how much it will spend? How much ($)? Is this already included in the budget? (Include the account number and description).
If the matter under consideration has not been included in the budget, where can the funds be transferred from? *(Include the account number and description)* ***What will not be done as a result?***

$1,500 (excluding GST) from GL2201.2001.2001 – Infrastructure Management and Support

Future Years' Budgets:

Will there need to be a change in future years' budgets to cater for a change in income or increased expenditure as a result of Council's decision? How much ($)? (e.g. estimate of additional maintenance or operating costs for a new or upgraded project)

Council has supported the Inland Queensland Road Action Project (IQ-RAP) since its inception in 2014. The request covers expenses associated with the secretariat support services, up to June 2019, for advocacy through government and industry engagement for funding commitments to IQ-RAP in the 2019 federal election/budget cycle and the state government budget cycle.

There is a potential for additional requests for contributions to be made in the future, however it is planned that these will be assessed on an individual basis and the subject of an Officer's Report for Council's consideration.

Impact on Other Individuals or Interested Parties:

Is there anyone who is likely to be particularly interested in or impacted by the decision, or affected by the recommendation if adopted? What would be their key interests or concerns? (Interested Parties Analysis - IS9001:2015)

Regional Development Australia Committee – lead body progressing the Inland Queensland Road Action Project (IQ-RAP) and seeking the financial contribution.

Other Participating Councils – funding partners.

Risks:

What could go wrong if Council makes a decision on this matter? (What is the likelihood of it happening and the consequence if it does) (List each identified risk in a table)

Risk	Description of likelihood & consequences
Requirement to make future contributions	The scope of this request is limited to a financial contribution of $1,500, with any future requests to be assessed on a case-by-case basis.
Reduction in advocacy	The project serves to advocate for funding towards Inland Queensland Roads – which the Maranoa forms part of. Whilst Maranoa assisted and is recognised as a funding partner in the overall development of the original IQ-RAP. Failure to provide a contribution may reduce the advocacy for Maranoa during the latest round of activity which plans to focus on the 2019 federal election/budget cycle and the state government budget cycle.

Advice to Council:

What do you think Council should do, based on your skills, qualifications and experience, your knowledge of this and related matters, and the facts contained in the report?
(A summary of what the employee thinks Council needs to hear, not what they think individual Councillors want to hear – i.e. employees must provide sound and impartial advice – the employee's professional opinion)

Support the request for financial contribution to cover costs associated with advocacy through government and industry engagement for funding commitments to IQ-RAP in the 2019 federal election/budget cycle and the state government budget cycle.

Continue to monitor the effectiveness of the project in considering any future requests for financial contribution.

Recommendation:

What is the 'draft decision' based on the advice to Council?
Does the recommendation suggest a decision contrary to an existing Council policy? If so, for what reason?
(Note: recommendations if adopted by Council become a legal decision of government and therefore must be clear and succinct about the action required by employees (unambiguous)).

Does this recommendation suggest a decision contrary to an existing Council policy?
If so, for what reason?

That Council:

1. Authorise the contribution of $1,500 (excluding GST) to provide continued support towards progressing the Inland Queensland Road Action Project.

2. Fund the contribution from GL 2201.2001.2001 - Infrastructure Management and Support.

Link to Corporate Plan:
Corporate Plan 2018-2023
Strategic Priority 1: Getting the basics right
1.3 Manage our region's urban and rural roads
1.3.7 Advocate to Federal and State government for additional road funding.

Supporting Documentation:

1⇩	Inland Queensland Roads Action Project - IQ-RAP - Financial's 2014-2019	D19/3207
2⇩	Regional Development Australia - Inland Queensland Roads Action Project IQ-RAP - Inland Queensland Road Network Strategy - July 2018	D19/3151
3⇩	Regional Development Australia - Inland Queensland Roads Action Project IQ-RAP - Inland Queensland Road Network Strategy - Appendices July 2018	D19/3154
4⇩	Regional Development Australia - Inland Queensland Roads Action Project IQ-RAP - Strategic Corridors and Connectors - Inland Queensland Road Network Strategy - August 2018	D19/3156

Report authorised by:
Lead Infrastructure Program Funding & Budget Coordination Officer
Manager – Program & Contract Management
Deputy Chief Executive Officer/Director - Development, Facilities & Environmental Services

IQ-RAP FINANCIALS 2014 TO 2019

	GST Exclusive Amounts	Actual 2014/15	Actual 2015/16	Actual 2016/17	Actual 2017/18	Actual Jul- Sep		Budget Oct 2018-Jun 19 Cash	Budget Oct 2018-Jun 19 RDA TNWQ In-Kind	Comments Hours/ cost breakdown	Comments
		12 months	12 months	12 months	12 months	3 months		9 months			
1	**Income**										
2	**Project Funding carried forward from previous period**	**13,055**	174,943	165,245	110,756	22,355		**827**			(Noting approx $1,000 in expenses have been paid in Oct/ Nov and need to be reimbursed)
3	**New funding from partners**	**183,490**	**224,400**	**0**	**28,000**	**0**		**42,000**			**(All partners contributed $5,000+ GST in 2014/15 and 2015/16; no-one contributed funds in 2016/17; all partner councils contributed $1,000+GST in August 2017)**
4	Misc			1,108	102	0					
5	**Total Income (A)**	**196,545**	**399,343**	**165,245**	**138,858**	**22,355**		**42,827**			
6	**Expenditure Major Budget Items**										
7	Technical consultants - HIG		154,070	0	63,581	1,600		**1,000**		4-5 hours	Misc ad hoc/ may need to pay to join meetings in Brisbane with TMR
8	Other technical consultants if rqed				0	0					
9	Marketing and communications	19,824	40,275	21,361	18,386	5,190		**4,950**		average of 2 hours per week	Contractor - content development, researching statistics, coordination with designer and printer on collateral production, media comms/ project management support
10	Marketing - digital/ promo	200						**2,400**			
11	Project management/ backfill support		0	0	8,400	0		**10,000**		average of 5 hours per week	To reduce the load on the CEO
12	Backfill support for EA on IQ-RAP		11,261	0	2,000	1,800		**10,000**		average of 7 hours per week	EA manages logistics for appointment scheduling for IQ-RAP WG and Secretariat, travel arrangements, mail outs, draft support with correspondence, website updates, newsletters; previously only covered a very small % of actual cost
13	RDA CEO for project management and advocacy of IQ-RAP(averged between 10 and 30 hours per week and needs to reduce to around 10 hours per week)		0	0	0	0		**0**	**14,000**	average of 10 hours per week + extra when travelling with the WG	RDA will continue to contribute in-kind support of $14,000 for CEO and Committee member support costs
14	Design, printing of publications, in-house copying, external binding of docs, IQ-RAP specific stationery		7,840	4,211	4,457	7,324		**3,500**			Internal copying, external binding of presentation materials and any additional copies required of IQRNS
15	Travel for advocacy	849	19,691	21,304	10,749	2,423		**3,000**			In 2018 - 19 this will just cover Secretariat travel costs; (in previous years covered several IQ-RAP WG executive trips too)
16	Meeting expenses - teleconferences	271	354	1,005	416	0		**0**			
17	Postage		398	477	0	1,053		**500**			
18	Meeting catering/ venue hire/ representation	2,458	182	2,351	800	208		**500**			Coffees or light meals if required at meetings for IQ-RAP WG or Secretariat
19	Contingencies /miscellaneous		0	17	0	0		**100**			
20	Book-keeping services		0	0	2,000	730		**3,240**		$360 per month x 9 months	IQ-RAP invoicing, reporting, making payments, chasing late payers, processing entries in Quickbooks
21	Operational overheads incl phone		0	0	3,800	1,200		**3,600**		$400 per month x 9 months	Use of RDA phones, internet, web hosting and maintenance, stationery, electricity etc
22	Web		0	0	2,000	0		**0**			
23	**Total Expenditure (B)**	**23,602**	**234,071**	**50,726**	**116,499**	**21,528**		**42,790**	**14,000**		
24	**Net Income**	**174,943**	**165,272**	**115,626**	**22,359**	**831**		**37**			
25	**(Slight variations due to rounding/ credit card fees)**										
26	**2016-17, RDA budgeted for $5,000 backfill for EA/; this was reduced from the carry over**										

Inland Queensland
Roads Action Project
Driving Productivity, Economic Development and Safety

Inland Queensland Road Network Strategy

JULY 2018



INLAND QUEENSLAND ROADS ACTION PROJECT (IQ-RAP)
Secretariat contact details

Regional Development Australia
TOWNSVILLE AND NORTH WEST QLD

Regional Development Australia
Townsville and North West Queensland Committee

Phone: (07) 4410 3655
Email: info@rdanwq.org.au
Website: www.rdanwq.org.au
Mail: PO Box 1669, Townsville QLD 4810
Office: Level 1, Enterprise House, 6 The Strand, Townsville QLD 4810
ABN: 44 798 638 628

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HIG HARRISON INFRASTRUCTURE GROUP

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Regional Queensland is an economic powerhouse

Regional Queensland outside Greater Brisbane contributes more to the national economy than South Australia, Tasmania and the Northern Territory combined.

(.id consulting pty ltd; National Economic Indicators 2015/16)
(Greater Brisbane includes Ipswich, Logan, Moreton Bay and Redland)

$154 billion of Gross State Product (GSP) is generated outside Greater Brisbane. That is equal to 49% of Queensland's annual GSP and 9% of Australia's Gross Domestic Product (GDP).

(.id consulting pty ltd; National Economic Indicators 2015/16)
(Greater Brisbane includes Ipswich, Logan, Moreton Bay and Redland)

The IQ-RAP partner local government areas alone contribute $43.5 billion to the national economy - nearly as much as Tasmania and the Northern Territory combined at $47.3 billion.

(.id economics; National Economic Indicators 2015/16)

The tourism industry contributes $25 billion to the Queensland economy, accounting for 7.8% of Gross State Product and employs 138,000 people accounting for 5.8% of Queensland's employment. The sector contributes $7.4 billion to export earnings and is the third largest export earner in Queensland after coal and food.

(Tourism and Events Queensland; Queensland Tourism Economic Key Facts 4 April, 2018)

The minerals and energy sector contributes $55 billion to the Queensland economy, accounting for 17% of Gross State Product and employs 282,634 people, accounting for 12% of Queensland's employment.

(Queensland Resources Council; Economic Contribution of the Minerals and Energy Sector to the Queensland Economy 2016/17)

Queensland exported $70 billion of goods in the year ending February 2017. Coal, minerals, meat and other food products produced in regional Queensland made up the bulk of these exports.

(Queensland Government Statistician's Office; Exports of Queensland Goods overseas, February 2018)

The agriculture and food industries' Gross Value of Production in Queensland is $19.9 billion and the total supply chain employs 434,100 people, accounting for 18% of Queensland's employment.

(Dept of Agriculture and Fisheries; Queensland Agricultural Snapshot 2018)



Cr Rick Britton
Chair
IQ-RAP Working Group



Cr Jane McNamara
Deputy Chair
IQ-RAP Working Group



Cr Tom Gilmore
Deputy Chair
IQ-RAP Working Group

Foreword

Community leaders who are passionate about the future of regional Queensland have driven the development of this strategy for economic development.

Many communities have been enduring droughts, downturns in the mining sector, up to 61% youth unemployment[1] and high levels of socio-economic disadvantage. Many local governments have been facing challenges associated with financial sustainability, especially those that rely heavily on roads funding. The Queensland Roads and Transport Investment Program (QTRIP) provides guidance for the next four years but this doesn't meet the needs of local governments in developing their 10 year asset management plans and community development goals, nor does it give confidence for long-term retention of skilled workers and their families.

Despite these challenges, many of the regional local government areas contribute far above the Queensland average in terms of economic output and can see there are bright opportunities for expanding agricultural and cattle production, mining, value-adding to these industries and diversifying local economies such as through tourism.

Analysis of the industry, business and local government challenges led stakeholders to assess the opportunities for developing an initiative that can have far-reaching economic and social benefits. The Inland Queensland Road Network Strategy (IQRNS) is the result.

This is an economic development initiative to drive:

- **jobs growth;**
- **productivity increases for businesses to remain competitive and grow;**
- **improvements in safety and a reduction in economic and social costs associated with road accidents;**
- **opening up of new opportunities for tourism; and**
- **resilient connectivity for the delivery of goods and services and people to access employment, health, education and recreation.**

Everyone relies every day on roads in some way. We believe that a collaborative long-term strategy that focuses on developing a stronger road network for freight and tourism through prioritised, fit-for-purpose investments in roads and bridges will deliver the desired outcomes. This road network will complement the rail, port and airport network across Queensland and will strengthen connectivity to other states.

There is a strong economic rationale for investing in regional Queensland. Queensland is a decentralised state, with 49% of Gross State Product (GSP) generated outside Greater Brisbane.[2] **Industries such as mining, resources and energy, agriculture, and tourism contribute significantly to GSP and employment, primarily in regional Queensland.**

The scope of the IQRNS covers the 28 local governments that have funded this project with five Regional Development Australia Committees and RACQ. The area is 1,260,080 km^2, which equates to 73% of Queensland and 16% of Australia, an area more than 18 times the size of Tasmania. However, the impact of the proposed strategy is far wider than these

1 Queensland Government Statistician's Office; Regional Youth Unemployment, February 2018
2 .id economics; National Economic Indicators 2015/16 (Greater Brisbane includes Ipswich, Logan, Moreton Bay and Redland)

28 local government areas. Residents throughout Queensland will benefit directly or indirectly from this initiative as will consumers and tourists from other states, as per the following examples.

One example is Brisbane Markets Limited, which operates in Brisbane but relies on the regional road network to bring produce from regional areas to their markets for distribution to retailers and consumers in Brisbane and across Queensland. Their turnover is $1.3 billion per annum. More than 7,000 growers supply 600,000 tonnes of product; 4,000 people work or do business at the markets each day for 100 employers.

Similarly, JBS Australia at Dinmore relies on the regional road network to deliver 3,350 cattle per day for processing at their abattoir. They are the largest employer in Ipswich, with 2,000 staff.

Transport companies operating from Cairns to Melbourne prefer to use more direct inland routes to shave more than 500 km off the coastal journey. Produce arrives faster, fresher and at lower cost for consumers in Melbourne with better financial returns to producers.

Inland routes primarily pass through smaller population centres that are traditionally welcoming of road transport and benefit significantly from transport-related industries. More inland roads are designated road train routes which allow for higher freight productivity and fewer heavy/light vehicle interactions.

Efficient and effective inland routes reduce congestion on the more populous coastal strip which is served by the Bruce Highway where coastal terrain, major rivers and more extreme climatic events require significantly higher levels of road infrastructure funding to achieve similar levels of operational efficiency.

This strategy seeks a more strategic, long-term planning and funding commitment for inland Queensland roads. The strategy provides stakeholders with:

- a high-level assessment of the current road infrastructure in the region;
- a clear understanding of the future road transport priorities for inland Queensland; and
- a prioritised and staged approach to funding the required improvements.

We urge all stakeholders of regional Queensland's future to consider the opportunities this strategy presents and the recommendations we make in the following pages that can take Queensland and Australia into the next century of prosperity.

In closing, we would like to thank all of the 34 funding partners for their vision and unity of purpose in such a unique project, the Department of Transport and Main Roads for the provision of valuable data, the Inland Queensland Roads Action Project Working Group for their guidance throughout this project and RDA Townsville and North West Queensland staff for providing extensive in-kind support as the Secretariat to manage this project.

E.C. Britton
Cr Rick Britton
Chair

JB McNamara
Cr Jane McNamara
Deputy Chair

Cr Tom Gilmore
Deputy Chair

IQ-RAP Working Group and Secretariat



Cr Rick Britton
Chair
Chair, Outback RRTG
Mayor of Boulia Shire Council



Cr Jane McNamara
Deputy Chair
Mayor of Flinders Shire Council



Cr Tom Gilmore
Deputy Chair
Deputy Chair, Far North Queensland RRTG
Mayor of Mareeba Shire Council



Cr John Wharton
Chair, North West RRTG
Mayor of
Richmond Shire Council



Cr Peter Masters
Chair, Gladstone RRTG
Councillor of Gladstone
Regional Shire Council



Cr Christine Rolfe
Chair, Bowen Basin RRTG
Councillor of Central
Highlands Regional Council



Cr Liz Schmidt
Deputy Chair,
North Queensland RRTG
Mayor of Charters
Towers Regional Council



Cr Stuart Mackenzie
Chair, South West RRTG
Mayor of Quilpie Shire Council



Bryan Gray
RDA Representative
CEO, RDA Darling
Downs and South West



Greg Miszkowycz
RACQ Represenattive



Glenys Schuntner
IQ-RAP Secretariat
CEO, RDA Townsville and
North West Queensland

Acknowledgements

The Inland Queensland Road Network Strategy 2018 (IQRNS) has been developed by the collaborative partnership of 34 organisations across regional Queensland. The following partners in this project provided their financial support, information and advice:

- Balonne Shire Council
- Banana Shire Council
- Barcaldine Regional Council
- Barcoo Shire Council
- Bulloo Shire Council
- Boulia Shire Council
- Burke Shire Council
- Carpentaria Shire Council
- Central Highlands Regional Council
- Charters Towers Regional Council
- Cloncurry Shire Council
- Croydon Shire Council
- Etheridge Shire Council
- Flinders Shire Council
- Gladstone Regional Council
- Isaac Regional Council
- Longreach Regional Council
- Maranoa Regional Council
- Mareeba Shire Council
- McKinlay Shire Council
- Mount Isa City Council
- Murweh Shire Council
- Paroo Shire Council
- Quilpie Shire Council
- RACQ
- Regional Development Australia Darling Downs South West
- Regional Development Australia Far North Queensland and Torres Strait
- Regional Development Australia Fitzroy Central West
- Regional Development Australia Mackay-Isaac-Whitsunday
- Regional Development Australia Townsville and North West Queensland
- Richmond Shire Council
- Tablelands Regional Council
- Townsville City Council
- Winton Shire Council

The following organisations have also provided information and advice:

- Queensland Government Department of Transport and Main Roads
- Bowen Basin Regional Roads and Transport Group
- Far North Queensland Regional Roads and Transport Group
- Gladstone Regional Roads and Transport Group
- North Queensland Regional Roads and Transport Group
- North West Queensland Regional Roads and Transport Group
- Outback Regional Roads and Transport Group
- South West Queensland Regional Roads and Transport Group

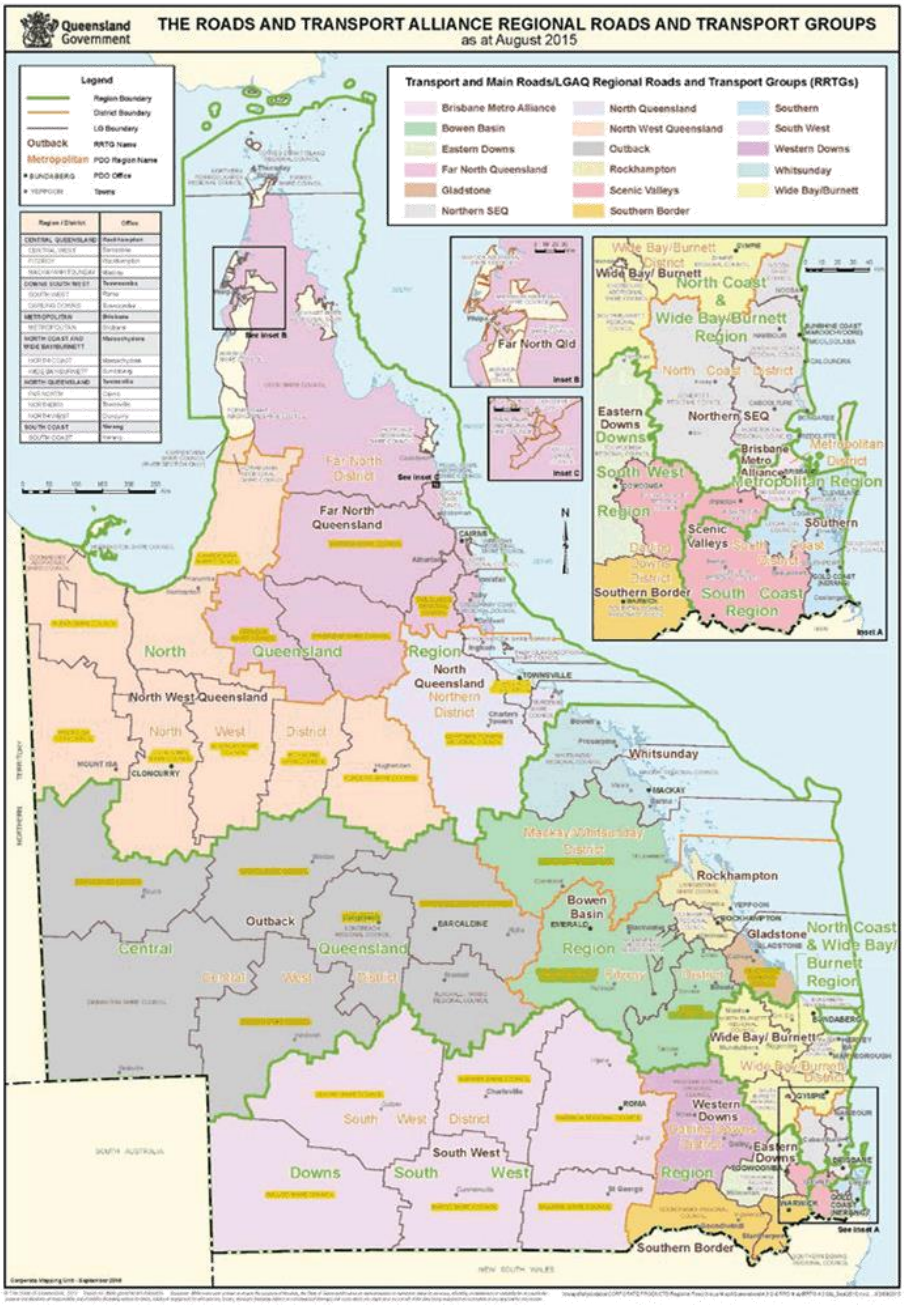


Figure 1 Local governments participating in the Inland Queensland Roads Action Project are highlighted

Executive Summary

The vision for the Inland Queensland Road Network Strategy is to increase the quality and accessibility of the road network to maximise the economic prosperity of inland Queensland, thereby contributing to Australia's productivity, quality of life, safety and equity.

Queensland is a decentralised state with its wealth-producing centres scattered widely along the coastal strip and throughout the interior – from major ports and airports through agriculture and mining to tourism and services. Queensland is also a critical supplier of resources, including perishable foods, to the major population centres in the south of our continent.

Historically, traffic volumes and investment have focussed on the Bruce Highway as a single coastal link with east-west 'ribs' serving the hinterlands. This approach has produced congestion on the coastal network and disruptions during extreme weather events. The coastal network is also not designed or appropriate for the operation of Freight Efficient Vehicles (FEV), which maximise the productivity of the freight task, but are not compatible with high volumes of passenger cars.

After initial work on this project to develop the Inland Queensland Roads Action Plan in 2016, the goals of improving productivity and safety on the inland Queensland road network, along with sustaining regional local governments and communities, has encouraged an on-going alliance of 28 local governments, five Regional Development Australia (RDA) Committees and Royal Automobile Club of Queensland Limited (RACQ) to collaborate as a working group to develop a bi-partisan approach to the prioritisation of funding and the development of inland Queensland roads. This strategic alliance has developed this strategy to identify the network and prioritise a program of works over fifteen years and beyond. Each of the partners has contributed financially to the project. Road data was provided by the Department of Transport and Main Roads (TMR).

The Inland Queensland Road Network Strategy (IQRNS)

The strategy aims to strengthen the transport 'backbone' in the eastern zone of Queensland by providing quality inland links connecting northern Australia to Sydney, Melbourne and Adelaide. For the western zone, the strategy aims to prioritise the improvement of 'ribs' servicing the west's industry and communities by improving access to the 'backbone.'

The proposed strategy for network improvement builds on previous work of TMR, recent studies, and knowledge from local governments. It will improve connectivity to communities, wealth-generating regions and tourism destinations to the west of the Bruce Highway and outside South East Queensland.

Prioritised investment in the inland Queensland road network is necessary to enhance connectivity between communities in western and northern Queensland and address a range of challenges associated with the current condition of, and the changing demands on the network. It will also deliver benefit to industry and support Australian Government strategies to enhance the productivity of northern Australia, thus contributing to the Australian economy through providing improved and more direct connectivity to southern markets. For example, the beef industry is highly dependent on the transport network for the timely and efficient movement of stock but climatic extremes cause delays that directly impact productivity.

Methodology

Rather than taking a piecemeal approach through selecting only one or two types of roads for consideration, the Working Group and partners identified the 16,200 km of strategic freight routes of the inland Queensland road network that would generate regional economic benefits. The network consists of inland Queensland's National Road Network together with Other State-Controlled Roads (OSCR), Local Roads of Regional Significance (LRRS) as well as local government roads (LG) that are key to development of this vast area. Together, these roads represent the core network of inland Queensland.

This strategy provides a strategic level analysis and prioritisation over an extensive network and a methodology that can be used to monitor the infrastructure gap and review priorities. It analyses existing data on road and bridge conditions against established TMR intervention

and vision standards, and prioritises investment based on the following values:

- Economic value - Supports economic activity across all industries, and is able to carry heavy freight efficiently in most weather conditions;
- Strategic intent - Provides a stimulus to economic development;
- Safety - Carries traffic safely;
- Access - Ensures roads within the network are of a consistent and adequate quality with predictable travel conditions; and
- Social value – Connects communities for education, health, employment, business and recreation.

The needs and aspirations of road users were considered in the identification and prioritisation of works, which called for:

- a robust network of inland roads connecting to and providing viable alternative routes to the Bruce Highway, as well as servicing those seeking an inland route to southern states;
- roads to be built and maintained to 'fit for purpose' standards; and
- a prioritised program of works resulting in timely improvements, to meet industry development and operational needs, and continuity of work for dedicated local workforces.

This strategy provides stakeholders with a high-level assessment of the current road infrastructure in the region, a clear understanding of the future road transport priorities for inland Queensland, and a prioritised and staged approach to funding the required improvements.

Achievement of a realistic program of works based on this plan will improve transport links both within inland Queensland and to the rest of Australia, and it will also reduce heavy vehicle impacts on Queensland's populous coastal strip.

The strategy has potential to be an ongoing initiative that will monitor progress and respond to new economic and community developments and needs. Future reviews of the strategy could see the network refined to ensure new links essential to community connectivity and economic development are included as further planning and updated data are considered.

This is the first review of the original Inland Queensland Roads Action Plan (March 2016). It has added several strategic links, has incorporated works completed and committed since then, has reprioritised the network using a revised multi-criteria assessment (MCA) incorporating additional criteria such as the Australian Road Assessment Program (AusRAP) safety data and CSIRO Transport Network Strategic Investment Tool (TraNSIT) report and updated the program accordingly.

IQRNS proposed program of investment

The strategy recognises road projects that are funded in the current Queensland Roads and Transport Investment Program (QTRIP) and prioritises works beyond the forward program into the 4, 10, 15 and 15+ year program horizons as demonstrated in Table 1.

The proposed program is not constrained by available funds, and hence provides a quantitative basis for funding submissions to realise essential improvements to the inland Queensland road network.

Achievement of a realistic program based on this work will prove the maxim that 'What's good for inland Queensland is good for Australia'.

Table 1 shows the IQRNS upgrades excluding those identified in other programs such as QTRIP. Note that these costs are all in $2018. No allowance for discounting of future costs has been made in these figures and all are indicative estimates subject to planning and design considerations.

Table 1 Summary of proposed IQRNS investment

RRTG	Strategic estimate $m	Future investment $m			
		1-4yrs	5-10yrs	11-15yrs	15+yrs
Bowen Basin	1,252	82	500	670	
Far North	862	46	254	374	188
Gladstone	61		17	44	
North Queensland	334	32	140	162	
East Zone sub-total	**2,509**	**160**	**911**	**1,250**	**188**
North West	1,008	93	369	423	123
Outback	797	69	281	404	43
South West	833	78	326	344	85
West Zone sub-total	**2,638**	**240**	**976**	**1,171**	**251**
Total Proposed Investment	**5,147**	**400**	**1,887**	**2,421**	**439**

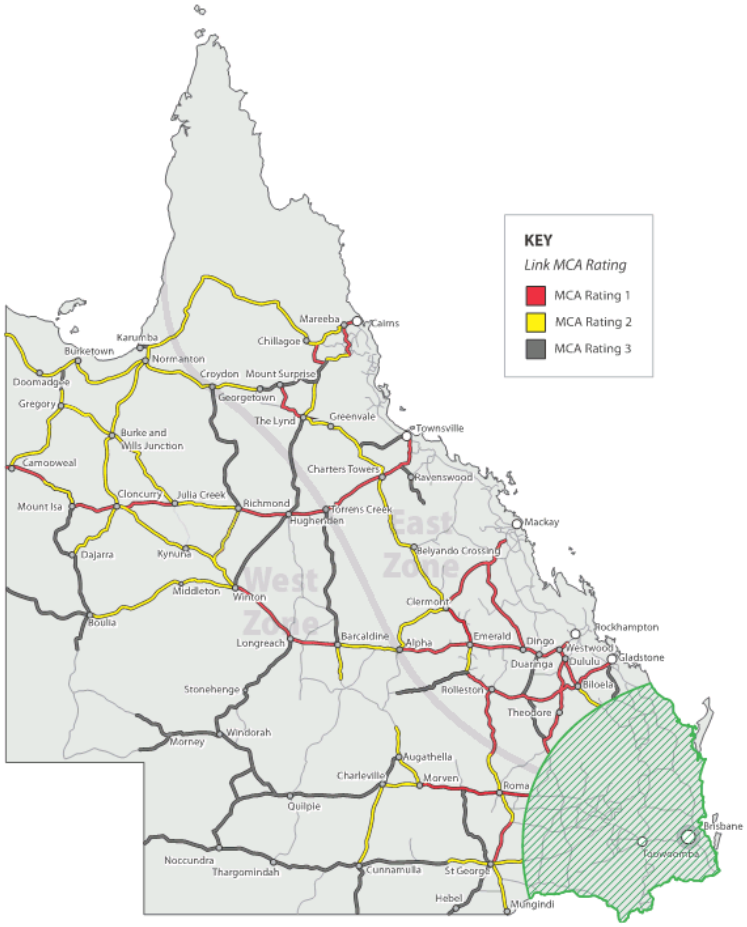


Figure 2 IQRNS Priorities based on the multi-criteria assessment

The map indicates the strategic freight routes, as identified by partner councils, in the area west of the Bruce Highway as per the scope of the project and the prioritisation of investment into 4, 10 and 15+ year program horizons to reach vision standards based on MCA. MCA Ratings 1, 2 and 3 indicate meeting vision standards in 4, 10 and 15+ year horizons respectively. This means some projects should be commenced and completed in four years, while others are recommended to start in coming years, but continue construction over several years to achieve vision standard over 10 - 15+ years, therefore making the best possible impact on local employment.

Recommendations

The Inland Queensland Roads Action Project (IQ-RAP) partners recommend:

- the Australian Government reference this strategy and the significant work completed to inform the roll out of the 10 year Roads of Strategic Importance (ROSI) initiative as announced in the 2018 Budget;
- the high priority projects in the strategy be considered in the next update of the QTRIP and other priorities continue to be rolled into future QTRIP programs and new funding opportunities;
- the strategy be referenced as an input to future Regional Transport Plans (RTPs) and economic development planning processes across Queensland;
- the strategy be referenced as an input to investment plans to implement the RTPs and provide longer term direction for future road investment and to bridge the gap between the four year QTRIP and the 15 year State Infrastructure Plan (SIP);
- the local governments in this project work with the Department of Transport and Main Roads to ensure priorities are included in regional plans;
- the Australian and Queensland governments consider the IQRNS as a new methodology for prioritising regional roads investment;
- the Australian and Queensland governments consider undertaking research projects that develop an improved methodology for assessing the economic and social benefits of investment into strategic regional road networks, better suited than the current benefit cost ratio model that is more relevant to urban projects; and
- the Queensland Government considers making long-term funding programs for regional roads.



Boulia Road in flood
Image courtesy of Boulia Shire Council

1. Introduction

The goals of improving productivity and safety on the inland Queensland road network, along with sustaining regional local governments and communities, has led to the formation of a strong strategic alliance of 28 local governments, five RDA Committees and RACQ.

The Harrison Infrastructure Group (HIG) was engaged by the IQ-RAP Working Group through the Secretariat, provided by the RDA Townville and North West Queensland Committee (RDA TNWQ), to prepare the IQRNS.

HIG was also previously engaged to deliver the Inland Queensland Roads Action Plan in February, 2016 and this strategy serves as an update to that original plan with additional data that is now available.

The development of the strategy has been undertaken with in-kind cooperation from TMR, which has provided data for analysis and planning, and all funding partners.

The IQRNS identifies the strategic freight and tourism network, provides a gap analysis and prioritises a program of works over fifteen years and beyond.

1.1 The initiation of the Inland Queensland Roads Action Project (IQ-RAP)

Based on consultation with 15 local governments across north and north west Queensland, and the advice that long-term planning and funding to upgrade roads and bridges is fundamentally important to the sustainability of local governments, businesses and communities - RDA TNWQ in partnership with RDA Committees for Far North Queensland and Torres Strait, Mackay-Isaac-Whitsunday, Fitzroy Central West and Darling Downs South West convened a Roads Forum in Longreach in December, 2013. The forum acknowledged the success of the Bruce Highway Action Plan (BHAP) and its partnerships in securing long-term funding commitments from the Australian and Queensland governments. More than 50 key stakeholders from local governments, TMR, industry, LGAQ, RACQ and RDAs attended to discuss challenges associated with road investment as a key economic development enabler.

The outcome of the forum was a consensus of opinion amongst local governments and industry that there was an opportunity for better outcomes on inland Queensland roads through greater cross-regional collaboration, strategic long-term planning and increased long-term funding. This would ensure greater certainty for budgeting and execution of works, sustaining the regional workforce and equipment needed to maintain and upgrade roads in inland Queensland.

An Interim Working Group was formed and another forum was held in Mount Isa in August 2014. At this meeting, the Regional Roads and Transport Groups (RRTGs) committed to contributing financially to establish the Secretariat. This was further supported financially by the Northern Queensland Strategy Alliance (made up of the four northern Queensland RDA Committees).

In October 2014, an ongoing Working Group was formed with the election of the Working Group Chair and appointment of representatives from the participating RRTGs, RDAs and RACQ. The Working Group and their delegates have been the steering committee for the development and outputs of the project.

During November 2014 to July 2015, RRTGs and their local governments were approached and funding commitments were made by 33 local governments. A tender by invitation process was managed and the HIG was engaged in August 2015. The Inland Queensland Roads Action Plan was launched in February 2016.

Throughout 2016 and 2017, advocacy work was undertaken by the Working Group executive and Secretariat. The project has secured strong support from a range of stakeholders with letters of support received from parliamentarians and peak industry organisations. For more details, refer to the Appendices J and K.

Feedback from various key stakeholders has been incorporated into this new Inland Queensland Road Networks Strategy (IQRNS).

A range of new information has also become available, facilitating a more robust analysis, including:

- CSIRO's TraNSIT which provided further detail on the logistical issues surrounding the agricultural industry; and
- AusRAP published by the Australian Automobile Association which proactively highlights safety design ratings rather than reacting to crashes.

This new information, along with updated road data provided by TMR, has been used to re-run the multi-criteria assessment prioritisation on a refined list of roads and incorporated into this new strategy.

1.2 The role of this strategy

This strategy represents a key milestone in forming a joint vision for the inland Queensland road network and a platform for a united voice to governments.

In commissioning this strategy, the Inland Queensland Roads Action Project Working Group has sought to quantify the problem with Queensland's inland road network through identifying:

- the extent and condition of the elements of an agreed network of local, regional and main roads;
- the deficiencies in that network compared with desirable minimum standards;
- the cost of upgrading the network to remove the deficiencies; and
- a prioritised program of work recognising developmental pressures, community expectations, and workforce needs.

This strategy not only provides a prioritised program of work, but also a methodology for continuing to understand the problem, evaluate priorities and review the program. The multi-criteria prioritisation tool and planning process can continue to provide credible analysis and results on which to base road network prioritisation in inland Queensland. The methodology can also be applied to other jurisdictions.

This 2018 strategy has refined the prioritised program with additional information and has used updated traffic and roughness data which reflects the actual development and growth of the economies and communities in inland Queensland.

It is our hope that the IQRNS will deliver benefit to regional industries and communities. It does support Australian and Queensland government strategies to sustain and grow regional economies and communities, to enhance productivity and safety, and to open up new opportunities for economic diversification such as tourism and logistics. Implementation of recommendations will contribute to the Australian economy through providing improved and more direct connectivity to markets and ports for exports.

For example, as demonstrated in the CSIRO TraNSIT analysis, the beef cattle industry is highly dependent on the transport network for the timely and efficient movement of stock, but climatic extremes cause delays that directly impact productivity. The horticultural industry relies on quality roads and connectivity to ensure products arrive at markets in good condition. The mining sector relies on roads for the safe movement of oversized equipment that cannot be transported by rail and the tourism sector relies on safe, sealed roads.

1.3 Practical limitations

A whole of network approach to needs-assessment necessarily involves:

- a desktop review of significant volumes of existing available data, some of which was dated and limited in detail;
- where detailed information was not available, adoption of average costs for upgrading treatments (which cannot easily take account of local factors); and
- consultation with local governments, RRTGs and TMR on standards, deficiencies, priorities, planned projects and costs.

TMR infrastructure data and prior planning undertaken for TMR and local governments have been used to understand the scope and cost of works required. It is anticipated that more detailed planning and business case development will follow for priority projects.

1.4 Inland Queensland road network challenges and opportunities

1.4.1 Queensland's size and dispersed communities and economic resources

Regional, rural and remote roads throughout inland Queensland carry a significant portion of the export and domestic freight task, as well as supporting key rural industries such as mining, agriculture and tourism and connecting communities for emergency and day-to-day requirements.

49% of Queensland's annual Gross State Product is generated outside Greater Brisbane. 53% of the Queensland population lives outside Greater Brisbane.[3]

Queensland exports $70 billion of goods overseas each year, with exports to Asia growing particularly fast.[4] Queensland's 15 trading ports handled 339.5 million tonnes of product in 2015/16, an increase of 29% on trade in 2011/12.[5] All of these ports are reliant on both rail and road networks for the movement of exports and imports.

Domestic freight is also a significant user of the road network. The Australian Logistics Council noted in its 2014 report The Economic Significance of the Australian Logistics Industry that:

- in 2011–12 the Bureau of Infrastructure, Transport and Regional Economics (BITRE) estimates that the domestic freight task totalled almost 600 billion tonne kilometres —equivalent to about 26,000 tonne kilometres of freight moved for every person in Australia;
- Australia's freight task is projected to increase by 80 per cent between 2010 and 2030 with this rate of growth seeing freight triple by 2050;
- on a number of inter-capital and regional corridors, road freight has increased its share of the freight task; and
- higher productivity road freight vehicles will have an important role in accommodating this freight growth.

Safe and reliable access is essential to sustaining growth and to the health of regional and rural communities and economies, contributing significantly to the state and national economy.

1.4.2 Road network conditions lagging community and industry expectations

Rapid changes in communication technology are having enormous impacts on the well-being of rural communities – audio and video communication, business transactions, household purchasing and financial dealings, health and education, and farm and business management.

However, there have not been similar 'giant leaps forward' in the transport network. While excellent progress has been made in the completion of sealing and upgrading of some major highways, investment in inland road networks has fallen well behind community expectations.

Industry and the travelling public expect a level of connectivity and reliability and safe driving conditions on links between towns, and the predictability of being able to undertake a journey, even in wet weather.

1.4.3 Safety

The inland Queensland road network experiences a range of safety problems. Long travel times between remote communities leads to fatigue which becomes deadlier in a less forgiving road environment that has narrow seal widths, inadequate sight distance, a lack of overtaking opportunities or unsealed and single lane sealed roads. As shown in Figure 3, the road deaths in regional and remote areas are disproportionately high relative to the rest of Australia.[6]

The inland Queensland road network also has extensive sections of narrow roads and numerous narrow and/or weaker bridges that constrain safe access for Freight Efficient Vehicles (FEV). FEV provide increased efficiencies in the movement of freight by having greater payload being hauled by one driver.[7] While these larger vehicles are able to move freight more efficiently they also have a greater impact on the fragile inland roads which are not designed for these loads.



Figure 3 Road deaths per 100,000 persons in major cities vs regional and remote Australia (BITRE)

1.4.4 Changing pressures on the existing road network

There have been major developments in rural Australia impacting the condition and adequacy of the transport network including:

3 .id consulting pty ltd; National economic indicators for local government areas, 2015/16 (Greater Brisbane includes Ipswich, Moreton Bay, Logan, Redland)
4 Queensland Government Statistician's Office; Exports of Queensland goods overseas; February 2018
5 Department of Transport and Main Roads; Trade Statistics for Queensland Ports; 2015/16
6 Bureau of Infrastructure, Transport and Regional Economics, Road Safety in Australia, 2017
7 TMR Guideline for Multi-combinational vehicles: "Type 1" uses either a rigid truck hauling unit towing one trailer with a combination length of no longer than 31.5m or a prime mover hauling unit towing two trailers with a combination length no longer than 36.5m or B-triple and AB-triple combinations up to 36.5m. "Type 2" uses either a rigid truck hauling unit towing two trailers with a combination length no longer than 47.5m or a prime mover hauling unit towing three or four trailers with a combination length no longer than 53.5m or AB-triple combinations longer than 36.5m and up to a length of 44.0m.

- coal, gas and minerals exploration and facility development;
- growth in drive tourism;
- demand for more reliable accessibility for cattle transport to domestic and live export centres;
- reduction in reliability and use of rail in some areas, including for mining product;
- general mining development and utilisation of larger and more freight efficient vehicle combinations;
- sugar industry expansion increasing use of road transport of sugar cane to mills; and
- increasing reliance on roads for bulk movement of grain direct to ports, bypassing local bulk grain storage facilities. Current development of the CQ Inland Port facility, just east of Emerald, with direct access to the Gregory and Capricorn Highways and rail line to the east will facilitate "bulk and containerised aggregation, intermodal transfers and efficient distribution" of agricultural and other products.

1.4.5 Climatic pressures

Variability in climate, such as long periods of drought, major storms and flooding also impact the road network, particularly unsealed roads, by:

- disrupting access and reliability;
- increasing the movement of livestock to agistment;
- reducing allowable loadings on wet roads; and
- diverting resources from upgrade and maintenance to repair tasks.

The analysis undertaken for this strategy has considered the duration of road closure in the last five years in order to prioritise funding on links that are regularly disrupted, reducing access for community and economic travel.

1.4.6 Pressures on local government

Local governments have traditionally undertaken a vital third-tier role in the building and management of roads throughout Australia, and particularly in rural areas. In Queensland, this amounts to 152,827 km of road that is the responsibility of local government.[8]

Local governments hence rely heavily on road funding in their annual budgets. They must also develop 10 year asset management plans; however, the QTRIP only provides confirmation of funding two years in advance and tentative funding of two years beyond that. And many rural councils do not get funding allocations every year in QTRIP.

Limited revenue-raising capacity, coupled with the uncertain availability of funding from year to year from other levels of government, can create the following difficulties:

- maintaining a stable workforce - this is essential for maintaining capabilities and knowledge in building roads in remote areas, as well as supporting the viability of struggling rural centres;
- local governments are often limited to projects that are urgent and reactive, rather than a program of strategic road projects; and
- the interconnectedness of local government networks to the networks of neighbouring local governments is reliant on cross-boundary consistency and investment.

1.4.7 Equitable access for remote communities

Remote communities rely on transport routes for access to specialist health services and education services that are typically found in larger population centres along the coast. A recent Regional Australia Institute report "Pillars of communities: Service delivery professionals in small Australian towns 1981 – 2011" emphasised the gap in service delivery in small towns across Australia. This highlights the need for safe, reliable road transport infrastructure to access services.

"The scale of the service gap in small towns is clear. Small towns, on average, have 83 doctors per 100,000 people, well under half the national average of 202. The gap in psychologists is even greater – just 29 per 100,000 small town residents compared with a national average of 87. This is despite the well-studied importance and prevalence of mental health needs and issues in regional areas. Social welfare professional numbers in small towns are also well below the national average."

While telehealth solutions play a role, they do not fill this service gap and fully replace the need to travel to see medical practitioners.

1.4.8 Australian Government focus on the development of northern Australia

The Australian Government has assigned a high priority to the development of northern Australia and has announced funding commitments designed to assist the region in harnessing its potential. Under the Northern Australia Roads and Beef Roads programs, priorities in the 2016 Inland Queensland Roads Action Plan were successful in securing funding:

8 http://regional.gov.au/local/publications/reports/2013_2014/INFRA2466_LGNR_2013-14.pdf

- 15 projects in Queensland have secured $56 million from the $100 million Northern Australia Beef Roads Fund, which was made available for targeted upgrades to key roads necessary for transporting cattle.
- 10 projects in Queensland have secured $223.8 million under the $600 million Northern Australia Roads Program, which provides 80% of project costs with private sector, state or local government providing the remainder.

In 2018, the Australian Government announced a new 10 year regional roads program – the Roads of Strategic Importance (ROSI) which has an allocation of $3.5 billion, $1.5 billion of which is allocated for northern Australia.

In addition to the road infrastructure programs:

- The $5 billion Northern Australia Infrastructure Facility (NAIF) will provide concessional loans for major infrastructure in northern Australia. The loans are provided to build the economic capacity and to create a longer-term expansion of industry and population in northern Australia.
- The Northern Australia Infrastructure Audit[9] assessed critical economic infrastructure to identify gaps to meet projected northern Australia population and economic growth through to financial year 2031. The audit only included National Network roads, much of which form part of the inland Queensland road network. The audit identified a range of improvements required to address capacity, safety and reliability issues.
- The Northern Australia Infrastructure Audit states that "Over half of the North Queensland (National) network exceeds the theoretical design life and an increasing proportion, currently one third, of network seals are older than the target optimum."[10]

1.5 Reports and initiatives

1.5.1 Regional Roads and Transport Groups (RRTGs)

Established in 2002, the Roads and Transport Alliance (RTA) is a partnership which seeks cooperative governance arrangements between TMR, the Local Government Association of Queensland (LGAQ) and local governments to plan, invest in and regionally manage the Queensland transport network.

Local governments are working collectively as RRTGs in overcoming an insular approach based on boundaries and jurisdictions, and to promote the need for a better, smarter and more sustainable approach to the management of Queensland's inland road network.

RRTGs played a critical role in financially committing to the Inland Queensland Roads Action Project to seed its formal commencement.

1.5.2 Existing reports

There is considerable background information available through recent reports prepared by industry transport groups, government departments and economic development groups. These provide significant insights into drivers for system upgrading, the deficiencies that exist and their impacts, the structural challenges of managing such a significant asset across various jurisdictions and the needs of a range of stakeholder groups. These reports have informed sections 3 and 4 of this plan.

1.5.3 Queensland Transport Roads Investment Program

Since publication of the initial Inland Queensland Roads Action Plan a number of significant prioritised projects with a total value of $0.52 billion have been added to TMR's QTRIP as summarised in Table 2. These projects have been considered in the development of the IQRNS program to avoid duplication.

Table 2 Current level of investment on prioritised roads shown in respective 2016–17 to 2019–20 and 2017–18 to 2020–21 QTRIPs. This table includes both committed and indicative funding.[11]

RRTG	NN $m	State $m	LG $m	TOTAL $m
Bowen Basin/Gladstone		108.8	0.0	108.8
Far North		30.1	11.4	41.5
North Queensland	18.3	82.7	0.5	101.5
North West	60.0	65.8	9.7	135.5
Outback	38.6	25.5	5.3	69.4
South West	0.2	57.6	4.3	62.1
TOTAL	**117.1**	**370.5**	**31.2**	**518.8**

9 http://infrastructureaustralia.gov.au/policy-publications/publications/files/IA_Northern_Australia_Audit.pdf
10 http://regional.gov.au/local/publications/reports/2013_2014/INFRA2466_LGNR_2013-14.pdf
11 QTRIP identifies firm funding commitments for the first two years for Queensland Government funded projects, and for the first year for projects funded by the Australian Government. It identifies indicative funding for the remaining years of the four-year program.

2. The Inland Queensland Road Network

2.1 Overview

The inland Queensland road network was identified to consider and develop a pathway forward for future funding of roads west of the Bruce Highway and outside South East Queensland.

With inputs from RRTGs, local governments and the Working Group, HIG has identified the key network of existing roads for inclusion in the IQRNS network. The network is based on previous work of TMR, other studies and local knowledge from local governments. A network was chosen that connects communities, wealth generating regions and tourism destinations west of the Bruce Highway. The full list of roads is contained in Appendix A.

A number of other studies have examined these roads, including the Queensland Transport and Logistics Council (QTLC) Inland Highway Strategy. However, these studies have been limited to either a particular section of the network or a specific strategic intent (e.g. freight, tourism or mining alone).

The IQRNS is a strategic level analysis and prioritisation on the inland network spanning nearly 16,200 km of rural roads. The network and subsequent program have been divided into an eastern and western zone.

In the eastern zone traffic volumes are generally higher, driven by the inter-relationship between the more populated eastern regional areas of Queensland and connectivity to ports. The eastern zone includes Far North Queensland, Bowen Basin, Rockhampton and Gladstone RRTGs and Northern RRTG members of Charters Towers Regional Council and Townsville City Council. The north-south links of this network aim to provide a 'backbone' that is a quality link connecting northern Australia to Sydney, Melbourne and Adelaide.

The western zone reflects the rural and outback economies and includes the areas covered by the North West Queensland, Outback and South West Queensland RRTGs. Investment in the western zone provides the 'ribs' that connect to the 'backbones' to the east and supports industry, development and access for western communities and economic centres.

The Working Group believes these two areas should be considered separately to ensure that, instead of simply allocating funds based on traffic volumes, investment occurs to support equitable growth in western Queensland communities and access to critical services and employment opportunities.



Brolga Street, Diamantina Development Road
Image courtesy of Quilpie Shire Council

The patchwork quality of this road network has been addressed by this strategy. Missing links have been identified and a prioritised program developed to fill these gaps.

The inland Queensland road network consists of the National Road Network for inland Queensland together with Other State Controlled Roads (OSCR) and Local Roads of Regional Significance (LRRS). In total, this network represents the strategic freight and tourism road network of inland Queensland.

2.2 Network needs

The inland Queensland road network has a number of issues that limit the network's effectiveness in meeting community and industry needs. These include:

- existing road condition and configuration, with deficiencies such as road roughness, sharp corners and crests and narrow seals and pavements that reduce travel speed and increase vehicle operating costs. These factors increase the potential for vehicle damage and more frequent and severe road crashes;
- roads not sufficiently wide for the safe operation of Freight Efficient Vehicles (FEV); and
- lack of an all-weather surface, with approximately 2,100 km of the network currently unsealed, or low-

level flood-ways/culverts/bridges causing unpredictable travel times - with the road frequently inaccessible or closed due to flooding and/or wet conditions or damage resulting from flooding. During the dry season, dust is a major issue impacting visibility for safety, local communities, crops and animal welfare.

The multi-criteria assessment of available data has been designed to identify roads that have a poor roughness (from TMR data), safety issues (crash cost data from TMR and AusRAP star rating), inadequate widths (from TMR) and extensive historical road closures (from TMR).

The impacts from closed and flooded networks include delayed deliveries, lack of access to health services, reduced business and tourism, ruined fresh produce and an inability to attend jobs.[12]



Bulloo River crossing Quilpie, Diamantina Development Road. *Image courtesy of Quilpie Shire Council*

2.3 Stakeholder perspective

A review of relevant reports published in the past five years has been undertaken to inform the development of a vision for the IQRNS and capture the perspectives of the transport industry, agricultural sector, local governments and other government authorities.

2.4 Transport industry

It is well documented that the current inland Queensland road network presents a range of challenges for the transport industry that, unless addressed, will continue to constrain economic development and productivity. These issues build the case for the implementation of the IQRNS.

A report from the Mount Isa to Townsville Economic Zone (MITEZ) identifies the example of the Flinders Highway and in doing so describes the poor road conditions experienced on many key rural routes.

Speed restrictions due to poor ride quality, lack of passing lanes, no shoulders for emergency stops, narrow bridges, and reduction in allowable axle loads during the wet season all impact transport operations.

MITEZ identifies permitted access to roads by 'much higher productivity road freight vehicles' with the corresponding upgrading of roads and bridges as needed for inland Queensland.[13]

The Queensland Transport and Logistics Council[14] sees the upgrade of a Queensland inland highway as an important initiative to provide an alternative to the Bruce Highway. There are capacity issues on the Bruce Highway and heavy vehicles from coastal Queensland to Melbourne/ Adelaide and points in between would find an inland highway an attractive alternative as it offers considerable distance savings.

One improvement to a candidate route raised by the RDA in its report[15] is the extension of the triple road train route from Clermont to Emerald. This implies a through-route approach to road upgrading in terms of standards and priorities.

The Transport and Infrastructure Council also supports the "establishment of a national rural and remote arterial road network development plan that focuses on key regional strategic secondary roads".[16] In its recent report "National Remote and Regional Transport Strategy", the council is seeking to "maximise investment opportunities in transport infrastructure and services (through) appropriate funding methodology and investment partnerships (and) better coordination across borders and between governments... The strategy sees the establishment of a national rural and remote arterial network development plan that focuses on key regional strategic secondary roads to complement the national freight networks..."

12 Queensland Transport and Logistics Council 2015
13 Mount Isa to Townsville Economic Development Zone and AMSTEC Design 2010
14 Queensland Transport and Logistics Council 2015
15 Northern Queensland Strategy (Northern Queensland RDA Alliance) Business Cases, Cummings Economics, 2014
16 Transport and Infrastructure Council 2015



Figure 4 Queensland industry map highlighting interstate and international road and port connectivity (developed from a similar map in the State Infrastructure Plan 2016)

2.5 Agricultural sector

88.4% of land in Queensland is used for agriculture and grazing with Queensland being Australia's largest beef-producing state or territory. The agriculture and food industries' Gross Value of Production is $19.9 billion and the total supply chain employs 434,100 people, accounting for 18% of Queensland's employment.[17] Queensland's most significant agricultural exports are beef, sugar, grains, horticultural products and seafood. Nationally the agricultural and food sector is worth $60 billion per annum and the National Farmers' Federation has goals to increase this to $100 billion.



Harvesting tractor hauling cane in North Queensland
Image courtesy of Wlimar Sugar Australia Limited

"Road reliability is of paramount importance to the agricultural industry... the ability to access markets when the price is right and the produce is ready is essential for financial success."[18]

Moving cattle in the north involves some of the longest land transport distances of any Australian commodity.[19] The long distances raise costs (up to 40% of livestock market price is contributed by its transport)[20] and increase risks - road closures due to climatic conditions can isolate producers from markets for extended periods of time.

The importance of the transport network to the beef industry is also acknowledged by the Australian Bureau of Agricultural and Resource Economics and Sciences (ABARES), recognising the potential of improved profitability in the beef and cattle industry by allocating road funding "to better reflect where road use and road damage occur".[21] Their report recommends the development of a user-pays model, supported by analysis of road use and maintenance costs.

The 2017 AgriFutures report "Research activities on rural roads" provides further guidance on improved analysis techniques for investment servicing the agricultural sector. It demonstrates that there are substantial benefits for agricultural producers from rural road upgrades which are not normally captured in benefit/cost analyses.

The 2017 CSIRO report "TraNSIT: Unlocking options for efficient logistics infrastructure in Australian agriculture", provides a powerful tool for justification of road investment which supports the agricultural industry. It uses vast amounts of data on actual commodity movements throughout all major sectors across Australia. It enables calculation of commodity-specific benefits arising from road improvements.

"Hancock Prospecting's agricultural division is a major investor in Queensland, particularly with properties across the southern area of the state.....Unsealed and poor quality roads and bridges increase our travel time, increase our maintenance costs and reduce our return on investment. Furthermore, severe weather events and their impact on the road freight network can cause major delays and costs that cannot be recovered. This influences our bottom line and ability to grow and employ more people in regional Queensland." Adam Giles, General Manager, External Relations Agriculture, Hancock Prospecting letter to the IQ-RAP Working Group



Stock crossing Carnavon Highway near St George
Image courtesy of Balonne Shire Council

17 Department of Agriculture and Fisheries; Queensland Agriculture Snapshot 2018
18 Infrastructure Australia 2015
19 http://minister.infrastructure.gov.au/wt/releases/2015/September/wt286_2015.aspx
20 https://www.csiro.au/en/Research/LWF/Areas/Landscape-management/Livestock-logistics/TRANSIT
21 Australian Government Department of Agriculture and Water Resources 2015



Mining dump truck being transported on low loader
Image courtesy of Quilpie Shire Council

2.6 Mining and energy sector

The minerals and energy sector, including direct and indirect benefits, was valued at $55 billion in 2016/17, contributing 17% of GSP and employing 282,634 people, accounting for 12% of Queensland's employment.[22] Mining companies critically rely on the road network for the delivery of over-sized equipment that can only travel by road and services that are delivered at mine sites by regional suppliers.

While the bulk movement of coal and minerals is primarily by rail, mining and port developments place local demands on road infrastructure to facilitate access to sites. Similarly, while export LNG is transported by pipeline, the development of wells and compressor stations requires widespread access to a quality road network. During the project development stage, the resource industry relies on heavy plant and equipment to be transported to the sites by road, usually by over-dimensional vehicles.

While the industry is currently facing soft commodity prices on global markets, the long-term fundamentals for Queensland resources are very positive. China has committed to doubling per capita income between 2010 and 2020. Much of that economic growth is fuelled by Queensland resources. While the rate of growth for China has recently "slowed" to 6.7% in 2016, our neighbours in India and South East Asia are just stepping on the growth accelerator.

The International Energy Agency (IEA) states in its *2016 World Energy Outlook* that global energy demand is set to grow by 37% by 2040 driven by the 1.3 billion people without current access to energy gaining access in this period. This supply will be divided into four almost equal parts: low carbon technologies (renewable energy and nuclear); oil; natural gas and coal.

- Queensland is in a strong position to meet much of the demand for natural gas, thermal and metallurgical coal, as well as developing its own renewable energy sector.

The resources and energy sector will continue to be a major contributor to the Queensland economy well into the future. A productive and safe road network will be vital for this industry's growth.

22 Queensland Resources Council; Economic Contribution of the Minerals and Energy Sector to the Queensland Economy 2016/17



Tourists sightseeing at Town Common, North Queensland
Image courtesy of Townsville Enterprise

2.7 Tourism sector

The tourism industry contributes $25 billion, equating to 7.8% of GSP and employs 138,000 people accounting for 5.8% of Queensland's employment. The sector contributes $7.4 billion to export earnings and is the third largest export earner in Queensland after coal and food.[23]

The Queensland Government's Advancing Tourism 2016-20 Strategy prioritises investment into infrastructure and access and recognises the importance of the drive tourism market. $30 million under this strategy is committed to drive tourism support and road access to attractions.

"High quality, safe, efficient and sustainable road infrastructure is required to support tourism's on-going growth and the market competitiveness of Queensland as a destination. Investing in and appropriately prioritising the infrastructure upgrading needs of the inland Queensland road network is crucial for the development of tourism and regional economic development in Queensland." Daniel Gschwind, Chief Executive, Queensland Tourism Industry Council

2.8 Local government

The vast majority of the inland Queensland road network is made up of State Controlled Roads (SCR) with only 7% (by length) being local government roads.

Local governments in rural areas have a low rate base with little scope for revenue raising through licensing and fines so are often reliant on grants from other levels of government to manage their road network. An upgrade in one local government area generally delivers limited benefits unless the neighbouring local government delivers improvements on its section of the link so the whole corridor is improved.

Structural change to how this nationally significant asset group (rural local roads) is planned, managed and funded[24] has been identified as a key reform. A MITEZ report suggests that

"With long lengths of deficient road, increasing community expectations and limited funds, it is imperative that identification, planning and prioritisation of road improvements are done in a fully cooperative manner involving government, industry and the community. This

23 Tourism and Events Queensland; Queensland Tourism Economic Key Facts 4 April, 2018
24 Australian Rural Road Group 2010

is even more critical in major transport corridors... to create... a transparent hierarchy of timely, efficient and sustainable plans and investments..."[25]

A number of reports have identified the need for a strategic road network upgrade program. The Outback RRTG[26] identifies the need for a program of work on a priority road network and this road network would include links that are critical for tourism, livestock, mining and community access.

The North West Queensland RRTG highlights the importance of a funding boost to deliver such a program to "facilitate vital capital roadwork programs... to drive the economy of the region, stop migration out of communities... and respond to natural disasters".[27]

A funded strategic road network upgrade program would be a key enabler in the retention of skilled regional road workforces by local governments to deliver road projects, efficiently respond to natural disasters and contribute socially and economically to these communities.[28] Many local government workforces deliver works on OSCR in addition to their own local government program and are available locally when required for emergency works.

A funded forward program provides the certainty for local governments to retain a critical skill set in regional Queensland. Such ongoing programs of work in rural areas by the local workforce can often provide a more cost-effective and higher quality outcome, compared to undertaking a more 'bulked up' program of works when large funding allocations are made to address natural disasters and contract resources are brought in from outside the local area. Retaining a level of local knowledge and experience is critical for cost-effective road maintenance and management of external resources when required.

An ongoing investment in upgrading the regional road network will improve the resilience of the road network against major climatic events and thus minimise the exposure of all levels of government (i.e. local, state and federal) to the cost of major adverse weather events.

Improving connectivity for local governments and their economies and communities is a key outcome of a funded strategic program, particularly equitable access to specialist health services, which are typically in the major population centres. For example, the sealing of the remaining sections of the Hann Highway between The Lynd and Hughenden as part of an important north-south transcontinental route (i.e. the Cairns to Melbourne/ Adelaide route)[29] would enable the full potential of this link to be realised.



Road works at Mt Larcom
Image courtesy of Gladstone Regional Council

2.9 Other government authorities

A range of government agencies have expressed an interest in the improvements to the inland Queensland network, including the following examples:

- The Australian Government has a significant military presence in regional Queensland with Australia's largest army base in Townsville, Lavarack Barracks, and a navy presence in Cairns. Defence exercises are held across regional Queensland, requiring the movement of specialist vehicles and equipment.
- Infrastructure Australia identifies the need to widen narrow seals, renew weak pavements, upgrade bridges, improve horizontal and vertical alignments, improve flood immunity, expand capacity in high traffic areas, and deliver other safety-related improvements. This program of work needs to be supported by a list of critical road projects.[30]
- The Northern Queensland RDA Alliance's 2014 Northern Queensland Strategy identifies the need to "Improve the NQ road system to reduce travel times, vehicle operating costs and wet weather susceptibility, improve safety and connectivity to support major new developments. In particular, extend the triple road train route from Clermont to Emerald and complete sealing the Aramac-Torrens Creek Road and the Hann Section of the Kennedy Developmental Road."[31] The report strongly recommends the development of a

25 Mount Isa to Townsville Economic Development Zone and AMSTEC Design 2010
26 Outback Regional Roads and Transport Group 2010 and 2015
27 North Western Queensland Regional Roads and Transport Group 2014
28 Outback Regional Roads and Transport Group 2013, North West Queensland Regional Roads and Transport Group 2014
29 Etheridge Shire Council, Flinders Shire Council and Cummings Economics 2008
30 Infrastructure Australia, Price Waterhouse Coopers and GHD 2015
31 Northern Queensland Strategy (Northern Queensland RDA Alliance) Business Cases, Cummings Economics, 2014



Caravan tourist on Cloncurry River Bridge
Image courtesy of Cloncurry Shire Council

Queensland Western Roads Action Plan which became known as the Inland Queensland Roads Action Plan 2016.

- The Austroads report "Reforming Remote and Regional Road Funding in Australia" provides guidance on improving the assessment of benefits from upgrades to rural roads, both for agricultural producers and the wider community (e.g. health and education).

Often the local government transport network provides a crucial role in connecting mining and agricultural areas to strategic state and national freight networks.[32] Therefore it is critical to ensure that not only the main transport spines are developed, but also that the connecting links are of an adequate standard to provide access to the priority routes.

2.10 Conclusion

Recent research into funding and provision of roads in rural and remote areas indicates the following needs.

- Targeted upgrading is required to reflect the highest priorities. The CSIRO TraNSIT tool quantifies total actual demand for transport of agricultural commodities and hence can calculate potential traffic demand which would divert to particular routes, or transfer from other modes (e.g. rail) if roads were upgraded, as well as quantifying the benefits of upgrading in a benefit/cost analysis.
- Improved methodologies are required for assessing the economic and social benefits which could be delivered to all industry sectors and the wider community (e.g. health and education) by road upgrades, and the inclusion of those benefits in benefit/cost analyses. Current methodologies favour metropolitan areas and do not adequately take into account economic and social factors that are relevant to regional areas, subsequently disadvantaging them in funding applications. The IQ-RAP Working Group has created a list of proposed research projects and submitted these to the Australian Government for consideration in addressing this issue.

32 TMR 2013

3. The case for investment west of the Bruce Highway

Queensland is a decentralised state and hence requires a well-developed transport network, including a hierarchy of roads that serve major centres and facilitate connectivity to remote areas.

3.1 Role and development of the Bruce Highway

The Bruce Highway is the arterial route connecting the coastal cities and towns of Queensland. It is located at the eastern margin of the state, and services a relatively narrow coastal strip, particularly in the north.

The Bruce Highway is subject to frequent wet weather disruption. It carries high volumes of truck traffic, which together with local traffic, seasonal tourist and local sugar cane traffic, is experiencing capacity and safety problems.

In 2011, the North Queensland Roads Alliance made up of northern Queensland Mayors and RACQ commissioned the AEC Group to assess the "Economic Impacts for North Queensland of Closures of the Bruce Highway".[33] Its findings were that a 24-hour loss of trade on the Bruce Highway resulted in negative economic impacts in both North Queensland and South East Queensland of:

- Direct Impacts of $3.3 million in Output; $1.6 million in Gross Value Added; $0.9 million in income and twenty-one Full-Time Equivalent employment (FTE) positions; and
- Indirect Impacts of $2.1 million in Output; $0.9 million in Gross Value Added; $0.5 million in Income and eight FTEs.

In the same report, there was a noted correlation between weather events and business confidence, seasonal spikes in unemployment and tourism visitation. There were noted to be extensive closures of the Bruce Highway due to flooding between 2010 and 2012.

Upgrading to address these issues is continuing, supported by the 2012 report 'Bruce Highway Action Plan – Out of the Crisis'.[34] The funding commitment is a welcome acknowledgement from the Queensland and Australian governments that catch-up investment is required to support the population and economy of northern Australia.

"While the 10 year upgrade program to the Bruce Highway will overcome current deficiencies, upgrades will not necessarily provide for a longer-term solution to cater for substantial (forecast) growth."[35]



Cattle road trains exporting live cattle through Townsville Port
Image courtesy of Port of Townsville Limited

3.2 Complementary role of the inland network

The inland network offers a range of advantages and has an important role in complementing the Bruce Highway.

The eastern section of the IQRNS network provides a number of diversion routes to the Bruce Highway for when it is closed to traffic due to flooding or an incident. This provides for increased resilience in the network to enable the continued supply of goods to communities and decreasing potential economic impacts in times of natural disaster.

The inland road network also provides an alternative route to avoid and subsequently decrease congestion on the Bruce Highway as well as provide distance and time savings across a range of routes between regional centres, agricultural and mining centres and interstate cities such as Sydney and Melbourne.[36]

33 AEC Group/ North Queensland Roads Alliance, Economic Impacts for North Queensland of Closures of the Bruce Highway 2012
34 TMR, Bruce Highway Action Plan – Out of the Crisis, 2012
35 Queensland Transport and Logistics Council, A Focus on Freight on Queensland's Inland Highway, January 2015
36 Queensland Transport and Logistics Council, 2015

A trip between Melbourne and Cairns on an inland route can save more than 500 km and more than four hours travel time compared to travel via the Bruce and Pacific Highways. From Melbourne to Mount Isa the inland route provides a saving up to 1,170 km and 15 hours travel time.[37]

Travel from Melbourne to western and northern Queensland is most efficient via Cunnamulla; travel from Sydney is most efficient via St George. With 49% of Queensland's GSP generated outside Greater Brisbane,[38] inland routes would offer considerable economic benefit as well as safety and distance benefits during normal conditions, increasing in times of natural disaster.

Removing some of the freight flows from the Bruce Highway will also deliver substantial safety benefits for the remaining local and tourist traffic. Quality inland alternative routes may one day result in the Bruce Highway losing its moniker as Australia's most dangerous highway.



Blackwater Rolleston Road
Image courtesy of Central Highlands Regional Council

"Further analysis of the economic benefits of an established QIH (Queensland Inland Highway) indicates that the potential productivity benefits (travel time and vehicle operating cost savings) in shifting heavy vehicle traffic (from the Bruce Highway) to an inland highway would be approximately $642 million over 30 years. Adding safety and environmental benefits, the total benefits over the 30 year period would be $689 million." Queensland Transport and Logistics Council

3.3 Adequacy of the inland network

The inland network is largely in place. East-west arterial links feed into the port cities of Cairns, Townsville, Mackay, Rockhampton and Gladstone as well as to the Northern Territory and South Australia.

Similarly, the north-south links are in place connecting major inland centres to Brisbane and southern states. Together these form an effective grid with the east-west roads. The advantages identified from an appraisal by QTLC of the current roads considered in their report (and making up a component of the IQRNS network) include:

- lower current freight volumes than the Bruce Highway, with lower traffic volumes;
- existing levels of access for high productivity vehicles, with opportunities to increase current access levels;
- higher levels of road safety performance;
- superior flood resilience across the majority of the inland road network; and
- time and distance advantages on a number of routes to Melbourne.

Although these advantages are recognised, the potential of the inland Queensland network is negatively impacted by the current standard of the network. A range of opportunities and issues in meeting the potential of the IQRNS network have been identified through review of recent relevant reports as summarised below.

- Productivity in the livestock industry would be enhanced by the upgrading of critical links (i.e. sealing, improving flood immunity) to improve reliability for transporting animals from remote properties to ports and markets. This, in turn, will enhance Queensland's reputation on world markets.
- Industry-specific upgrading of mine access roads would allow the use of the network by higher productivity road freight vehicles.[39]
- Local governments could liaise with tourism authorities to include low-cost improvements in road upgrading schemes to benefit the drive tourism market. These might include safety messages about driving among heavy vehicles and straying animals, as well as fatigue management through provision of rest areas and scenic stops.
- Significant improvements to the safety of rural roads can be achieved through removal of isolated hazards. These include sharp curves, hidden dips (particularly those subject to water ponding), poor ride quality (especially at culverts in black soil country), straying stock, isolated narrow bridges, slow-moving heavy vehicles on steep grades, unsealed shoulders making emergency parking off the carriageway dangerous in wet weather, and poorly aligned intersections.
- Safety on roads with high head-on crash rates can be improved at low cost through seal widening and

37 Queensland Transport and Logistics Council; A Focus on Freight – Queensland's Inland Highway; January 2015
38 .id consulting pty ltd, National Economic Indicators 2015/16
39 Mount Isa to Townsville Economic Development Zone and AMSTEC Design 2010

the use of a wide centreline (Refer to 'Bruce Highway Action Plan' 2012). Recent ARRB research shows that "smoothing the rough surfaces that makeup about 30 percent of the Newell (Highway) could significantly reduce crashes... by as much as 43 percent".

- Liaison with industry and the community can identify short sections of road for initial sealing to overcome dust (school bus routes and near houses), gravel loss, bogging (and formation loss and damage) and other environmental problems.
- Upgrading of roads will normally be required to support new mining, agricultural and tourist developments, and will be project specific and may be funded from developer contributions.
- Targeted pavement strengthening and formation raising on priority routes can minimise periods of reduced allowable axle loads and speed limits (in the wet season).
- Defence bases in Townsville and Far North Queensland may require specific improvement of roads connecting through inland Queensland to Brisbane and interstate.
- Short term or permanent changes to the mode of transport of bulk commodities (for example from rail to road on the Mount Isa-Townsville corridor following a change to transport contracts) may require appropriate protective measures (short-term) or upgrading (long-term).
- The ongoing cost of maintaining the network is an issue, specifically for unsealed and narrow sections. Upgrading these roads to vision standards would deliver improvements to the resilience of the road asset and a decrease in frequency and cost of ongoing maintenance.

3.4 Management of the network

The Inland Queensland Roads Action Project funding partners are looking to "establish a platform for a coordinated stakeholder approach to advocacy efforts relating to funding of Queensland's Regional Roads."[40]

As already highlighted, the complexities associated with the ongoing management of the inland Queensland road network are often associated with funding availability and competing priorities and needs across all levels of government and local government boundaries. The Australian Rural Road Group (ARRG)[41] strongly urges genuine reform in the planning, management and funding of the rural local road network across the three levels of government.

A vision and strategy for the inland Queensland road network that is agreed with stakeholders will assist with addressing stakeholder needs by providing:

- a consistent voice to advocate for funding and the strategic benefits of link upgrades, based on a national approach to 'evaluation and assessment methodologies (which) better reflect the benefits of remote and regional transport projects',[42]
- a cross-boundary approach to prioritisation and program development on agreed strategic routes; and
- a consistent approach to intervention standards and 'fit for purpose' vision standards, generating realistic programs and improving the overall performance of the network.

At a delivery level, the RRTGs have contributed to further cross-boundary management with the identification of LRRS and prioritisation of TMR's Transport Infrastructure Development investment for RRTG regions.

3.5 Total Asset Management

There is growing pressure to achieve better outcomes from infrastructure investment in a sustainable way.

A key component of managing investment across the IQRNS network is to adopt a Total Asset Management approach where road assets are built, operated and maintained taking into account, and where practicable, minimising whole of life costs. This is reflected in the aim of the Transport and Infrastructure Council's "National Remote and Regional Transport Strategy" which is to 'facilitate access to transport infrastructure in remote and regional areas that is fit-for-purpose (appropriate design and quality), suitable to local needs, appropriately funded (based on whole of life costs) and well maintained.'

This approach involves consideration of low-cost solutions before new capital works are adopted. These solutions include rehabilitation or overlaying of existing pavements and widening of existing formations. These aim to build in resilience to improve accessibility and reduce maintenance costs. A Program Management approach is integral to achieving this outcome.

40 Queensland Western Roads (and subsequently IQ-RAP) Interim Working Group 2014
41 Australian Rural Road Group 2010
42 Transport and Infrastructure Council report: "National Remote and Regional Transport Strategy"

4. Identifying the infrastructure gap

4.1 Overview

This section identifies the network vision for the IQRNS and how that vision has influenced the process undertaken to:

- determine appropriate intervention standards and vision standards;
- undertake an initial gap analysis to identify links that require intervention;
- identify the scope of works to meet vision standards; and
- review the gap analysis using inputs from other programs, to refine the scope of works and costs.

This process is shown graphically in Figure 5.

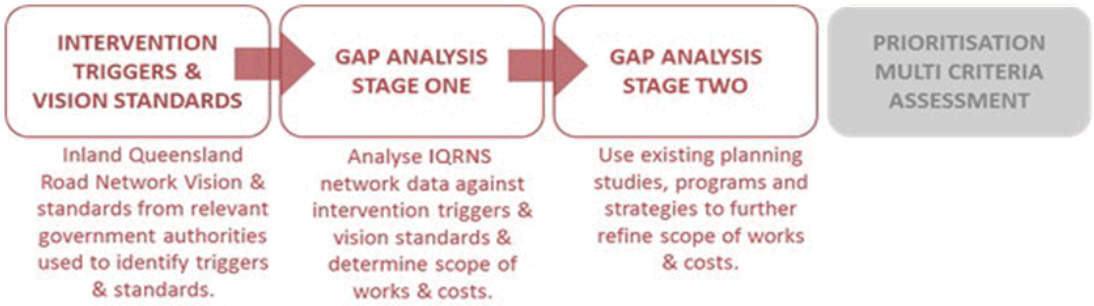


Figure 5 Process for identifying the infrastructure gap

Inland Queensland is faced with specific transport challenges due to its diverse resource, agricultural and tourism base, with a relatively small population separated by vast distances, increasing freight demand and the effect of climatic extremes.

Through continued long-term targeted investment, the vision for the IQRNS is to increase the standard and transport accessibility on this network to maximise economic prosperity of inland Queensland, thus contributing to Australia's productivity, quality of life, safety and equity.

This vision was based on the prioritisation criteria developed at the stakeholder meeting in Longreach in December 2013. Inland Queensland's regional, RRTGs, local governments, rural and remote RDA committees and other stakeholders workshopped and agreed to a set of criteria suited to inland Queensland needs. The criteria included economic value (improving productivity and supply chains), safety, strategic intent, access and social value. They form the basis of the prioritisation process outlined in section 6.

4.2 Network objectives

The investment objectives of the IQRNS are broadly to:

- reduce roughness to improve rideability and reduce travel times;
- reduce the time of road closure due to flooding and rain events;
- address safety outcomes including known 'blackspots';
- sealing of unsealed roads and widening of narrow seals to suit the function and traffic volume on these roads;
- provide bridge widths and structural strength suitable for high productivity vehicles; and
- provide adequate rest stops for heavy vehicles and travellers, locals and tourists.

4.3 Intervention standards and vision standards

To assess the network and determine the scope of works required to achieve the network vision, a consistent suite of intervention standards was required.

An intervention standard is the condition a road must meet to be identified as not requiring works. For those requiring works, a standard to which intervention works should deliver was also identified. This is the vision standard.

The intervention and vision standards used in the initial gap analysis are outlined below. The standards adopted were selected to comply with relevant road authority guidelines, particularly the minimum standards for the



Boulia to Winton Road
Image courtesy of Boulia Shire Council

National Transport Commission's (NTC) Performance-Based Standards Scheme Network Classification Guidelines 2007 and TMR's Gap Analysis Guidelines V9 (2009).

Different standards were adopted across parts of the network to recognise that roads with higher strategic function – either through heavy vehicle volumes or general traffic volumes – require higher standards. For instance, the highest vision standards achieve a two-lane sealed carriageway capable of carrying FEV, while the lowest vision standards provide single lane seal and adequate gravel formation.

4.4 Width

4.4.1 National Network roads

Road width is critical to ensure a road can safely and efficiently carry the required volume and type of traffic. Adequate width provides the ability to pass safely without having to move to the left or leave the sealed bitumen surface.

The IQRNS gap analysis methodology identifies sections of the road network that mostly achieve the minimum width and prioritises available funds to widen the remaining sections to achieve a consistent standard throughout. By doing this the IQRNS prioritisation methodology ensures that maximum benefit is achieved with available funds.

The National Highway Network has higher standards due to the strategic nature of these road links and the requirement to carry long-distance freight, and thus the width is not necessarily tied to traffic volumes.[43]

Table 3 shows the intervention and vision seal widths adopted for the National Network, which are greater than for other links where the standards are based primarily on traffic volumes.

Table 3 Intervention and vision seal widths for priority National Network Routes

National Network	Intervention seal width (m)	target vision seal width (m)1
Warrego Hwy (Miles to Morven) Flinders Hwy (Townsville to Charters Towers)	9	10
Landsborough Hwy Barkly Hwy Flinders Hwy (Charters Towers to Cloncurry)	8	9

43 Subject to meeting TMR's 'Guidelines for Road Design on Brownfield Sites' considering economic, environmental, traffic composition and safety parameters.

4.4.2 Other roads

Table 4 shows the intervention and vision seal width adopted for road links that are not part of the National Network.

Table 4 Intervention and seal widths for other routes

Annual average daily traffic (vehicles per day)	intervention seal width (m)	target vision seal width (m)39
> 2000	8	9
500 to 2000	8	8
150 to 500	7.0 seal on 8.0 formation	
< 150	4.0 seal on 7.0/8.0 formation	

4.5 Roughness

In addition to road width, the IQRNS gap analysis methodology also considered road roughness.

Pavement roughness is a measure of the 'bumpiness' of the road surface caused by irregularities in the pavement surface and is assessed through the NAASRA Roughness Meter (NRM). Road roughness data has been provided by TMR.

Roughness is important because it affects not only ride quality but also safety, travel times, fuel consumption and maintenance costs. For freight vehicles, roughness can also cause damage to the product being transported.

Very smooth new asphalt is typically scored in the range of 40-50; roads become rougher in the range of 50-110. 110 is the intervention level at which TMR considers reconstruction. Scores of over 150 indicate a quite rough ride in a car and a very rough ride in a truck.

Table 5 shows the range of roughness values used in the gap analysis.

Table 5 Adopted roughness triggers

Annual average daily traffic (vehicles per day)	Low (NRM)	High (NRM)
0 to 500	130	160
500 to 1000	110	130
1000 to 10000	95	110

While it is desirable to intervene at the lower roughness values it is generally not affordable to treat all sections that do not meet these intervention standards, particularly where there are isolated sections of rough road.

An initial assessment has been undertaken using the low intervention roughness values. Where these intervention standards identified isolated sections of road, then the higher roughness trigger has been adopted for those sections. If there are long sections of road that do not exceed the intervention standard, then that level was retained.

Road widening and bridge upgrades, rather than road roughness improvements, have been found to be the major driver of cost in this gap analysis. Sections of road with narrow seal widths tend to allow higher levels of water ingress which lead to poor pavement roughness, and so narrow width and poor roughness are typically correlated. The IQRNS gap analysis has identified that only a small portion of the road network meet the roughness trigger without also meeting the width trigger.

4.6 Bridges

4.6.1 Bridge width

Bridge width is an important consideration because inadequate width can lower safety levels, increasing the risk of heavy braking, head-on collisions, confusion and driver over-reaction. Narrow bridges require drivers to adjust their speed and lateral position in a lane.

The gap analysis used geometric data provided by TMR for the nearly seven hundred bridges across the IQ-RAP network.

Table 6 shows the intervention and vision bridge widths with relation to traffic volumes based on TMR's Strategic Road Network Planning – Gap Analysis Guidelines (June 2009).

Where a bridge on a lower order road is to be replaced it has been assumed that it would be upgraded to a two-lane bridge with a minimum width of 8.0 m. The National Network has a vision width of 9.2 m for bridges.

Table 6 Bridge widths (intervention and vision)

Annual average daily traffic (vehicles per day)	intervention width (m)	vision width (m)
< 150	4.0	8.0
150 to 500	7.6	8.0
> 500	8.4	8.6

4.6.2 Bridge capacity

Bridge capacity refers to the load a bridge is designed to withstand over the life of the structure. Bridge design standards have been increased over time to reflect the longer and heavier truck and trailer combinations, such as FEV, now used. Use of FEV results in a more productive road transport industry.

TMR provided load rating data for the bridges within the IQRNS network for use in the gap analysis.

Any bridge on a link nominated as a priority freight route has been assumed to require upgrading within the 15 year vision period if it does not currently meet the SM1600 standard.

All timber bridges (i.e. pre-1954) or bridges with an HS2016 load rating (i.e. pre-1976 design) have also been assumed to require upgrading within the 15 year implementation timeframe.

Table 7 Bridge capacity

Design class	Date	Comment
SM1600	2004 +	Desirable standard on all freight routes
T44	1976 to 2004	Bridges not on freight routes assumed to be able to be strengthened rather than replaced
H20S16	1954 to 1976	All bridges with this loading will have exceeded a 50 year design life by the end of the 15 year IQ-RAP and should be replaced
Timber (Class A and Class B)	1922 to 1954	Timber bridges should be replaced as a priority

4.6.3 Time of closure

TMR has provided time of closure data for more than eight hundred rainfall events between 2012 and 2015.

Flooding causes closures through inundation, as well as through damage to roads and bridges including washaways, undermining, rutting and bogging. This data has been used in the prioritisation process to maximise access as well as deciding whether a bridge requires widening or replacement.

Where a link has significant closures around bridge crossings it has been assumed that a bridge will require upgrading and raising to provide improved flood immunity rather than simply widening the structure.

4.7 Gap analysis

4.7.1 Overview

The level of investment required to meet the network vision across the nearly 16,200 km of the IQRNS network has been determined using a two-stage gap analysis process:

- Stage 1 - Identify the road sections and bridges that require works to meet the intervention standards. Where upgrading works are triggered it has been assumed they will be constructed to meet vision standard. Estimated costs of works to address the gap have been calculated using cost per kilometre rates associated with the classification of the road.
- Stage 2 - Review prior planning and programs to identify other proposed works (e.g. overtaking lanes, bypasses, intersection upgrades, safety improvements etc.) and more accurate cost estimates based on more detailed investigations carried out by RRTGs or TMR.

4.7.2 Road hierarchy and costs

The gap analysis has been reported against the road hierarchy descriptions detailed in Table 8. These are based on TMR's Priority Road Network (PRN) map as shown in Figure 6.

The analysis used an average cost per kilometre across the network differentiated between the National Network (NN) and the Priority Road Network level 1 roads as they have different vision standards and hence different costs to upgrade. Costs used in the analysis are shown in Table 8 below. These have been indexed up at a rate of 5% p.a. since the first Inland Queensland Roads Action Plan was published in 2016 based on 2015 data.

Table 8 Road hierarchy description and upgrade costs

Road	Description	$m/km
NN	National Network	1.74
PRN 1	Priority one roads (other than NN)	1.39
PRN 2	Priority two roads	1.16
PRN 3	Priority three roads	1.04
OSCR	Other state controlled roads	0.93
LRRS	Local Roads of Regional Significance	0.81

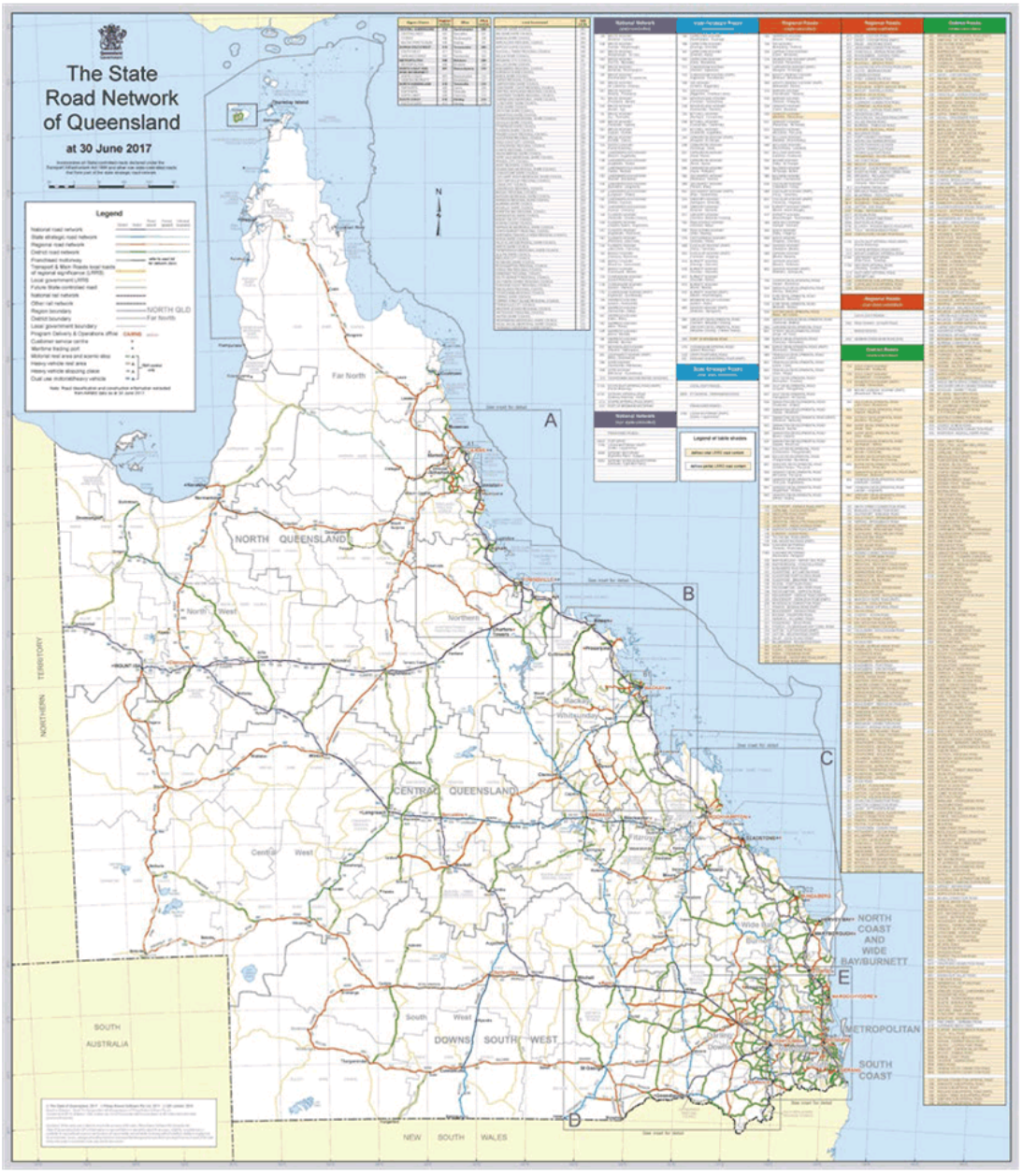


Figure 6 TMR Priority Road Network Map

4.7.3 Stage 1 – Preliminary gap analysis

Road width and roughness

Table 9 shows the extent of road segments that meet the intervention standard for width and/or roughness based on the review of TMR's ARMIS data. For local government roads where data was not available seal status and width was estimated based on aerial imagery and Street View.

Table 9 Extent triggered by width and roughness on TMR network

PRN	length (km)	$m/km	intervention (km)	% intervention	cost ($m)
NN	2,399	1.74	145	6%	252
PRN 1	1,169	1.39	94	8%	130
PRN 2	1,866	1.16	254	14%	294
PRN 3	2,635	1.04	175	7%	182
OSCR	4,302	0.93	1,445	34%	1,339
LRRS	1,915	0.81	709	37%	575
All	**14,287**		**2,822**	**20%**	**2,771**

A higher proportion of the lower order roads meet the intervention standards (36% of OSCR and 40% of LRRS) compared to the higher order roads (6% of NN and 8% of PRN 1). To date, the priority for investment has been on the higher order roads, so it appears to be time for a broader network consideration.

Bridges

Table 10 shows the number of bridges that require treatment due to width or capacity issues, and the estimated cost to upgrade.

More than half of the bridges across the network have been identified as requiring upgrading during the 15 year vision period.

A rate of $10,500/m² has been assumed for widening and $8,100/m² for a new bridge construction where costs have not been calculated in other documents. These costs have been indexed at a rate of 5% p.a. from the costs used in the original IQ-RAP analysis and report. This upgrade cost does not include approach works which are hard to quantify at this level, and hence the costs in this report are likely to be underestimates.

Table 10: Bridges identified due to width and/or capacity on TMR network

PRN	total #	# require upgrading	% require upgrading	cost ($m)
NN	145	42	29%	197
PRN 1	131	49	37%	106
PRN 2	122	77	63%	128
PRN 3	122	82	67%	347
OSCR	69	39	57%	126
LRRS	63	42	67%	251
All	**652**	**331**	**51%**	**1,156**

Where the vision width is more than 30% greater than the existing bridge width or the bridge experiences long times of closure due to flooding it has been assumed that the bridge will be replaced, otherwise, it has been assumed the bridge will be widened.

Where a bridge is replaced, an increase in bridge length of 30% has been allowed to improve flood immunity. A nominal allowance has also been included for works on the approach to the bridge.

Summary of stage 1 gap analysis

Table 11 summarises the costs to upgrade those roads and bridges which do not meet the intervention standards to achieve the vision standards using the gap analysis process and generalised unit rates for road widening and bridge widening and replacement.

Nearly 3,000 km of road and more than 300 bridges require improvement to achieve the network vision.

Table 11 Summary of road and bridge costs on TMR network identified by gap analysis

PRN	road ($m)	bridge ($m)	total cost ($m)
NN	252	197	449
PRN 1	130	106	236
PRN 2	294	128	422
PRN 3	182	347	529
OSCR	1,339	126	1,465
LRRS	575	251	826
All	**2,771**	**1,155**	**3,926**

4.8 Refinement of gap analysis using available data

The costing in the initial gap analysis has been refined by reviewing available planning and program information such as TMR's QTRIP and planning reports supplied by councils and RRTGs.

A key input into the IQRNS process has been the recent strategic review of the principal inland freight route by TMR that identifies a suite of investments to improve the western Queensland road network to provide a robust freight network. This network covers approximately half of the IQRNS network and provides more rigorous investigation for these higher order links, including more detailed cost estimates of the works required to bring these up to the necessary standard to fulfil their freight role.

The review undertaken by TMR included requirements for specific bridges as well as identifying rehabilitation, realignments, intersections, culverts and bypasses - all of which are relevant to achieving the network vision.

Where available from any of these sources, more detailed costing data has been adopted in lieu of the generic rates assumed in the gap analysis.

Table 12 shows the refined cost to upgrade the network using such information. These updated values have been used in the prioritisation of the network upgrades.

Table 12 Cost to upgrade network including costs in existing plans and programs

PRN	road ($m)	bridge ($m)	other ($m)	total cost ($m)
NN	368	201	172	742
PRN 1	188	117	437	742
PRN 2	528	131	160	819
PRN 3	507	329	35	872
OSCR	1,283	126	28	1,437
LRRS	648	25	22	695
LG	$748	$20	$18	786
All	**4,269**	**950**	**873**	**6,092**

The adoption of costings from other reports and programs increases the value of the required investment across the IQRNS network significantly. This indicates that the values assumed in the gap analysis are not conservative. A larger allocation of funds may be required to meet the desirable standards once more detailed planning investigations are undertaken on individual links.

While the gap analysis suggests that more than $6 billion of investment is required over the next fifteen or so years to bring it up to appropriate standards, it would not be appropriate for the IQRNS to double up on funding flagged in the current TMR QTRIP.

Table 13 shows the level of funding currently flagged in the TMR QTRIP on for the various RRTGs across the national, state and local government roads.

Table 13 Planned investment on IQRNS links (2016-17 to 2019-20 and 2017-18 to 2020-21 QTRIPs).[44]

RRTG	NN ($m)	State ($m)	LG ($m)	TOTAL ($m)
Bowen Basin/Gladstone		108.8	0.0	108.8
Far North		30.1	11.4	41.5
North Queensland	18.3	82.7	0.5	101.5
North West	60.0	65.8	9.7	135.5
Outback	38.6	25.5	5.3	69.4
South West	0.2	57.6	4.3	62.1
TOTAL	**117.1**	**370.5**	**31.2**	**518.8**

Table 14 shows the IQRNS upgrades excluding those identified in other programs such as QTRIP. Note that these costs are all in $2018. No allowance for discounting of future costs has been made in these figures and all are indicative estimates subject to planning and design considerations.

Table 14 Cost to upgrade network once existing plans and programs are considered

RRTG	Strategic estimate $m	Future investment $m			
		1-4yrs	5-10yrs	11-15yrs	15+yrs
Bowen Basin	1,252	82	500	670	
Far North	862	46	254	374	188
Gladstone	61		17	44	
North Queensland	334	32	140	162	
East Zone sub-total	**2,509**	**160**	**911**	**1,250**	**188**
North West	1,008	93	369	423	123
Outback	797	69	281	404	43
South West	833	78	326	344	85
West Zone sub-total	**2,638**	**240**	**976**	**1,171**	**251**
Total Proposed Investment	**5,147**	**400**	**1,887**	**2,421**	**439**

44 QTRIP identifies firm funding commitments for the first two years for Queensland Government funded projects, and for the first year for projects funded by the Australian Government. It identifies indicative funding for the remaining years of the four-year program.

5. Prioritising the response

5.1 Overview



The MCA analysis has been used to identify which road links will give the most benefit from investment based on economic value, access and social value, strategic intent, and safety.

These results have then been moderated to provide a program in three tranches reflecting broad categories of decreasing priority for implementation. This approach reflects the reality that the MCA analysis is not an exact science and cannot be taken as providing precise values of relative merit.

Factors which were taken into account in the moderation process include:

- does the project complete a missing link which provides a consistent driving standard along a link, even though the project itself has a relatively low MCA score?
- are there community expectations or planned developments not adequately reflected in the analysis which make it desirable to alter relative priorities?
- is it critical to provide funding in the early years to address sustainability of regional communities, measured through unemployment statistics, and access to key services?

The gap analysis has identified a large investment required to address the gap between existing road conditions and what could be considered a relatively modest overall vision for the IQRNS.

At more than $6.5 billion, the cost of this vision exceeds historical levels of funding but highlights the shortfall over the proposed 15+ year period, to bring the IQRNS network up to even a modest standard.

The standard process for prioritising potential investments is to identify and evaluate the benefits and costs of competing investments and compare summary measures of net benefits. For government, the measure can be more complicated because these investments usually have multiple objectives.

This section discusses a MCA process that incorporates the desired objectives of IQRNS partners into an investment prioritisation framework that is transparent, rational, justifiable and evidence-based.

5.2 Values, goals, objectives, outcomes, impacts, evaluation criteria and measurements

The terms 'values, goals, objectives, outcomes, impacts, evaluation criteria and measurements' all refer to the means by which road investments are evaluated. We want to know how a road investment performs and how it delivers what is valued compared to the cost of that investment, and how that would compare to alternative investments.

The gap analysis has identified required investments that are typically formation widening, pavement rehabilitation, initial paving and sealing and/or sealed width improvements and bridge upgrades. These proposed works improve ride quality, safety and vehicle operating costs, and to a lesser degree travel time. Investments in bridge structures to improve safety also reduce average times of closure due to flooding and allow FEV access.

The gap analysis process does not specifically target blackspots but the identified road investments, in terms of formation widening/sealing and bridge structures, would deliver safety improvements. The MCA process considers links that have a poor safety history as well as links that have a low star rating as per AusRAP.

5.3 Multi-criteria assessment

The MCA is a quantitative tool that aids in shortlisting multiple investment options based on a consistent range of criteria. Use of a MCA with agreed criteria ensures that an equitable and merit-based outcome is achieved across the entire network.

A key objective of the IQRNS is to develop a methodology for prioritisation of road network investments for the western and eastern inland zones that focus on the five criteria identified at the Longreach forum. These are:

- economic value (including improving productivity and supply chains);
- safety;
- strategic intent;
- access; and
- social value.

5.3.1 Economic value

The primary reason for road investments is to deliver tangible benefits - many of the desired outcomes are in the category of economic value.

The lack of historic investment to meet these criteria has restrained economic development opportunities in inland Queensland. This carefully planned investment could unlock the significant untapped potential for economic growth, as well as opportunities to address wider safety, social and environmental concerns.

For the economic criterion, the overall benefit from each dollar invested to bring the link up to vision standard is calculated. This allows investments to be ranked by the economic benefit derived compared to the costs.

5.3.2 Safety

The AusRAP measures the inherent safety of each road link. That is, the degree to which it includes built-in safety features that prevent crashes from occurring and reduce the severity of those crashes which do occur. Funding for safety upgrades (e.g. Blackspot) is often based on historical crash statistics and costs. Rather than waiting for crashes to occur, AusRAP is a leading indicator that identifies, through a star rating system, which links are likely to cause more crashes.

In addition to the AusRAP star rating, the crash rates and crash cost for each link of the IQRNS network have been considered in the MCA. Links with the highest crash costs score highest for the safety criterion and contribute to a higher ranking in the MCA.

5.3.3 Strategic intent

This criterion considers future catalytic economic and community development opportunities, such as investment attraction into new industries to support economic diversification and creation of jobs. To assess the contribution to strategic intent, the following were considered:

- Road hierarchy classifications (i.e. National Highways, priority network 1 (PRN1), priority network 1 (PRN2), priority network 1 (PRN3), priority network 1 (OSCR), local roads of regional significance (LRRS) and local government roads (LG); and
- TMR's strategic investment strategies and assessment of principal freight routes.

5.3.4 Access and social value

A number of the IQRNS stakeholders have questioned the difference between access and social value in the proposed criteria developed in Longreach and hence these have been rolled into one category, particularly given the lack of available data to assess specific improvement in this category.

As an indication of access/social value the MCA has used the time that each link has been closed due to wet weather events. Improvements in bridge structures and drainage, together with the sealing of roads to an 'all weather' standard, will help reduce these closure times in the future and improve access and community amenity.

The Inland Queensland Roads Action Project Working Group has made a submission to the Australian Government to do research to further develop data to support these criteria and the overall case for regional roads investment.

5.3.5 Data used to evaluate the proposed criteria

It is critical for multi-criteria assessment that data used in the evaluation is available for all links. Table 15 identifies the data available and its relevance in the assessment of links against the proposed criteria.

The measures of achievement are broadly consistent with the approach that might be taken if a rapid benefit-cost ratio (BCR) was applied to the road network. This recognises that the estimates of benefits and costs are at a very early stage of development, with limited planning and limited available data. It is acknowledged that there is some overlap between the criteria with some data used to inform measurement of multiple criteria.

Table 15 Available data for assessment against Longreach criteria

Measurement data	Economic Value	Safety	Strategic Intent	Access / Social Value
Traffic volume (PCU)	•	•		•
Growth rate (% p.a.)	•		•	•
Link length (km)	•	•		
Principal freight routes			•	
Road hierarchy			•	
Carriageway width	•	•		
Riding comfort (Roughness)	•	•		
Time of closure	•			•
Crash cost		•		
AusRAP star rating		•		
CSIRO TraNSIT	•		•	

5.4 MCA process

Table 16 shows the data used in the IQRNS MCA along with the weighting for each criterion in the original Inland Queensland Roads Action Plan versus this new strategy. A detailed explanation of the methodology employed for the MCA process is included in Appendix B. It includes the development of criteria, assessing available data against criteria, and testing various scenarios by varying criteria weightings.

Table 16 Data available for assessment against proposed criteria

Criteria	IQ-RAP	IQRNS	Comment
Road benefit	25%	20%	Based on the number of passenger car units (PCUs) using the road vs the cost of the proposed upgrade. PCUs is a function of traffic volume (AADT), % commercial vehicles and historical growth rate. This criterion will prioritise lower cost upgrades and completion of missing links where a road has a substantial amount of commercial and freight use.
Access	20%	7.5%	Based on flooding time of closure/equity. This criterion will prioritise works on links that have experienced significant closure times. (Note: It would be prudent to investigate the basis for these long closure times in the rationalisation of the program.)
Freight	20%	15%	This criterion prioritises works on designated freight routes.
TraNSIT volume	-	7.5%	This criterion is based on the projected number of trailers generated by agricultural demand from CSIRO modelling, in a scale of 1-3 for small to very heavy generated movements, thus supporting regional economic development.
TraNSIT project	-	5.0%	This criterion is based on whether deficiencies and upgrades proposed in IQRNS align with projects flagged by the CSIRO TraNSIT analysis.
Tourism	5%	-	Designated tourist route based on TMR's Tourist Route Map. This was removed in IQRNS as tourism is important to all regions and not just those on the designated routes.
Hierarchy	10%	10%	Based on TMR's network hierarchy. This criterion ensures that all gaps are filled on key network links.
Crash	10%	7.5%	Based on historical crash cost from TMR. This criterion ensures that investment is focussed on links that have a demonstrated crash history.



Road train on Coorabulka Road
Image courtesy of Boulia Shire Council

Criteria	IQ-RAP	IQRNS	Comment
AusRAP	-	7.5%	This criterion focuses investment on links that have a low AusRAP star rating to avoid future crashes.
Width	5%	10%	Based on the proportion of the road that is less than vision width.
Roughness	5%	10%	Based on TMR's ARMIS roughness data. Links with poor roughness are unsafe and have higher maintenance costs.
Total	**100%**	**100%**	

The MCA process used the gap analysis and the IQRNS evaluation criteria to prioritise the benefits derived from achieving the vision standard on each link, compared to the cost.

While the gap analysis identified costs to achieve the vision standard, the IQRNS evaluation criteria of economic value, safety, strategic intent, access and social value were used to calculate overall benefits from the investment. Those links scoring highest were evaluated as having the highest priority.

MCA results are presented graphically in Figure 7, which identifies the boundary between the eastern and western zone and shows the prioritisation of links. The MCA rated links into 3 categories:

- MCA rating 1 - highest priority for delivery in 0 to 5 year timeframe
- MCA rating 2 - priority for delivery in 6 to 10 year timeframe
- MCA rating 3 - priority for delivery in 11 to 15 year timeframe

Figure 7 (overpage) demonstrates how the network would be progressively rolled out across the state and highlights the key east-west and north-south routes.

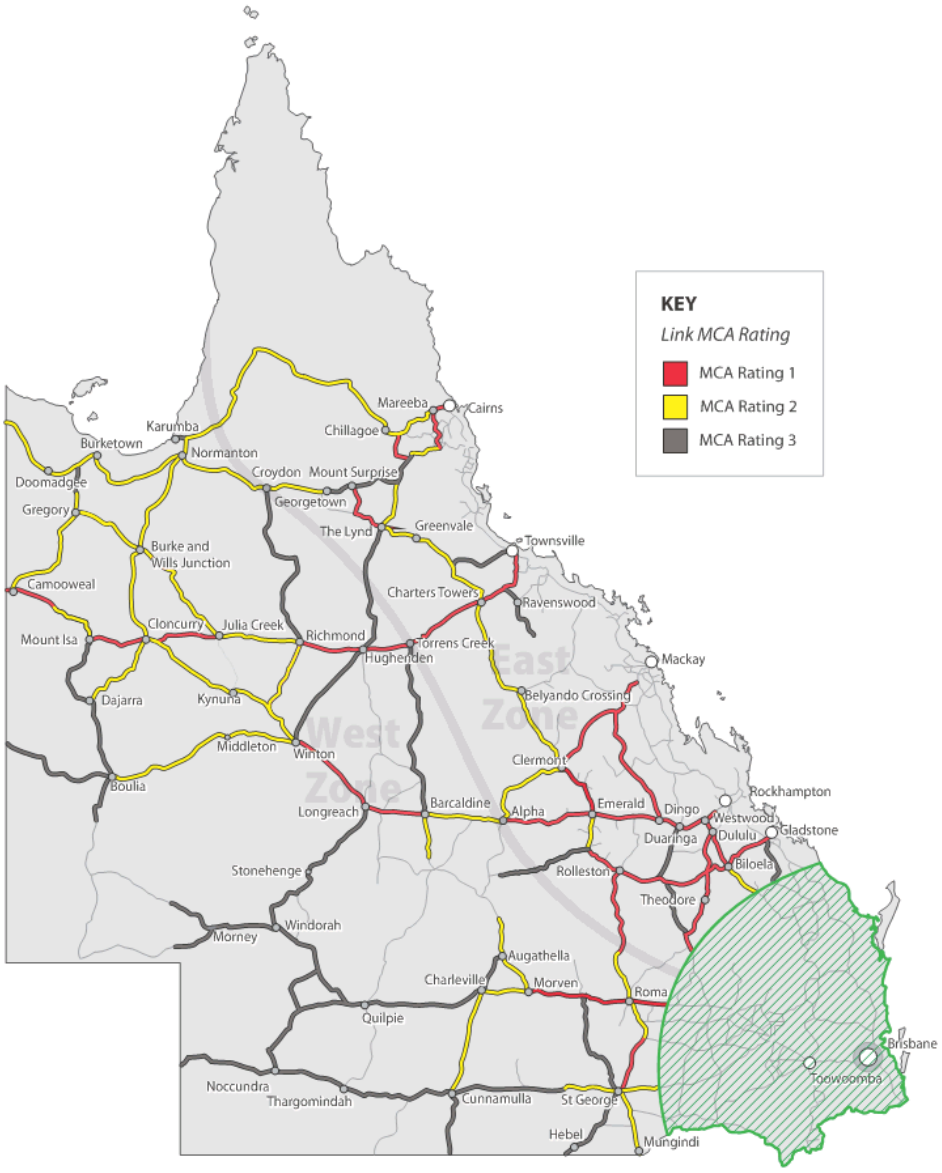


Figure 7 IQRNS Priorities based on the MCA process

The map indicates the strategic freight routes, as identified by partner councils, in the area west of the Bruce Highway as per the scope of the project and the prioritisation of investment into 4, 10 and 15+ year program horizons to reach vision standards based on multi-criteria assessment (MCA). MCA Ratings 1, 2 and 3 indicate meeting vision standards in 4, 10 and 15+ year horizons respectively. This means some projects should be commenced and completed in four years, while others are recommended to start in coming years but continue construction over several years to achieve vision standard over 10 - 15+ years, therefore making the best possible impact on local employment.

6. "The Network Strategy" – A program for investment

6.1 General

Numerous government programs are available for funding works and maintenance on respective road networks. These, sourced from respective government documents, are summarised as:

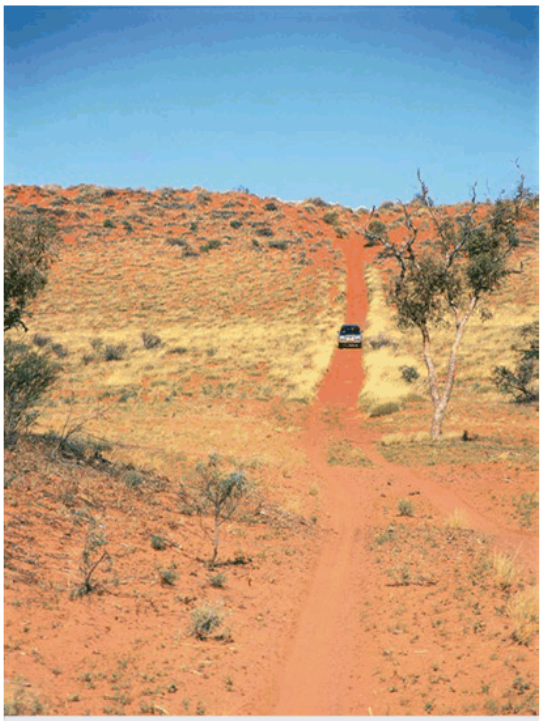
- On the national land transport network (National Highway) - in partnership with the Australian Government;
- On the state-controlled network - funding allocations made by the Queensland Government; and
- RRTGs receive an annual allocation through the Transport Infrastructure Development Scheme (TIDS), to fund projects in accordance with regional priorities regardless of transport network ownership.

Funding is identified in the annual QTRIP developed in accordance with funding allocations identified by the Australian and Queensland governments in their annual budgets and both governments' policy objectives.

Both levels of government have developed guidelines for the planning and delivery of infrastructure projects to promote cross-government consistency and the use of best practice approaches.

Other available programs targeting specific transport objectives include:

- Natural Disaster Relief and Recovery Arrangements (NDRRA), for infrastructure recovery after disaster events, usually 80% funded by the Australian Government and 20% Queensland Government/Local Government;
- Australian Government's Northern Australia and Beef Roads Programmes, jointly funded 80% by the Australian Government and 20% by the state/ territory and/or local governments;
- Australian Government's Black Spot Programme;
- Queensland Government's Safer Roads Sooner Program;
- Australian Government's Heavy Vehicle Safety and Productivity Programme, jointly funded by the Australian Government and local governments;
- Australian Government's Bridges Renewal Programme, jointly funded by the Australian Government and local governments; and
- Queensland Government's Transport and Tourism Connections Program (Round One).



Dirt road in outback Queensland
Image courtesy of Outback Queensland

6.2 Program development

The proposed program of investment has been developed using a staged approach and has considered:

- scheduling investment to align with road priority;
- sustainability of rural and remote communities;
- maintaining workforce capability;
- completing links to provide a consistent level of safety and accessibility; and
- projects that can be delivered with an early timeframe.

At the time of writing, the remaining unknowns include:

- the amount of available funding;
- the extent to which the program will need to be tied into other investments (e.g. QTRIP); and
- the distribution of funding across districts in the state.

QTRIP identifies firm funding commitments for the first two years for Queensland Government funded projects, and for the first year projects funded by the Australian Government. It identifies indicative funding for the remaining years of the four year program.

The intention is that once funding is confirmed, a more detailed program be developed for each link, with greater emphasis on developing a funding stream (e.g. planning, detailed design, construction over a period etc.) for each of the priority links. Further consideration will also need to be given to the availability of labour in the area and the preferred rate of delivery of the works to maximise value for money.

6.3 The proposed program of investment

The following table lists the current projects and the proposed works in the various RRTG areas, as a summary from the MCA process. Detailed programs for each RRTG can be found in Appendices.

Table 17 Summary of proposed IQRNS investment

RRTG	Strategic estimate[45] $m	Future investment $m			
		1-4yrs	5-10yrs	11-15yrs	15+ yrs
North West	1008	93	369	423	123
Outback	797	69	281	404	43
South West	833	78	326	344	85
West Zone sub-total	**2,638**	**240**	**976**	**1,171**	**251**
Bowen Basin	1252	82	500	670	
Far North	862	46	254	374	188
Gladstone	61		17	44	
North Queensland	334	32	140	162	
East Zone sub-total	**2,509**	**160**	**911**	**1,250**	**188**
Total Proposed Investment	**5,147**	**400**	**1,887**	**2,421**	**439**

45 Strategic estimate in $2018, subject to planning and design considerations

7. Conclusion and Recommendations

The principal output of the IQRNS is the prioritised list of upgrades across the inland road network and for each of the RRTGs for the next 15+ years.

In addition, the Working Group's intention is that stakeholders will have "A high level of understanding of the current road infrastructure in the region, and a clear understanding of the future road transport priorities for inland Queensland".

It is hoped that TMR and other stakeholders will adopt the relevant components of the IQRNS in their work, to extend the collaborative spirit in which it has been developed. The Working Group members and other partners will continue with briefing sessions to explain the project to date and encourage further work to improve inland Queensland roads and the resulting economic impacts.

The project partners make the following specific recommendations:

- the Australian Government reference this strategy and the significant work completed to inform the roll out of the 10 year Roads of Strategic Importance (ROSI) initiative as announced in the 2018 Budget;
- the high priority projects in the strategy be considered in the next update of the QTRIP and other priorities continue to be rolled into future QTRIP programs and new funding opportunities;
- the strategy be referenced as an input to future Regional Transport Plans (RTPs) and economic development planning processes across Queensland;
- the strategy be referenced as an input to investment plans to implement the RTPs and provide longer term direction for future road investment and to bridge the gap between the four year QTRIP and the 15 year State Infrastructure Plan (SIP);
- the local governments in this project work with the Department of Transport and Main Roads to ensure priorities are included in regional plans;
- the Australian and Queensland governments consider the IQRNS as a new methodology for prioritising regional roads investment;
- the Australian and Queensland governments consider undertaking research projects that develop an improved methodology for assessing the economic and social benefits of investment into strategic regional road networks, better suited than the current benefit-cost ratio model that is more relevant to urban projects; and
- the Queensland Government considers making long-term funding programs for regional roads.



Truck Hauling cane
Image courtesy of Mareeba Shire Council

Abbreviations

AADT	Annual Average Daily Traffic
ABARES	Australian Bureau of Agricultural and Resource Economics and Sciences
ARMIS	A Road Management Inventory System
ARRG	Australian Rural Roads Group
AusRAP	Australian Road Assessment Program
BCR	Benefit-Cost Ratio
BHAP	Bruce Highway Action Plan
BITRE	Bureau of Infrastructure, Transport and Regional Economics
DAF	Department of Agriculture and Fisheries
FEV	Freight Efficient Vehicles
FTE	Full-Time Equivalent
GRP	Gross Regional Product
GSP	Gross State Product
HIG	Harrison Infrastructure Group
IEA	International Energy Agency
IQ-RAP	Inland Queensland - Roads Action Project
IQRNS	Inland Queensland Road Network Strategy
LGAQ	Local Government Association of Queensland
LRRS	Local Roads of Regional Significance
MCA	Multi-criteria assessment
MITEZ	Mount Isa to Townsville Economic Development Zone Inc.
NAIF	Northern Australia Infrastructure Facility
NN	National Network
NRM	National Association of Australian State Road Authorities (NAASRA) Roughness Meter
NTC	National Transport Commission
OSCR	Other State-Controlled Roads
PRN	Priority Road Network
QTLC	Queensland Transport and Logistics Council
QTRIP	Queensland Transport and Road Investment Program
RACQ	Royal Automobile Club of Queensland Limited
RDA	Regional Development Australia
RDA TNWQ	Regional Development Australia Townsville and North West Queensland
RRTG	Regional Roads and Transport Group
RTA	Roads and Transport Alliance
SCR	State-Controlled Roads
TMR	Department of Transport and Main Roads
TraNSIT	Transport Network Strategic Investment Tool

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Inland Queensland Roads Action Project

Driving Productivity, Economic Development and Safety







































































Regional Development Australia
TOWNSVILLE AND NORTH WEST QLD

Secretariat
P: (07) 4410 3655
E: info@rdanwq.org.au
W: www.rdanwq.org.au
PO Box 1669, Townsville QLD 4810
ABN: 44 798 638 628

Inland Queensland
Roads Action Project
Driving Productivity, Economic Development and Safety

Inland Queensland Road Network Strategy
Appendices

JULY 2018



INLAND QUEENSLAND ROADS ACTION PROJECT (IQ-RAP)
Secretariat contact details

Regional Development Australia
TOWNSVILLE AND NORTH WEST QLD

Regional Development Australia
Townsville and North West Queensland Committee

Phone: (07) 4410 3655
Email: info@rdanwq.org.au
Website: www.rdanwq.org.au
Mail: PO Box 1669, Townsville QLD 4810
Office: Level 1, Enterprise House, 6 The Strand, Townsville QLD 4810
ABN: 44 798 638 628

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HIG HARRISON INFRASTRUCTURE GROUP

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Cover image: Caravan tourist on Cloncurry River Bridge
Image courtesy of Cloncurry Shire Council

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Appendix A – IQRNS road list

The table below shows the roads included in the IQRNS sorted by road number.

Road name	#	Length (km)	National/ State/LG
Landsborough Hwy (Morven to Augathella)	13A	89	NN
Landsborough Hwy (Augathella to Tambo)	13B	57	NN
Landsborough Hwy (Blackall to Barcaldine)	13D	69	NN
Landsborough Hwy (Barcaldine to Longreach)	13E	107	NN
Landsborough Hwy (Longreach to Winton)	13F	177	NN
Landsborough Hwy (Winton to Kynuna)	13G	166	NN
Landsborough Hwy (Kynuna to Cloncurry)	13H	169	NN
Flinders Hwy (Townsville to Charters Towers)	14A	126	NN
Flinders Hwy (Charters Towers to Hughenden)	14B	247	NN
Flinders Hwy (Hughenden to Richmond)	14C	115	NN
Flinders Hwy (Richmond to Julia Creek)	14D	149	NN
Flinders Hwy (Julia Creek to Cloncurry)	14E	137	NN
Barkly Hwy (Cloncurry to Mt Isa)	15A	121	NN
Barkly Hwy (Mt Isa to Camooweal)	15B	189	NN
Barkly Hwy (Camooweal to NT Border)	15C	13	NN
Capricorn Hwy (Rockhampton to Duaringa)	16A	32	State
Capricorn Hwy (Duaringa to Emerald)	16B	160	State
Capricorn Hwy (Emerald to Alpha)	16C	168	State
Capricorn Hwy (Alpha to Barcaldine)	16D	140	State
Warrego Hwy (Miles to Roma)	18D	91	NN
Warrego Hwy (Roma to Mitchell)	18E	87	NN
Warrego Hwy (Mitchell to Morven)	18F	93	NN
Warrego Hwy (Morven to Charleville)	18G	87	State
Mitchell Hwy (Barringun to Cunnamulla)	23A	118	State
Mitchell Hwy (Cunnamulla to Charleville)	23B	197	State
Mitchell Hwy (Charleville to Augathella)	23C	78	State
Carnarvon Hwy (Mungindi to St George)	24A	118	State
Carnarvon Hwy (St George to Surat)	24B	116	State
Carnarvon Hwy (Surat to Roma)	24C	73	State
Carnarvon Hwy (Roma to Injune)	24D	90	State
Carnarvon Hwy (Injune to Rolleston)	24E	172	State
Leichhardt Hwy (Westwood to Taroom)	26A	257	State
Leichhardt Hwy (Taroom to Miles)	26B	25	State
Gregory Hwy (Springsure to Emerald)	27A	148	State
Gregory Hwy (Emerald to Clermont)	27B	106	State
Kennedy Hwy (Cairns to Mareeba)	32A	68	State

Road name	#	Length (km)	National/ State/LG
Kennedy Hwy (Mareeba to Ravenshoe)	32B	112	TMR-LRRS/State
Kennedy Hwy (Ravenshoe to Mt Garnet)	32C	45	State
Peak Downs Hwy (Clermont to Nebo)	33A	178	State
Peak Downs Hwy (Nebo to Mackay)	33B	88	State
Moonie Hwy (Dalby to St George)	35A	82	State
Balonne Hwy (St George to Bollon)	36A	113	State
Balonne Hwy (Bollon to Cunnamulla)	36B	176	State
Castlereagh Hwy (Noondoo to Hebel)	37A	90	State
Burnett Hwy (Monto to Biloela)	41D	94	State
Burnett Hwy (Biloela to Dululu)	41E	72	State
Dawson Hwy (Gladstone to Biloela)	46A	120	State
Dawson Hwy (Biloela to Banana)	46B	46	State
Dawson Hwy (Banana to Rolleston)	46C	168	State
Dawson Hwy (Rolleston to Springsure)	46D	71	State
Wills Developmental Rd (Julia Creek to Burketown)	78A	499	TMR-LRRS/State
Cooper Developmental Rd (Quilpie to Bundeena)	79A	186	State
Birdsville Developmental Rd (Morney to Birdsville)	80A	87	State
Hervey's Range Developmental Rd (Townsville to Battery)	83A	125	State
Karumba Developmental Rd	84A	41	State
Fitzroy Developmental Rd (Taroom to Bauhinia)	85A	115	TMR-LRRS
Fitzroy Developmental Rd (Bauhinia to Duaringa)	85B	103	TMR-LRRS
Fitzroy Developmental Rd (Dingo to Mt Flora)	85C	235	State
Dawson Developmental Road (Springsure to Tambo)	87A	171	TMR-LRRS
Burke Developmental Rd (Cloncurry to Normanton)	89A	378	State
Burke Developmental Rd (Normanton to Dimbulah)	89B	655	TMR-LRRS
Gulf Developmental Rd (Normanton to Croydon)	92A	148	State
Gulf Developmental Rd (Croydon to Georgetown)	92B	147	State
Gulf Developmental Rd (Georgetown to Mt Garnet)	92C	148	State
Diamantina Developmental Rd (Charleville to Quilpie)	93A	210	State
Diamantina Developmental Rd (Quilpie to Windorah)	93B	246	State
Diamantina Developmental Rd (Windorah to Bedourie)	93C	214	TMR-LRRS
Diamantina Developmental Rd (Bedourie to Boulia)	93D	94	State
Diamantina Developmental Rd (Boulia to Dajarra)	93E	147	State
Diamantina Developmental Rd (Dajarra to Mt Isa)	93F	153	State
Bulloo Developmental Rd (Cunnamulla to Thargomindah)	94A	198	State
Bulloo Developmental Rd (Thargomindah to Bundeena)	94B	164	State
Thomson Developmental Rd (Windorah to Jundah)	95A	92	State
Thomson Developmental Rd (Jundah to Longreach)	95B	218	State
Gregory Developmental Rd (Clermont to Belyando Crossing)	98A	158	State
Gregory Developmental Rd (Belyando Crossing to Charters Towers)	98B	193	State

Road name	#	Length (km)	National/ State/LG
Gregory Developmental Rd (Charters Towers to The Lynd)	98C	259	State
Gregory Developmental Rd (The Lynd to Quartz Blow Ck)	98D	120	TMR-LRRS
Kennedy Developmental Rd (Mt Garnet to The Lynd)	99A	105	State
Kennedy Developmental Rd (The Lynd to Hughenden)	99B	255	State
Kennedy Developmental Rd (Hughenden to Winton)	99C	215	State
Kennedy Developmental Rd (Winton to Boulia)	99D	355	State
St George to Dirranbandi Rd	EB35	68	LG
Mitchell - St. George Road (Mitchell to St George)	355	203	TMR-LRRS
Gladstone Monto Rd (Gladstone to Monto)	471	132	TMR-LRRS
Clermont Alpha Rd (Clermont to Alpha)	552	179	TMR-LRRS
Muttaburra - Aramac Rd	572	85	TMR-LRRS
Barcaldine - Aramac Rd	573	66	TMR-LRRS
Mareeba to Dimbulah Road (Mareeba to Dimbulah)	664	48	State
Burdekin Falls Dam Rd (Crimea to Burdekin Falls Dam)	5407	121	TMR-LRRS
Aramac - Torrens Creek Rd	5703	213	TMR-LRRS
Richmond to Winton Rd	5803	145	TMR-LRRS
Gregory Downs to Camooweal Rd	6801	219	TMR-LRRS
Cloncurry to Dajarra Rd	7708	169	TMR-LRRS
Ootann Road (Burke Developmental Road to Kennedy Highway)	LG	91	LG-LRRS
Savannah Way (NT Border to Burketown)	LG	266	LG-LRRS
Savannah Way (Burketown to Normanton)	LG	230	LG-LRRS
Innamincka Road (SA Border to Nockatunga)	LG	209	LG-LRRS
Kyabra Road (Eromanga to Thylungra Airport)	LG	84	LG-LRRS
Richmond to Croydon Road (Richmond to Croydon)	LG	366	LG-LRRS
Donohue Hwy (Boulia to Tobermorey)	LG	241	LG-LRRS
Total		**15,375**	

Appendix B – Multi-criteria assessment methodology and results

Purpose

The multi-criteria assessment (MCA) has used available quantitative data to shortlist a wide range of options for more detailed investigation.

The MCA has been undertaken on a link basis rather than a project basis. It is strategically important to complete a link to desired standards, thereby enabling it to be opened to High Mass Limit Vehicles or to provide a safe tourist route. Completing isolated sections of road would not have the same strategic impact.

Criteria

The basis for calculation of each of the scores is shown in Table B1, along with a commentary on the relevance of this data to the prioritisation of investment across the network. It is acknowledged that there is some overlap between the criteria with some data used to inform measurement of multiple criteria.

Table B1 Basis of MCA parameters

Criteria	Comment
Road benefit	In lieu of a full benefit and cost analysis, this criterion quantifies the improvement based on the length of the link that is improved and the number of vehicles that will be using it in the future. This is calculated using the following formula: road benefit = intervention length on link (km) * predicted passenger car units at 2030 / total cost of upgrades on the link where: passenger car units at 2030 = 2017 AADT * (1 + 2.5 * % HV) * (1+ five-year growth rate * 15 years)
Access benefits	TMR has provided road closure data for the period between 2012 and 2015. Where a link has been closed for significant periods, particularly after major flooding events, it indicates that there is a requirement to improve the flood immunity (i.e. by raising bridge levels or improving drainage) on these links. The access benefit is similar to the road benefit and is calculated using the following formula: access benefit = time of closure (2012 to 2017) * predicted passenger car units at 2025 / total cost of upgrades on the link
Freight network score	The freight function is important to support the development of the economy of western Queensland. TMR has provided HIG with draft planning which identifies a potential freight network in western Queensland. Roads identified as priority freight routes have been given a score of 3. Roads identified as freight support routes have been given a score of 2, while roads not part of the freight network have been given a score of 1.
Hierarchy	Road hierarchy is a relevant consideration, though not essential within this analysis. Roads at the upper end of the hierarchy should typically have higher volumes of traffic and will, therefore, be prioritised by this process. Various considerations within the MCA will ensure that road links that have not received adequate investment to date will be prioritised. A higher weighting has been given to National Highways (score of 6), followed by PRN1 (score of 5), PRN2 (score of 4), PRN3 (score of 3), OSCR (score of 2) then LRRS roads (score of 1).

Criteria	Comment
Crash cost	TMR has provided crash data by DCA code between 2006 and 2014. These values have been converted to a crash cost per kilometre, based on the values provided in the TMR Benefit-Cost Analysis Manual. This parameter will help to prioritise road links requiring intervention, where there are current problems that are creating safety issues. The consideration of crash cost is not ideal as it is a 'lagging indicator' (i.e. a crash needs to occur before it is highlighted as an issue), however, the MCA has also used AusRAP star ratings, width and roughness which are 'leading indicators' and will enable the process to proactively identify safety issues.
Width deficiency	A high importance has been given to roads that are significantly narrower than the intervention standard for that link, as the width of the road will have an impact on both the safety and capacity of the route. The width deficiency criteria is calculated by comparing the average width of the link to the intervention width.
Roughness	Roughness data is a key contributor to safety. TMR's ARMIS data has been summarised for each link to determine the average roughness for the link.
AusRAP	A higher score in the MCA was awarded to projects with a lower AusRAP star rating in the MCA.
CSIRO TraNSIT volume	A higher score in the MCA was given for road links that are anticipated to have a higher volume of agricultural-related traffic in the CSIRO TraNSIT analysis.
CSIRO TraNSIT project	A higher score was given to road links that are recommended for upgrading by the CSIRO TraNSIT Application to Northern Australia Beef Roads Programme report.

Analysis

The values for each criterion have been normalised by considering the number of standard deviations that a value is away from the mean, compared to that parameter across other links.

Where the value of the criteria is equivalent to the average of all the various links for that parameter, a score of 0 is given. Where a criterion is two standard deviations from the average, a score of 2 has been given. Where a value is more than three standard deviations from the average, a score of 3 has been given to avoid one criterion overly biasing the analysis.

The scores for each criterion are then multiplied by the weighting for each criterion, then added together to determine a single score for each road link. Roads that rank highly will have positive total scores. Roads that rank poorly will have negative total scores.

Table B2 shows the multi-criteria scores and overall ranking. The individual scores for each criterion are provided to enable stakeholders to review the links relevant to them and understand the basis of the ranking for each individual link.

Table B2 shows a preliminary ranking of the links based on the MCA ranking. Table B3 shows the ranking of the identified works including a description.

Table B2 Multi-criteria assessment prioritisation

Road name	#	Road benefit	Access	Freight	TraNSIT volume	TraNSIT project	Tourism	Hierarchy	Crash	AusRAP	Width	Roughness	Total
Peak Downs Hwy (Clermont to Nebo)	33A	2.68	-0.11	1.4	0.8	-0.6	-0.8	1.0	0.1	-0.6	-0.5	0.0	0.77
Barkly Hwy (Cloncurry to Mt Isa)	15A	1.68	-0.11	1.4	1.4	-0.6	1.2	1.5	0.5	-0.1	-0.5	-0.1	0.73
Kennedy Hwy (Cairns to Mareeba)	32A	3.00	-0.07	-0.4	-1.1	-0.6	-0.8	1.0	3.0	0.6	-0.5	-0.7	0.66
Warrego Hwy (Miles to Roma)	18D	0.53	-0.11	1.4	1.4	-0.6	1.2	1.5	0.7	0.6	-0.5	0.5	0.63
Kennedy Hwy (Mareeba to Ravenshoe)	32B	3.00	-0.11	-0.4	0.2	-0.6	-0.8	0.4	1.4	0.2	-0.5	-0.5	0.56
Carnarvon Hwy (Injune to Rolleston)	24E	1.38	-0.11	1.4	0.8	-0.6	-0.8	0.4	-0.1	0.2	-0.5	0.5	0.54
Leichhardt Hwy (Taroom to Miles)	26B	-	-0.09	1.4	0.8	-0.6	1.2	1.0	1.0	-0.1	-0.5	1.5	0.49
Flinders Hwy (Townsville to Charters Towers)	14A	1.12	-0.11	1.4	1.4	-0.6	-0.8	1.5	0.5	-0.4	-0.5	-1.4	0.46
Warrego Hwy (Roma to Mitchell)	18E	1.21	-0.11	1.4	1.4	-0.6	1.2	1.5	-0.1	-0.9	-0.5	-1.1	0.44
Landsborough Hwy (Barcaldine to Longreach)	13E	1.85	0.02	-0.4	1.4	-0.6	1.2	1.5	-0.3	-0.7	-0.5	-0.2	0.39
Warrego Hwy (Mitchell to Morven)	18F	-0.16	-0.11	1.4	1.4	-0.6	1.2	1.5	-0.2	0.3	-0.5	0.1	0.36
Capricorn Hwy (Rockhampton to Duaringa)	16A	-0.51	-0.05	1.4	0.8	-0.6	1.2	1.0	3.0	0.3	-0.5	-0.7	0.35
Flinders Hwy (Julia Creek to Cloncurry)	14E	-0.34	-0.11	1.4	0.8	1.6	1.2	1.5	-0.2	-0.4	-0.5	0.0	0.32
Gregory Hwy (Emerald to Clermont)	27B	-0.51	-0.11	1.4	0.8	1.6	1.2	1.0	0.7	-0.7	-0.5	0.2	0.30
Burnett Hwy (Biloela to Dululu)	41E	1.42	-0.08	-0.4	0.2	-0.6	1.2	0.4	0.2	-0.1	-0.5	1.0	0.28
Capricorn Hwy (Emerald to Alpha)	16C	0.12	-0.11	1.4	0.8	-0.6	1.2	0.4	0.0	-0.6	-0.2	0.6	0.28
Landsborough Hwy (Longreach to Winton)	13F	1.15	-0.11	-0.4	1.4	-0.6	1.2	1.5	-0.2	-0.6	-0.5	0.0	0.27
Dawson Hwy (Gladstone to Biloela)	46A	0.03	-0.03	1.4	-1.1	-0.6	-0.8	1.0	2.1	-0.1	-0.5	-0.2	0.26
Peak Downs Hwy (Nebo to Mackay)	33B	-0.46	-0.11	1.4	0.2	-0.6	-0.8	1.0	2.4	-0.1	-0.5	-0.5	0.25

Road name	#	Road benefit	Access	Freight	TraNSIT volume	TraNSIT project	Tourism	Hierarchy	Crash	AusRAP	Width	Roughness	Total
Ootann Road (Bourke Developmental Road to Kennedy Highway)	LG	0.17	-0.11	-0.4	-1.1	1.6	-0.8	-1.3	-0.4	2.1	2.1	1.0	0.25
Flinders Hwy (Charters Towers to Hughenden)	14B	-0.39	-0.11	1.4	1.4	-0.6	1.2	1.5	-0.2	-0.1	-0.5	-0.3	0.24
Flinders Hwy (Hughenden to Richmond)	14C	-0.23	-0.11	1.4	0.8	-0.6	1.2	1.5	-0.2	-0.9	-0.5	0.4	0.24
Carnarvon Hwy (St George to Surat)	24B	-0.15	-0.11	1.4	1.4	-0.6	1.2	0.4	-0.2	-0.1	-0.5	0.4	0.24
Gregory Developmental Rd (The Lynd to Quartz Blow Ck)	98D	-0.42	-0.11	-0.4	0.8	-0.6	-0.8	-1.3	-0.4	2.1	2.0	1.8	0.24
Cloncurry to Dajarra Rd	7708	-0.51	-0.11	1.4	-1.1	1.6	-0.8	-1.3	-0.4	1.5	2.1	-0.3	0.22
Capricorn Hwy (Duaringa to Emerald)	16B	-0.10	-0.10	1.4	0.2	-0.6	1.2	1.0	0.7	-0.6	-0.5	0.0	0.22
Leichhardt Hwy (Westwood to Taroom)	26A	0.13	-0.08	1.4	0.2	-0.6	1.2	1.0	-0.1	-0.7	-0.5	0.3	0.22
Carnarvon Hwy (Surat to Roma)	24C	-0.23	-0.11	1.4	1.4	-0.6	-0.8	0.4	-0.3	-0.9	-0.4	0.5	0.19
Dawson Hwy (Biloela to Banana)	46B	0.64	0.24	1.4	-1.1	-0.6	-0.8	1.0	0.1	-0.9	-0.5	-0.3	0.19
Dawson Hwy (Banana to Rolleston)	46C	-0.32	-0.10	1.4	-1.1	1.6	1.2	0.4	-0.2	-0.1	-0.5	0.8	0.18
Fitzroy Developmental Rd (Dingo to Mt Flora)	85C	0.09	-0.11	-0.4	0.2	1.6	-0.8	-0.2	-0.1	1.3	-0.5	0.9	0.15
Warrego Hwy (Morven to Charleville)	18G	-0.51	-0.11	1.4	1.4	1.6	1.2	-0.2	-0.3	-0.9	-0.5	0.1	0.14
Barkly Hwy (Camooweal to NT Border)	15C	-0.51	-0.11	1.4	1.4	-0.6	1.2	1.5	-0.1	-1.6	-0.5	-0.3	0.12
Barkly Hwy (Mt Isa to Camooweal)	15B	-0.42	-0.11	1.4	1.4	-0.6	1.2	1.5	0.0	-0.7	-0.5	-1.4	0.10
Flinders Hwy (Richmond to Julia Creek)	14D	-0.51	-0.11	1.4	0.8	-0.6	1.2	1.5	-0.3	-0.9	-0.5	-0.4	0.10
Landsborough Hwy (Blackall to Barcaldine)	13D	-0.42	-0.11	-0.4	1.4	-0.6	1.2	1.5	-0.2	-0.3	-0.5	1.1	0.09
Burke Developmental Rd (Cloncurry to Normanton)	89A	-0.34	-0.11	1.4	0.8	1.6	1.2	-0.2	-0.4	-0.7	-0.5	-0.3	0.09
Balonne Hwy (St George to Bollon)	36A	0.18	-0.11	-0.4	0.2	-0.6	-0.8	-0.8	-0.3	-0.4	-0.5	3.3	0.08
Carnarvon Hwy (Mungindi to St George)	24A	-0.43	-0.11	1.4	0.8	-0.6	-0.8	0.4	-0.3	-0.9	-0.5	0.4	0.08

Road name	#	Road benefit	Access	Freight	TraNSIT volume	TraNSIT project	Tourism	Hierarchy	Crash	AusRAP	Width	Roughness	Total
Capricorn Hwy (Alpha to Barcaldine)	16D	-0.49	-0.11	1.4	0.8	-0.6	1.2	0.4	-0.2	-0.1	-0.5	-0.3	0.06
Burnett Hwy (Monto to Biloela)	41D	1.38	-0.09	-1.4	0.2	-0.6	-0.8	-0.8	-0.3	-0.1	-0.2	1.2	0.05
Landsborough Hwy (Augathella to Tambo)	13B	-	-0.11	-0.4	1.4	-0.6	1.2	1.5	-0.2	-0.4	-0.5	-0.2	0.03
Richmond to Winton Rd	5803	-0.51	-0.10	-0.4	-1.1	1.6	-0.8	-1.3	-0.4	1.6	2.1	0.4	0.03
Carnarvon Hwy (Roma to Injune)	24D	-0.51	-0.11	1.4	0.8	-0.6	1.2	0.4	0.0	-0.1	-0.5	-1.0	0.00
Wills Developmental Rd (Julia Creek to Burketown)	78A	-0.20	-0.11	1.4	-1.1	1.6	-0.8	-0.8	-0.4	-0.1	-0.5	0.1	0.00
Burke Developmental Rd (Normanton to Dimbulah)	89B	-0.34	-0.11	-1.4	-1.1	1.6	1.2	-0.8	-0.3	1.8	2.3	0.2	0.00
Gulf Developmental Rd (Croydon to Georgetown)	92B	0.93	-0.11	-0.4	0.2	1.6	-0.8	-0.2	-0.3	-0.1	-0.5	-1.1	-0.01
Gregory Downs to Camooweal Rd	6801	-0.51	-0.11	-0.4	-1.1	-0.6	-0.8	-1.3	-0.4	2.1	2.1	0.8	-0.01
Kennedy Hwy (Ravenshoe to Mt Garnet)	32C	1.32	-0.11	-0.4	0.2	-0.6	-0.8	-0.2	0.0	0.2	-0.5	-1.4	-0.03
Dawson Hwy (Rolleston to Springsure)	46D	0.47	-0.10	-1.4	0.8	1.6	1.2	0.4	-0.2	-0.1	-0.5	-0.2	-0.03
Landsborough Hwy (Winton to Kynuna)	13G	-0.51	-0.11	-0.4	1.4	-0.6	1.2	1.5	-0.3	-0.7	-0.5	0.4	-0.03
Clermont Alpha Rd (Clermont to Alpha)	552	-0.51	-0.11	-0.4	-1.1	1.6	-0.8	-1.3	-0.3	1.6	2.1	-0.4	-0.04
Landsborough Hwy (Kynuna to Cloncurry)	13H	-0.51	-0.10	-0.4	1.4	-0.6	1.2	1.5	-0.3	-0.4	-0.5	0.1	-0.05
Landsborough Hwy (Morven to Augathella)	13A	-0.46	-0.11	-0.4	1.4	-0.6	-0.8	1.5	-0.3	-0.9	-0.5	0.2	-0.06
Moonie Hwy (Dalby to St George)	35A	-0.51	2.00	-1.4	0.2	-0.6	-0.8	-0.2	0.6	-0.3	-0.5	1.6	-0.07
Balonne Hwy (Bollon to Cunnamulla)	36B	0.46	-0.11	-0.4	0.2	-0.6	-0.8	-0.8	-0.3	-0.9	-0.5	1.4	-0.08
Gregory Hwy (Springsure to Emerald)	27A	-0.51	-0.11	0.5	0.8	-0.6	1.2	0.4	-0.2	-0.6	-0.5	-0.1	-0.09
Mitchell - St. George Road (Mitchell to St George)	355	-0.51	-0.11	-1.4	-1.1	1.6	-0.8	0.4	-0.4	2.1	-0.5	1.1	-0.09
Savannah Way (NT Border to Burketown)	LG	-0.37	-0.11	-1.4	-1.1	1.6	-0.8	-0.8	-0.4	2.1	2.1	-0.6	-0.09
Mitchell Hwy (Cunnamulla to Charleville)	23B	0.04	-0.07	-0.4	-1.1	-0.6	1.2	-0.2	-0.3	-0.9	-0.5	2.4	-0.10

Road name	#	Road benefit	Access	Freight	TraNSIT volume	TraNSIT project	Tourism	Hierarchy	Crash	AusRAP	Width	Roughness	Total
Savannah Way (Burketown to Normanton)	LG	-0.37	-0.11	-1.4	-1.1	1.6	-0.8	-0.8	-0.4	2.1	2.1	-0.6	-0.09
Kennedy Developmental Rd (Winton to Boulia)	99D	-0.33	-0.11	-0.4	-0.5	1.6	-0.8	-0.8	-0.4	0.9	-0.5	0.6	-0.12
Muttaburra - Aramac Rd	572	-0.51	-0.11	-0.4	-1.1	-0.6	-0.8	-1.3	-0.4	-0.7	2.1	1.8	-0.12
Innamincka Road (SA Border to Nockatunga)	LG	-0.51	-0.11	-0.4	-1.7	-0.6	-0.8	-1.3	-0.4	2.1	2.1	0.2	-0.12
Kyabra Road (Eromanga to Thylungra Airport)	LG	-0.51	-0.11	-0.4	-1.7	-0.6	-0.8	-1.3	-0.4	2.1	2.1	0.2	-0.12
Richmond to Croydon Road (Richmond to Croydon)	LG	-0.09	-0.11	-1.4	-1.1	1.6	-0.8	-1.3	-0.4	2.1	2.1	-1.0	-0.13
Gladstone Monto Rd (Gladstone to Monto)	471	-0.51	-0.08	-1.4	-1.1	-0.6	-0.8	-1.3	-0.2	0.4	2.1	1.6	-0.18
Gregory Developmental Rd (Belyando Crossing to Charters Towers)	98B	-0.11	-0.11	0.5	-1.1	-0.6	1.2	0.4	-0.2	-0.3	-0.5	-0.7	-0.19
Donohue Hwy (Boulia to Tobermorey)	LG	-0.40	-0.11	-1.4	-1.1	1.6	-0.8	-1.3	-0.4	2.1	2.1	-1.0	-0.20
Gregory Developmental Rd (Clermont to Belyando Crossing)	98A	-0.51	-0.11	-0.4	0.8	-0.6	1.2	0.4	-0.3	0.2	-0.5	-0.4	-0.21
Mitchell Hwy (Charleville to Augathella)	23C	-0.13	-0.11	-0.4	0.8	-0.6	1.2	-0.2	-0.2	-0.9	-0.5	0.1	-0.22
Diamantina Developmental Rd (Quilpie to Windorah)	93B	-0.33	-0.11	-0.4	-0.5	-0.6	-0.8	-0.8	-0.4	-0.7	-0.5	2.0	-0.23
Birdsville Developmental Rd (Morney to Birdsville)	80A	-0.43	-0.11	-1.4	-1.1	-0.6	-0.8	-0.8	-0.3	1.9	1.2	0.2	-0.23
Burdekin Falls Dam Rd (Crimea to Burdekin Falls Dam)	5407	-0.51	-0.11	-0.4	-1.1	-0.6	-0.8	-1.3	-0.3	-0.1	2.1	0.2	-0.23
Gregory Developmental Rd (Charters Towers to The Lynd)	98C	-0.26	-0.11	-0.4	0.2	1.6	1.2	-0.2	-0.2	-0.4	-0.5	-1.0	-0.25
Fitzroy Developmental Rd (Taroom to Bauhinia)	85A	-0.51	-0.11	-0.4	-1.1	-0.6	-0.8	-1.3	-0.4	-0.9	1.6	0.9	-0.27
Diamantina Developmental Rd (Boulia to Dajarra)	93E	-0.51	-0.11	-1.4	-0.5	1.6	-0.8	-0.8	-0.4	-0.6	-0.5	1.7	-0.30
Castlereagh Hwy (Noondoo to Hebel)	37A	-0.51	-0.11	-0.4	0.2	-0.6	1.2	-0.2	-0.3	-0.9	-0.5	0.4	-0.32
Thomson Developmental Rd (Jundah to Longreach)	95B	-0.16	-0.11	-0.4	-0.5	-0.6	-0.8	-0.8	-0.4	-0.6	-0.5	0.5	-0.33
Diamantina Developmental Rd (Dajarra to Mt Isa)	93F	-0.51	-0.11	-1.4	-0.5	1.6	-0.8	-0.8	-0.3	-0.4	-0.5	1.2	-0.33

Road name	#	Road benefit	Access	Freight	TraNSIT volume	TraNSIT project	Tourism	Hierarchy	Crash	AusRAP	Width	Roughness	Total
Kennedy Developmental Rd (Hughenden to Winton)	99C	-0.49	-0.10	-0.4	0.2	-0.6	-0.8	-0.8	-0.4	-0.6	-0.5	0.4	-0.35
Bulloo Developmental Rd (Cunnamulla to Thargomindah)	94A	0.10	-0.11	-0.4	-1.1	-0.6	-0.8	-0.8	-0.3	-0.4	-0.5	0.0	-0.36
Kennedy Developmental Rd (The Lynd to Hughenden)	99B	-0.51	-0.10	-0.4	-0.5	1.6	-0.8	-0.8	-0.4	1.3	0.4	-2.7	-0.36
Hervey's Range Developmental Rd (Townsville to Battery)	83A	-0.22	-0.11	-0.4	-1.1	-0.6	-0.8	-0.2	0.6	0.3	-0.5	-1.3	-0.36
Kennedy Developmental Rd (Mt Garnet to The Lynd)	99A	-0.18	-0.10	-0.4	0.2	-0.6	-0.8	-0.2	-0.3	0.2	-0.5	-1.6	-0.37
Aramac - Torrens Creek Rd	5703	-0.51	-0.04	-1.4	-1.1	1.6	-0.8	-1.3	-0.4	0.4	-0.5	-1.4	-0.63
Gulf Developmental Rd (Georgetown to Mt Garnet)	92C	-0.35	-0.11	-0.4	0.2	-0.6	-0.8	-0.2	-0.3	-0.1	-0.5	-1.1	-0.37
Diamantina Developmental Rd (Charleville to Quilpie)	93A	-0.28	-0.11	-0.4	-0.5	-0.6	-0.8	-0.8	-0.4	-0.7	-0.5	0.1	-0.40
Gulf Developmental Rd (Normanton to Croydon)	92A	-0.51	-0.09	-0.4	0.2	1.6	-0.8	-0.2	-0.3	-0.9	-0.5	-1.6	-0.40
Mitchell Hwy (Barringun to Cunnamulla)	23A	-0.51	-0.11	-0.4	-1.1	-0.6	1.2	-0.2	-0.4	-0.9	-0.5	0.3	-0.43
Cooper Developmental Rd (Quilpie to Bundeena)	79A	-0.18	-0.11	-0.4	-1.1	-0.6	-0.8	-0.8	-0.4	-0.7	-0.5	0.1	-0.43
Diamantina Developmental Rd (Windorah to Bedourie)	93C	-0.17	-0.11	-0.4	-0.5	-0.6	-0.8	-1.3	-0.4	0.9	0.5	-2.4	-0.46
Dawson Developmental Road (Springsure to Tambo)	87A	-0.51	-0.11	-1.4	-1.7	1.6	-0.8	-1.9	-0.4	1.9	-0.5	0.2	-0.48
Barcaldine - Aramac Rd	573	-0.51	-0.10	-0.4	-1.1	-0.6	-0.8	-1.3	-0.4	-0.9	2.1	-1.8	-0.49
Bulloo Developmental Rd (Thargomindah to Bundeena)	94B	-0.35	-0.11	-0.4	-1.1	-0.6	-0.8	-0.8	-0.4	-0.9	-0.5	-0.2	-0.50
Karumba Developmental Rd	84A	-0.51	-0.11	-0.4	-1.1	-0.6	-0.8	-0.2	-0.3	-0.9	-0.5	-0.7	-0.52
Diamantina Developmental Rd (Bedourie to Boulia)	93D	-0.36	-0.11	-0.4	-0.5	-0.6	-0.8	-0.8	-0.4	-0.7	-0.5	-1.0	-0.52
Fitzroy Developmental Rd (Bauhinia to Duaringa)	85B	-0.51	-0.11	-0.4	-1.1	-0.6	-0.8	-1.3	-0.4	-0.9	-0.5	0.4	-0.54
Mareeba to Dimbulah Road (Mareeba to Dimbulah)	664	-0.51	-0.11	-1.4	-1.7	-0.6	-0.8	-0.2	-0.4	0.6	0.1	-1.0	-0.57
St George to Dirranbandi Rd	EB35	-0.51	-0.11	-0.4	-1.1	-0.6	-0.8	-0.2	-0.4	-0.9	-0.2	-1.5	-0.58
Thomson Developmental Rd (Windorah to Jundah)	95A	-0.51	-0.11	-0.4	-1.1	-0.6	-0.8	-0.8	-0.4	-0.9	-0.5	-0.8	-0.60

Table B3 Prioritisation of funding on the IQRNS network

Road name	Road #	Description	Road ($M)	Bridge ($M)	Other ($M)	Total ($M)	Cumulative ($M)
Peak Downs Hwy (Clermont to Nebo)	33A	Widening of narrow sections ch 8 to 12 and 53 to 83. Widening of eight narrow bridges.	37	9	4	50	50
Barkly Hwy (Cloncurry to Mt Isa)	15A	Widen 13km of narrow sections (ch 28 to 30, 63 to 68, 107 to 109, 112 to 116). Bridge improvement works. Falcon Street / Abel Smith Parade intersection improvements.	22	6	4	32	82
Kennedy Hwy (Cairns to Mareeba)	32A	Widen ch 42 – 46. Widening of Barron River Bridge ch 12.6. Overtaking lanes (35.71 to 37.14km).	6	2	2	10	92
Warrego Hwy (Miles to Roma)	18D	Widen narrow sections (ch 64 – 67 and 85 - 87). Widen Blythe Creek (ch 123.5). Miles western access $11M and widening Drillham to Palardo (ch 20.87 to 52.2km).	44	11	43	98	190
Kennedy Hwy (Mareeba to Ravenshoe)	32B	Widen and seal sixty kilometres. Replacement of four bridges (Scrubby Creek at ch 40.9, Barron River at ch 41.2, Scrubby Creek at ch 40.9 and Barron River at ch 41.2).	42	2	-	44	233
Carnarvon Hwy (Injune to Rolleston)	24E	Widening of ch 8 to 32 and 172 to 176. Bridge improvement works.	65	8	14	86	320
Leichhardt Hwy (Taroom to Miles)	26B	Improve rough sections.	-	-	5	5	325
Flinders Hwy (Townsville to Charters Towers)	14A	Widening of various sections, particularly ch 57 to 65. Replacement of one narrow bridge (Mingela Railway) and three low strength bridges (Reid River, Seven Mile Creek and Macrossan Bridge).	16	60	9	85	410
Warrego Hwy (Roma to Mitchell)	18E	Curve widening to meet National Highway standards.	6	-	0	6	416
Landsborough Hwy (Barcaldine to Longreach)	13E	Widening and rehabilitation of 21km of road.	22	-	-	22	438
Warrego Hwy (Mitchell to Morven)	18F	Rehab and widening.	25	-	5	30	468
Capricorn Hwy (Rockhampton to Duaringa)	16A	Widen narrow sections ch 47 to 50, 58 to 59, 72 to 73, 93 to 94, 98 to 99 and 101 to 103. Replace Gagango Creek Bridge (currently 7.3 m between kerbs).	16	36	39	92	560
Flinders Hwy (Julia Creek to Cloncurry)	14E	Widening of narrow sections ch 30 to 36 and 44 to 47. Upgrading of seven narrow bridges.	18	6	-	24	584

Road name	Road #	Description	Road ($M)	Bridge ($M)	Other ($M)	Total ($M)	Cumulative ($M)
Gregory Hwy (Emerald to Clermont)	27B	Road widening, intersection works and culvert upgrades to cater for heavy vehicles.	4	1	25	30	614
Burnett Hwy (Biloela to Dululu)	41E	Widening and or rehabilitation of 38km of narrow and / or rough road (ch 55 to 70, 77 to 80 and 88 to 99). Replacement of seven narrow bridges (Dee River at ch 70.9, Oaky Ck at ch 83.5), Hamilton Ck at ch 98.7, Horse Ck at ch 101.1 & Calide Ck at ch 20.8).	51	29	-	80	693
Capricorn Hwy (Emerald to Alpha)	16C	Widening of 27km narrow road. Widening and upgrading to fourteen bridges (Anakie Railway Overpass, Gap Creek Overflow, Gap Creek, Blackboy Creek, Woodbine Creek, Rail Overpass Near Kelly Creek, Billaboo Creek, Grasstree Creek, Medway Creek, Railway Creek (First Crossing), Too Good Creek, Railway Creek (Second Crossing), Rail Overpass at Hannam's Gap & Native Companion Creek).	32	30	13	74	768
Landsborough Hwy (Longreach to Winton)	13F	Widening ch 8 to 32 and 172 to 176. Bridge improvement works.	34	1	-	35	803
Dawson Hwy (Gladstone to Biloela)	46A	Widening of narrow sections 92 to 94 and 104 to 107 and safety improvements. Replacement of narrow and/or load rated bridges.	19	33	21	72	874
Peak Downs Hwy (Nebo to Mackay)	33B	Road widening. Replacement of seven narrow and / or low strength bridges.	10	19	233	261	1,136
Ootann Road (Bourke Developmental Road to Kennedy Highway)	LG	Sealing as per CSIRO TraNSIT.	75	-	-	75	1,210
Flinders Hwy (Charters Towers to Hughenden)	14B	Road widening. Widen / replace bridge(s).	61	92	95	249	1,459
Flinders Hwy (Hughenden to Richmond)	14C	Road widening.	28	-	-	28	1,487
Carnarvon Hwy (St George to Surat)	24B	Road widening. Widen / replace bridge(s).	26	1	27	54	1,541
Gregory Developmental Rd (The Lynd to Quartz Blow Ck)	98D	Road widening.	87	-	-	87	1,628
Cloncurry to Dajarra Rd	7708	Road widening.	28	-	2	30	1,658

Road name	Road #	Description	Road ($M)	Bridge ($M)	Other ($M)	Total ($M)	Cumulative ($M)
Capricorn Hwy (Duaringa to Emerald)	16B	Widening of remaining narrow sections ch 63 – 64, 79 to 80, 126 – 30 and 153 to 156. Bridge widening (Springton Creek Bridge at ch 38, Charlevue Creek Bridge at ch 42.6 and Walton Creek Bridge at ch 58.2. Relocate hazardous objects close to road (ch 0.5 to 16km).	27	5	85	118	1,776
Leichhardt Hwy (Westwood to Taroom)	26A	Widening of 23km of narrow sections. Upgrading of seven narrow bridges.	63	11	19	93	1,869
Carnarvon Hwy (Surat to Roma)	24C	Road widening. Widen / replace bridge(s).	28	28	25	81	1,950
Dawson Hwy (Biloela to Banana)	46B	Widen sections ch 3 to 4, 8 to 10, 25 to 26, 25 to 36 and 44 to 45. Widening of Kroombit Creek (ch 4.6).	5	2	4	12	1,962
Dawson Hwy (Banana to Rolleston)	46C	Road widening. Widen / replace bridge(s).	42	4	0	47	2,009
Fitzroy Developmental Rd (Dingo to Mt Flora)	85C	Road widening. Widen / replace bridge(s).	69	30	4	103	2,112
Warrego Hwy (Morven to Charleville)	18G	Road widening.	32	-	9	41	2,153
Barkly Hwy (Camooweal to NT Border)	15C	Road widening.	3	-	-	3	2,155
Barkly Hwy (Mt Isa to Camooweal)	15B	Road widening. Widen / replace bridge(s).	15	12	12	38	2,193
Flinders Hwy (Richmond to Julia Creek)	14D	Road widening. Widen / replace bridge(s).	15	4	-	19	2,212
Landsborough Hwy (Blackall to Barcaldine)	13D	Road widening. Widen / replace bridge(s).	28	3	-	31	2,243
Burke Developmental Rd (Cloncurry to Normanton)	89A	Road widening. Widen / replace bridge(s).	63	16	-	79	2,321
Balonne Hwy (St George to Bollon)	36A	Road widening. Widen / replace bridge(s).	16	18	-	34	2,355
Carnarvon Hwy (Mungindi to St George)	24A	Road widening. Widen / replace bridge(s).	33	3	27	63	2,418
Capricorn Hwy (Alpha to Barcaldine)	16D	Road widening. Widen / replace bridge(s).	22	1	-	23	2,441
Burnett Hwy (Monto to Biloela)	41D	Replace timber bridge over Grevillea Creek, North Kariboe Creek and Poor Man's Gully. Widen 10 km narrow pavement.	87	7	3	96	2,538
Landsborough Hwy (Augathella to Tambo)	13B	NA	-	-	-	-	2,538
Richmond to Winton Rd	5803	Road widening.	50	-	-	50	2,588

Road name	Road #	Description	Road ($M)	Bridge ($M)	Other ($M)	Total ($M)	Cumulative ($M)
Carnarvon Hwy (Roma to Injune)	24D	Road widening. Widen / replace bridge(s).	38	1	5	44	2,632
Wills Developmental Rd (Julia Creek to Burketown)	78A	Road widening. Widen / replace bridge(s).	119	13	3	135	2,767
Burke Developmental Rd (Normanton to Dimbulah)	89B	Road widening. Widen / replace bridge(s).	524	24	-	548	3,315
Gulf Developmental Rd (Croydon to Georgetown)	92B	Widen and seal. Widen / replace bridge(s).	43	43	-	86	3,402
Gregory Downs to Camooweal Rd	6801	Road widening.	37	-	-	37	3,438
Kennedy Hwy (Ravenshoe to Mt Garnet)	32C	Widen and overlay. Widen / replace bridge(s).	11	2	-	14	3,452
Dawson Hwy (Rolleston to Springsure)	46D	Road widening. Widen / replace bridge(s).	15	4	14	33	3,485
Landsborough Hwy (Winton to Kynuna)	13G	Road widening.	13	-	-	13	3,498
Clermont Alpha Rd (Clermont to Alpha)	552	Road widening. Widen / replace bridge(s).	36	5	-	41	3,538
Landsborough Hwy (Kynuna to Cloncurry)	13H	Road widening. Widen / replace bridge(s).	11	2	-	13	3,552
Landsborough Hwy (Morven to Augathella)	13A	Road widening. Widen / replace bridge(s).	9	4	4	17	3,569
Moonie Hwy (Dalby to St George)	35A	NA	-	0	-	0	3,569
Balonne Hwy (Bollon to Cunnamulla)	36B	Widen pavement.	17	-	-	17	3,586
Gregory Hwy (Springsure to Emerald)	27A	Road widening.	12	-	20	31	3,618
Mitchell - St. George Road (Mitchell to St George)	355	Improve rough sections	-	-	10	10	3,628
Savannah Way (NT Border to Burketown)	LG	Pave and seal.	159	10	9	178	3,806
Mitchell Hwy (Cunnamulla to Charleville)	23B	Road widening. Replace bridges.	7	-	-	7	3,813
Savannah Way (Burketown to Normanton)	LG	Pave and seal.	138	10	9	157	3,970
Kennedy Developmental Rd (Winton to Boulia)	99D	Rehabilitate and widen. Widen / replace bridge(s).	104	6	-	110	4,079
Muttaburra - Aramac Rd	572	Road widening.	4	-	-	4	4,083
Innamincka Road (SA Border to Nockatunga)	LG	Pave and seal.	169	-	-	169	4,252

Road name	Road #	Description	Road ($M)	Bridge ($M)	Other ($M)	Total ($M)	Cumulative ($M)
Kyabra Road (Eromanga to Thylungra Airport)	LG	Pave and seal.	68	-	-	68	4,320
Richmond to Croydon Road (Richmond to Croydon)	LG	Road widening.	137	-	10	147	4,468
Gladstone Monto Rd (Gladstone to Monto)	471	Road widening. Widen / replace bridge(s).	41	19	-	60	4,528
Gregory Developmental Rd (Belyando Crossing to Charters Towers)	98B	Road widening. Widen / replace bridge(s).	17	9	1	27	4,555
Donohue Hwy (Boulia to Tobermorey)	LG	Road widening.	108	-	10	118	4,673
Gregory Developmental Rd (Clermont to Belyando Crossing)	98A	Road widening. Widen / replace bridge(s).	19	5	11	34	4,708
Mitchell Hwy (Charleville to Augathella)	23C	Road widening. Widen / replace bridge(s).	1	1	-	2	4,709
Diamantina Developmental Rd (Quilpie to Windorah)	93B	Widen pavement. Widen / replace bridge(s). Reconstruct flood ways.	92	11	5	108	4,817
Birdsville Developmental Rd (Morney to Birdsville)	80A	Pave and seal.	78	-	9	87	4,905
Burdekin Falls Dam Rd (Crimea to Burdekin Falls Dam)	5407	Road widening. Widen / replace bridge(s).	-	1	-	1	4,906
Gregory Developmental Rd (Charters Towers to The Lynd)	98C	Road widening. Widen / replace bridge(s).	48	33	-	81	4,987
Fitzroy Developmental Rd (Taroom to Bauhinia)	85A	Road widening.	85	-	-	85	5,072
Diamantina Developmental Rd (Boulia to Dajarra)	93E	Widening of single lane seal. Widen / replace bridge(s).	9	10	-	19	5,090
Castlereagh Hwy (Noondoo to Hebel)	37A	Road widening.	14	-	11	25	5,115
Thomson Developmental Rd (Jundah to Longreach)	95B	Road widening. Widen / replace bridge(s).	85	10	-	95	5,210
Diamantina Developmental Rd (Dajarra to Mt Isa)	93F	Road widening. Widen / replace bridge(s). Replace / upgrade guardrail sections/s and end/s.	93	9	0	102	5,312
Kennedy Developmental Rd (Hughenden to Winton)	99C	Road widening.	34	-	-	34	5,346
Bulloo Developmental Rd (Cunnamulla to Thargomindah)	94A	Widen pavement.	2	-	-	2	5,348

Road name	Road #	Description	Road ($M)	Bridge ($M)	Other ($M)	Total ($M)	Cumulative ($M)
Kennedy Developmental Rd (The Lynd to Hughenden)	99B	Road widening. Widen / replace bridge(s).	66	22	-	88	5,436
Hervey's Range Developmental Rd (Townsville to Battery)	83A	Road widening. Widen / replace bridge(s).	10	98	-	108	5,544
Kennedy Developmental Rd (Mt Garnet to The Lynd)	99A	Road widening. Widen / replace bridge(s).	9	3	-	12	5,555
Aramac - Torrens Creek Rd	5703	Road widening.	11	-	-	11	5,567
Gulf Developmental Rd (Georgetown to Mt Garnet)	92C	Road widening. Widen / replace bridge(s).	30	101	-	132	5,698
Diamantina Developmental Rd (Charleville to Quilpie)	93A	Widen pavement. Widen / replace bridge(s).	5	5	-	10	5,708
Gulf Developmental Rd (Normanton to Croydon)	92A	Widen / replace bridge(s). Realignment through Corydon.	-	3	1	4	5,713
Mitchell Hwy (Barringun to Cunnamulla)	23A	Widen pavement.	2	-	-	2	5,714
Cooper Developmental Rd (Quilpie to Bundeena)	79A	Road widening.	19	-	-	19	5,733
Diamantina Developmental Rd (Windorah to Bedourie)	93C	Road widening.	103	-	-	103	5,836
Dawson Developmental Road (Springsure to Tambo)	87A	Road widening.	139	-	-	139	5,975
Barcaldine - Aramac Rd	573	Widen narrow seal.	5	-	-	5	5,980
Bulloo Developmental Rd (Thargomindah to Bundeena)	94B	Road widening.	9	-	-	9	5,989
Karumba Developmental Rd	84A	NA	-	-	-	-	5,989
Diamantina Developmental Rd (Bedourie to Boulia)	93D	Pave and seal.	10	-	-	10	5,998
Fitzroy Developmental Rd (Bauhinia to Duaringa)	85B	NA	83	-	-	83	6,082
Mareeba to Dimbulah Road (Mareeba to Dimbulah)	664	Repair rough sections.	-	-	10	10	6,092
St George to Dirranbandi Rd	EB35	NA	-	-	-	-	6,092
Thomson Developmental Rd (Windorah to Jundah)	95A	NA	-	-	-	-	6,092

Appendix C – Bowen Basin RRTG

C.1 Overview

The Bowen Basin RRTG region comprises the four local government areas of Banana Shire, Central Highlands Regional, Isaac Regional and Woorabinda Aboriginal Shire Councils.

Banana Shire, Central Highlands Regional and Isaac Regional Councils are partners in IQ-RAP with a population of 70, 200, 1.44%[1] of Queensland's population. The region has a total area of 147,445 km^2, or 8.5%[2] of the total area of Queensland. The area includes most of Australia's largest coal reserve, the Bowen Basin and is strategically located to service Australia's newest mining province, the Galilee Basin. Coal mining is a staple ingredient in the region's economy, even during softer global markets.

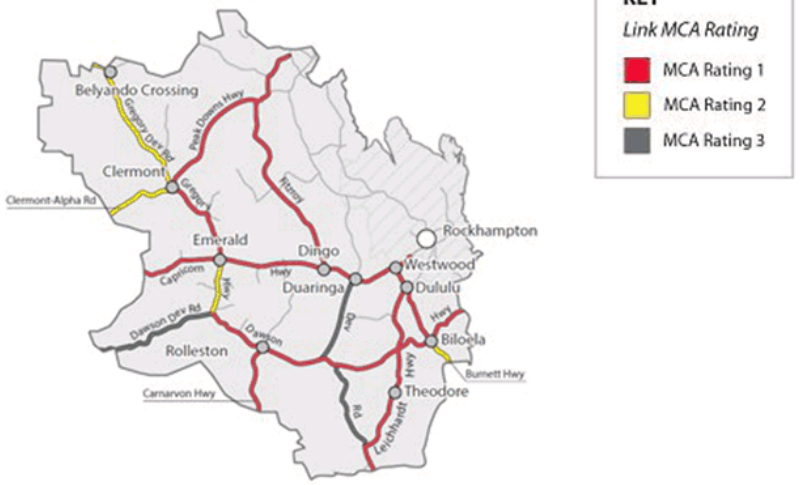
The whole region has a total council-controlled road length of approximately 11,950 km; a total state- controlled road length of approximately 3,922 km; and a total LRRS network length of approximately 4,640 km comprising 3,010 km of council-controlled roads and 1,630 km of state-controlled roads. Approximately 40% of this LRRS network is unsealed.[3] The major road routes in the region provide critical access to the Central Queensland Inland Port, rail transport, ports at Gladstone and Hay Point, and markets crucial to the beef cattle and agricultural industries.

Banana, Central Highlands and Isaac local government areas generated $14 billion in Gross Regional Product in 2015/16.[4]

C.2 Map of Strategic Links in the IQRNS

The map indicates the strategic freight routes, as identified by partner councils, in the area west of the Bruce Highway as per the scope of the project, and the prioritisation of investment.[5]

Bowen Basin Regional RRTG



1 .id consulting pty ltd, National Economic Indicators, 2015/16
2 QGSO, Regional Profile for Banana, Central Highlands and Isaac local government areas, June 2018
3 Bowen Basin RRTG supplied road-related information
4 .id consulting pty ltd, National Economic Indicators, 2015/16
5 This map indicates prioritisation into 4, 10 and 15+ year program horizons to reach vision standards based on multi-criteria assessment (MCA). MCA Ratings 1, 2 and 3 indicate meeting vision standards in 4, 10 and 15+ year horizons respectively. This means some projects should be completed in four years, while others are recommended to start in coming years but continue construction over several years to achieve vision standard over 10 - 15+ years, therefore making the best possible impact on local employment.

C.3 List of current projects and proposed works in order of priority based on the MCA process

Table C1 Bowen Basin RRTG: These projects have funding outlined in respective 2016-17 to 2019-20 and 2017-18 to 2020-21 QTRIPs, including both committed and indicative funding.

Link	LG	Network	Work type	Project	cost $m
Leichhardt Highway (Westwood-Taroom)	Banana	S	Provide heavy vehicle parking (162.44-162.77km)	204/26A/402	1.3
Burnett Highway (Monto-Biloela)	Banana	S	Various locations widen and seal	204/41D/1	10.0
Burnett Highway (Monto-Biloela)	Banana	S	Construct bridge/s (72.97-72.99km)	204/41D/2	3.0
Burnett Highway (Monto-Biloela)	Banana	S	Rehabilitate bridge/s and culvert/s (Sections: 47.01-70.23 km)	204/46A/667	0.6
Dawson Highway (Gladstone-Biloela)	Banana	S	Rehabilitate bridge/s and culvert/s (Sections 85.67-92.27 km)	204/46A/668	3.0
Capricorn Highway (Rockhampton-Duaringa)	Central Highlands	S	Construct overtaking lane/s (98.75 - 100.00km)	225/16A/3	3.7
Capricorn Highway (Duaringa - Emerald)	Central Highlands	S	Provide heavy vehicle parking 17km west of Duaringa	225/16B/404	1.4
Capricorn Highway (Emerald - Alpha)	Central Highlands	S	Provide heavy vehicle parking (95.39 - 95.4km)	225/16C/400	1.2
Fitzroy Developmental Road (Taroom - Bauhinia)	Banana	S	Replace bridge/s (Palm Tree Creek)	300806	1.3
Capricorn Highway (Rockhampton - Emerald)	Central Highlands	S	Construct overtaking lane/s (Gracemere - Emerald)	481999	19.0
Leichhardt Highway (Westwood - Taroom)	Banana	S	Improve intersection/s (Capricorn Highway)	371376	1.4
Capricorn Highway (Duaringa - Emerald)	Central Highlands	S	Replace major culvert/s (Blacks Gully)	301020	3.0
Gregory Highway (Emerald - Clermont)	Central Highlands	S	Undertake miscellaneous works (Sections: 6.00 - 38.47km)	10061	5.9
Gregory Highway (Emerald - Clermont)	Central Highlands	S	Undertake miscellaneous works (Various locations)	9563/685	8.4
Gregory Highway (Emerald - Clermont)	Central Highlands	S	Undertake miscellaneous works (Montrose Road, Cotherstone Road and Retro Corry Road intersections)	9820	3.9
Dawson Developmental Road (Springsure-Tambo)	Central Highlands	S	Pave and seal (55.74-96.65km)	372174	0.9
Various			Various Minor Projects		0.8
Total					**68.8**

Table C2 Bowen Basin RRTG: Projects proposed for future investment[6]

Link	Local government	Network	Work type	Strategic estimate $m	Future investment $m		
					1–4 yrs	5–10 yrs	11–15 yrs
Capricorn Hwy (Westwood to Duaringa) (16A)	Central Highlands	S	Widen narrow sections ch 47 to 50, 58 to 59, 72 to 73, 93 to 94, 98 to 99 and 101 to 103. Upgrade Gogango Creek Bridge (7.3 m between kerbs).	89	9	45	35
Capricorn Hwy (Duaringa to Emerald) (16B)	Central Highlands	S	Widening of remaining narrow sections ch 63 – 64, 79 to 80, 126 – 30 and 153 to 156. Bridge widening (Springton Creek Bridge @ ch 38, Charlevue Creek Bridge @ ch 42.6 and Walton Creek Bridge @ ch 58.2. Relocate hazardous objects close to road (ch 0.5 to 16km).	99	10	50	39
Capricorn Hwy (Emerald to Alpha) (16C)	Central Highlands / Barcaldine	S	Widening of 27km narrow road. Widening and upgrading to fourteen bridges (Anakie Railway Overpass, Gap Creek Overflow, Gap Creek, Blackboy Creek, Woodbine Creek, Rail Overpass Near Kelly Creek, Billaboo Creek, Grasstree Creek, Medway Creek, Railway Creek (First Crossing), Too Good Creek, Railway Creek (Second Crossing), Rail Overpass at Hannam's Gap & Native Companion Creek).	63	6	32	25
Carnarvon Hwy (Injune to Rolleston) (24E)	Central Highlands	S	Widening of ch 8 to 32 and 172 to 176. Bridge improvement works.	65	6	33	26
Leichhardt Hwy (Westwood to Taroom) (26A)	Banana	S	Widening of 23km of narrow sections. Upgrading of seven narrow bridges.	92	9	46	37
Leichhardt Hwy (Taroom to Miles) (26B)	Banana	S	Rehabilitate and widen.	5		5	
Gregory Hwy (Springsure to Emerald) (27A)	Central Highlands	S	Road widening.	31	2	9	20
Gregory Hwy (Emerald to Clermont) (27B)	Central Highlands	S	Road widening, intersection works and culvert upgrades to cater for heavy vehicles.	26	3	13	10
Peak Downs Hwy (Clermont to Nebo) (33A)	Isaac	S	Widening of narrow sections ch 8 to 12 and 53 to 83. Widening of eight narrow bridges.	50	5	25	20

6 Strategic estimates are based on $2018 and no allowance has been made for discounting of future costs. All strategic estimates are indicative and subject to planning and detailed designs and costing and are hence likely to be conservative.

Link	Local government	Network	Work type	Strategic estimate $m	Future investment $m		
					1-4 yrs	5-10 yrs	11-15 yrs
Peak Downs Hwy (Nebo to Mackay) (33B)	Isaac	S	Rehabilitate and widen.	25	3	13	9
Burnett Hwy (Monto to Biloela) (41D)	Banana	S	Replace timber bridge over Grevillea Creek, North Kariboe Creek. Widen 10 km narrow pavement.	93	5	28	60
Burnett Hwy (Biloela to Dululu) (41E)	Banana	S	Widening and or rehabilitation of 15km (ch 55 to 70). Replacement of narrow bridges (Dee River @ ch 70.9, & Callide Ck @ ch 20.8).	32	3	16	13
Dawson Hwy (Gladstone to Biloela) (46A)	Banana	S	Widening of narrow sections 92 to 94 and 104 to 107 and safety improvements. Replacement of narrow and/or load rated bridges.	34	4	14	16
Dawson Hwy (Biloela to Banana) (46B)	Banana	S	Widen sections ch 3 to 4, 8 to 10, 25 to 26, 25 to 36 and 44 to 45. Widening of Kroombit Creek (ch 4.6).	11		5	6
Dawson Hwy (Banana to Rolleston) (46C)	Banana / Central Highlands	S	Road widening. Widen / replace bridge(s).	47	5	24	18
Dawson Hwy (Rolleston to Springsure) (46D)	Banana / Central Highlands	S	Road widening. Widen / replace bridge(s).	33		16	17
Fitzroy Development Rd (Taroom to Bauhinia) (85A)	Banana	TMR-LRRS	Pave and seal, widen narrow sections.	85		17	68
Fitzroy Development Rd (Bauhinia to Duaringa) (85B)	Central Highlands	TMR-LRRS	Pave and seal, widen narrow sections.	83		16	67
Fitzroy Development Rd (Dingo to Mt Flora) (85C)	Central Highlands / Isaac	S	Road widening. Widen / replace bridge(s).	96	10	48	38
Dawson Developmental Road (Springsure to Tambo) (87A)	Central Highlands	TMR-LRRS	Pave and seal, widen narrow sections.	138		28	110
Gregory Development Rd (Clermont to Belyando Crossing) (98A)	Isaac	S	Road widening. Widen / replace bridge(s).	34	2	10	22
Clermont Alpha Rd (Clermont to Alpha) (552)	Isaac	TMR-LRRS	Pave and seal; upgrade drainage.	21		7	14
Total				**1,252**	**82**	**500**	**670**

Appendix D – Far North Queensland RRTG

D.1 Overview

Croydon, Etheridge, Mareeba and Tablelands local governments are members of the Far North Queensland RRTG and partners in IQ-RAP.

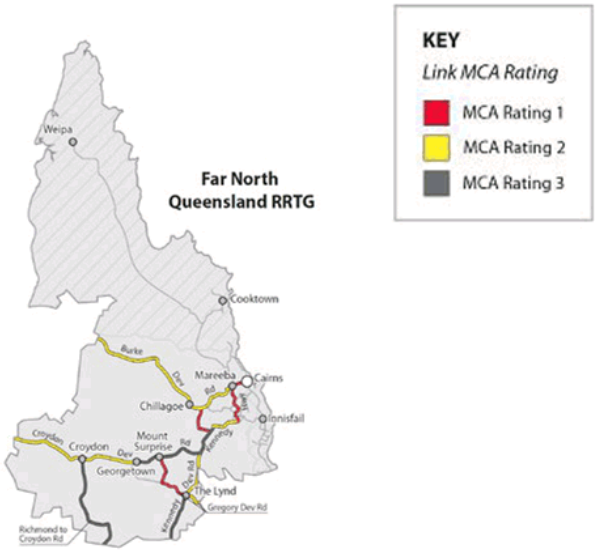
The local governments cover 133,911 km^2, which is 7.7% of Queensland's area.[7] The population is 48,400, equivalent to 1% of Queensland's population.[8] All four local governments are located on the Savannah Way tourism route from Cairns to Broome; Atherton and Mareeba are also situated on the northern end of the Great Inland Way tourism route. Tourism is an important sector for all four local governments.

Mareeba and Atherton are the economic and transport hubs for the region including Cape York Peninsula and the lower Gulf, with Mareeba Airport offering a base for General Aviation operations. Products are distributed by road to regional and southern markets and to ports and airports for international markets. Croydon and Etheridge are known for producing beef cattle, while Mareeba and the Tablelands areas are known to have some of the finest agricultural land in the country, with access to irrigation water from Tinaroo Dam and producing a vast array of agricultural products ranging from blueberries to sugar, bananas, avocados and cattle.

Croydon, Etheridge, Mareeba and Tablelands local government areas generated $2.4 billion in Gross Regional Product in 2015/16.[9]

D.2 Map of Strategic Links in the IQRNS

The map indicates the strategic freight routes, as identified by partner councils, in the area west of the Bruce Highway as per the scope of the project, and the prioritisation of investment.[10]



7 QGSO, Regional Profile for Croydon, Etheridge, Mareeba, Tablelands local government areas, June 2018
8 .id consulting pty ltd, National Economic Indicators, 2015/16
9 .id consulting pty ltd, National Economic Indicators, 2015/16
10 This map indicates prioritisation into 4, 10 and 15+ year program horizons to reach vision standards based on multi-criteria assessment (MCA). MCA Ratings 1, 2 and 3 indicate meeting vision standards in 4, 10 and 15+ year horizons respectively. This means some projects should be completed in four years, while others are recommended to start in coming years but continue construction over several years to achieve vision standard over 10 - 15+ years, therefore making the best possible impact on local employment.

D.3 List of current projects and proposed works in order of priority based on the MCA process

Table D1 Far North Queensland RRTG: These projects have funding outlined in respective 2016-17 to 2019-20 and 2017-18 to 2020-21 QTRIPs, including both committed and indicative funding.

Link	Local government	Network	Work type	Project number	Indicative cost $m
Gulf Dev Rd (Croydon - Georgetown)	Etheridge	S	Widen and seal (Various sections)	226/92B/1	5.0
Kennedy Highway (Cairns-Mareeba)	Mareeba	S	Construct overtaking lane/s (Sections 35.71-37.14km)	227/32A/201	3.0
Kennedy Highway (Mareeba-Ravenshoe)	Tablelands	S	Improve intersection/s (Tumoulin Road)	281/32B/403	1.0
Kennedy Highway (Mareeba-Ravenshoe)	Tablelands	S	Improve intersection/s (Simms Road)	281/32B/404	0.8
Richmond-Croydon Road	Croydon	LG	Construct to new sealed two-lane standard (134.20-138.20km)	221/LGSR/8	0.3
Gulf Developmental Road (Georgetown - Mt Garnet)	Etheridge	S	Strengthen bridge/s (Etheridge River Bridge)	300448	1.0
Kennedy Developmental Road (The Lynd - Mount Garnet)	Etheridge	S	Widen pavement (52.20-55.80km)	435840	3.3
Burke Developmental Road (Normanton - Dimbulah)	Mareeba	S	Widen pavement (Chillagoe - Almaden) (564.90 - 570.10km)	290870	5.4
Burke Developmental Road (Normanton - Dimbulah)	Mareeba	S	Widen pavement (Chillagoe - Almaden) (584.30 - 586.10km)	291131	2.1
Kennedy Highway (Cairns-Mareeba)	Mareeba	S	Widen pavement (8.00-10.00km)	12935	3.0
Kennedy Highway (Cairns-Mareeba)	Mareeba	S	Improve intersection/s (Brickworks Road)	13061	0.5
Kennedy Highway (Cairns-Mareeba)	Mareeba	S	Widen and seal (8.01-8.20km)	12811	1.4
Kennedy Highway (Cairns-Mareeba)	Mareeba	S	Improve intersection/s (35.18-35.68km)	325948	0.8
Kennedy Highway (Mareeba-Ravenshoe)	Tablelands	S	Improve intersections (Frazer, East Evelyn, Northey & Carbeen roads)	Various	2.9
Richmond - Croydon Road	Croydon	LG	Pave and seal (Various locations)	292591	3.5
Richmond - Croydon Road	Croydon	LG	Construct to new sealed two-lane standard (98.98-108.98km)	409584	0.7
Richmond - Croydon Road	Croydon	LG	Improve drainage (193.50-197.50km)	409611	0.7
Ootann Road	Mareeba	LG	Pave and seal (16.80-18.20km)	292123	0.8
Ootann Road	Mareeba	LG	Pave and seal (various locations)	292188	5.1
Ootann Road	Mareeba	LG	Widen and seal (16.80-18.20km)	410358	0.2
Total					**41.5**

Table D2 Far North Queensland: Projects proposed for future investment[11]

Link	Local government	Network	Work type	Strategic estimate $m	Future investment $m			
					1-4 yrs	5-10 yrs	11-15 yrs	15+ yrs
Kennedy Hwy (Cairns to Mareeba) (32A)	Mareeba	S	Widen ch 42 – 46. Widening of Barron River Bridge ch 12.6. Overtaking lanes (35.71 to 37.14km).	10	2	8		
Kennedy Hwy (Mareeba to Ravenshoe) (32B)	Mareeba / Tablelands	TMR-LRRS	Widen and seal sixty kilometres. Replacement of four bridges (Scrubby Creek @ ch 40.9, Barron River @ ch 41.2).	44	4	20	20	
Kennedy Hwy (Ravenshoe to Mt Garnet) (32C)	Tablelands	S	Widen and overlay. Widen / replace bridge(s).	13	2	5	6	
Kennedy Hwy (Mt Garnet to The Lynd) (32D)	Tablelands	S	Widen narrow sections. Widen / replace bridge(s).	10		5	5	
Burke Developmental Rd (Normanton to Dimbulah) (89B)	Mareeba	S	Progressive forming, drainage, paving and sealing, widening.	321	5	64	64	188
Gulf Developmental Rd (Normanton to Croydon) (92A)	Croydon	S	Widen / replace bridge(s). Realignment through Croydon.	4		4		
Gulf Developmental Rd (Croydon to Georgetown) (92B)	Croydon / Etheridge	S	Widen and seal. Widen / replace bridge(s).	76	4	23	49	
Gulf Developmental Rd (Georgetown to Mt Garnet) (92C)	Etheridge	S	Road widening. Widen / replace bridge(s).	105	4	20	81	
Gregory Developmental Rd (The Lynd to Quartz Blow Ck) (98D)	Etheridge	TMR-LRRS	Road widening.	87	4	33	50	
Kennedy Developmental Rd (Mt Garnet to The Lynd) (99A)	Etheridge	S	Road widening. Widen / replace bridge(s).	6	6			
Kennedy Developmental Rd (The Lynd to Hughenden) (99B)	Etheridge	S	Road widening. Widen / replace bridge(s).	26	4	8	14	
Mareeba to Dimbulah Rd (664)	Mareeba	S	Road widening.	3		3		
Richmond to Croydon Rd (LG)	Croydon	LG-LRRS	Pave and seal.	88	4	26	58	
Ootann Road (Burke Developmental Rd to Kennedy Hwy) (LG)	Tablelands	LG-LRRS	Sealing as per CSIRO TraNSIT project.	69	7	35	27	
Total				**862**	**46**	**254**	**374**	**188**

11 Strategic estimates are based on $2018 and no allowance has been made for discounting of future costs. All strategic estimates are indicative and subject to planning and detailed designs and costing and are hence likely to be conservative.

Appendix E – Gladstone RRTG

E.1 Overview

The Gladstone RRTG region comprises the area covered by the Gladstone Regional Council which is a partner in IQ-RAP.

The region, particularly Gladstone City and the adjacent Port of Gladstone, has always been associated with large scale industry which is a significant part of the regional economy. This has been further strengthened by the recent construction and commissioning of the three LNG projects on Curtis Island, a new coal wharf and loading facilities on Wiggins Island and the earlier completion of the upgrade of the Yarwun alumina refinery. Tourism is also a growing industry.

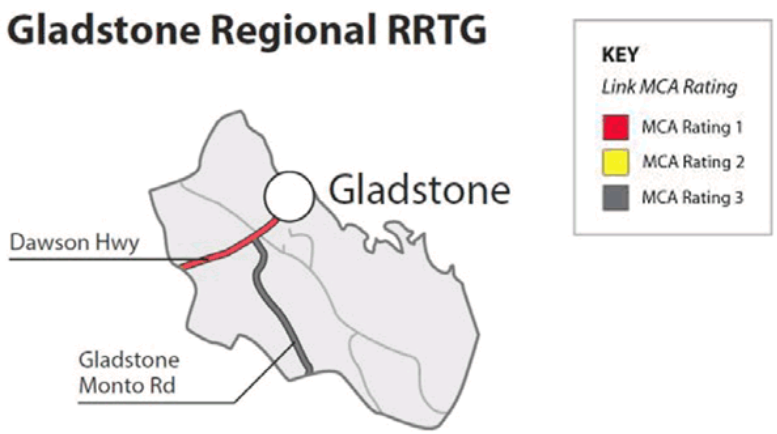
The region has a total area of 10,489 km^2, or 0.6% of the total area of Queensland.[12] The region has a resident population of approximately 67,400 or 1.4% of Queensland's total population[13], and is projected to grow to approximately 106,300 by 2036 with an average annual growth rate of 2.4%.[14]

The region has a total council-controlled road length of approximately 2,590 km. It has a total state-controlled road length of approximately 400 km. The region has a total LRRS network length of approximately 740 km comprising 570 km of council-controlled roads and 170 km of state-controlled roads. Approximately 75% of this LRRS network is unsealed.[15]

The Gladstone area generated $5 billion in Gross Regional Product in 2015/16.[16]

E.2 Map of Strategic Links in the IQRNS

The map indicates the strategic freight routes, as identified by partner councils, in the area west of the Bruce Highway as per the scope of the project.[17]



12 QGSO, Regional Profile Gladstone Regional Council, June 2018
13 .id consulting pty ltd, National Economic Indicators, 2015/16
14 QGSO, Regional Profile Gladstone Regional Council, June 2018
15 Supplied by the Gladstone RRTG
16 .id consulting pty ltd, National Economic Indicators, 2015/16
17 This map indicates prioritisation into 4, 10 and 15+ year program horizons to reach vision standards based on multi-criteria assessment (MCA). MCA Ratings 1, 2 and 3 indicate meeting vision standards in 4, 10 and 15+ year horizons respectively. This means some projects should be completed in four years, while others are recommended to start in coming years but continue construction over several years to achieve vision standard over 10 - 15+ years, therefore making the best possible impact on local employment.

E.3 List of current projects and proposed works in order of priority based on the MCA process

Table E1 Gladstone RRTG: These projects have funding outlined in respective 2016-17 to 2019-20 and 2017-18 to 2020-21 QTRIPs, including both committed and indicative funding.

Link	Local Government	Network	Work type	Project	Cost $m
Dawson Highway (Gladstone - Biloela)	Gladstone	S	Replace bridge/s (Catfish, Nine Mile, Sheep Station, Maxwelton and Doubtful Creek)	10104	40.0
Total					**40.0**

Table E2 Gladstone RRTG: Projects proposed for future investment[18]

Link	Local government	Network	Work type	Strategic estimate $m	Future investment $m		
					1-4 yrs	5-10 yrs	11-15 yrs
Dawson Hwy (Gladstone to Biloela) (46A)	Gladstone	S	Safety Improvements.	6		6	
Gladstone Monto Rd (Gladstone to Monto) (471)	Gladstone	TMR-LRRS	Road widening. Widen / replace bridge(s).	55		11	44
Total				**61**		**17**	**44**

18 Strategic estimates are based on $2018 and no allowance has been made for discounting of future costs. All strategic estimates are indicative and subject to planning and detailed designs and costing and are hence likely to be conservative.

Appendix F – North Queensland RRTG

F.1 Overview

Townsville City Council and Charters Towers Regional Council are IQ-RAP partners from the North Queensland RRTG region, with a population of 208,200, that is, 4.3% of Queensland's population.[19] The two local governments cover 72,310 km^2, which is 4.2% of Queensland's area.[20]

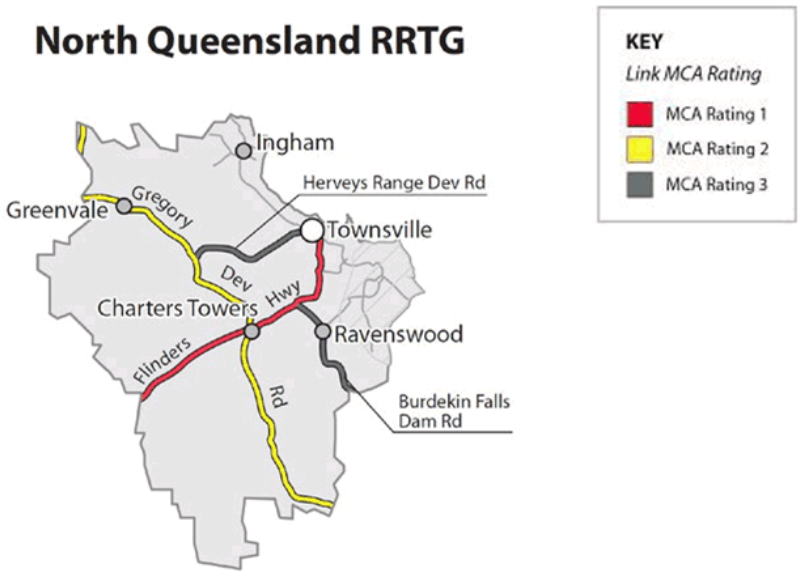
Townsville is the largest city in northern Australia and is a significant regional transport hub. The regional road network complements the rail lines, the Port of Townsville and Townsville and Charters Towers airports, servicing all industries. Townsville is located on the junction of two national highways – the Bruce and Flinders, and two rail lines for freight and passengers – the coastal Brisbane to Cairns Line (Spirt of Queensland) and the western Townsville to Mount Isa Line (Inlander). Charters Towers is located on the Flinders Highway and western rail line.

Key industries include mining, agriculture, education, health, construction, manufacturing and tourism. Townsville is the point of origin, and Charters Towers a stop-over, on the Overlander's Way route connecting with Tennant Creek in the Northern Territory. Charters Towers is well known for its outback and gold rush history and is also located on the Great Inland Way drive tourism route.

Townsville and Charters Towers areas generated $12.7 billion in Gross Regional Product in 2015/16.[21]

F.2 Map of Strategic Links in the IQRNS

The map indicates the strategic freight routes, as identified by partner councils, in the area west of the Bruce Highway as per the scope of the project.[22]



19 .id consulting pty ltd, National Economic Indicators, 2015/16
20 QGSO, Regional Profile, Charters Towers Regional Council and Townsville City Council, June 2018
21 .id consulting pty ltd, National Economic Indicators, 2015/16
22 This map indicates prioritisation into 4, 10 and 15+ year program horizons to reach vision standards based on multi-criteria assessment (MCA). MCA Ratings 1, 2 and 3 indicate meeting vision standards in 4, 10 and 15+ year horizons respectively. This means some projects should be completed in four years, while others are recommended to start in coming years but continue construction over several years to achieve vision standard over 10 - 15+ years, therefore making the best possible impact on local employment.

F.3 List of current projects and proposed works in order of priority based on the MCA process

Table F1 North Queensland RRTG: These projects have funding outlined in respective 2016-17 to 2019-20 and 2017-18 to 2020-21 QTRIPs, including both committed and indicative funding.

Link	Local government	Network	Work type	Project number	Indicative cost $m
Burdekin Falls Dam Road	Charters Towers	S	Burdekin Falls Dam Road	292640	0.5
Gregory Developmental Road (Belyando Crossing - Charters Towers)	Charters Towers	S	Gregory Developmental Road (Belyando Crossing - Charters Towers)	10185	34.6
Gregory Developmental Road (Belyando Crossing - Charters Towers)	Charters Towers	S	Gregory Developmental Road (Belyando Crossing - Charters Towers)	315972	5.8
Gregory Developmental Road (Charters Towers - The Lynd)	Charters Towers	S	Gregory Developmental Road (Charters Towers - The Lynd)	10058	42.3
Flinders Highway (Townsville - Charters Towers)	Charters Towers	NN	Flinders Highway (Townsville - Charters Towers)	9496	1.3
Flinders Highway (Townsville - Charters Towers)	Charters Towers	NN	Flinders Highway (Townsville - Charters Towers)		17.0
Total					**101.5**

Table F2 North Queensland RRTG: Projects proposed for future funding[23]

Link	Local government	Network	Work type	Strategic estimate $m	Future investment $m		
					1–4 yrs	5–10 yrs	11–15 yrs
Flinders Hwy (Townsville to Charters Towers) (14A)	Charters Towers / Townsville	NN	Widening of various sections, particularly ch 57 to 65. Replacement of one narrow bridge (Mingela Railway) and three low strength bridges (Reid River, Seven Mile Creek and Macrossan Bridge).	67	7	34	26
Flinders Hwy (Charters Towers to Hughenden) (14B)	Charters Towers	NN	Road widening. Widen / replace bridge(s).	130	13	65	52
Hervey's Range Developmental Rd (Townsville to Battery) (83A)	Townsville / Charters Towers	S	Road widening. Widen / replace bridge(s).	83		16	67
Kennedy Developmental Rd (Mt Garnet to The Lynd) (99A)	Charters Towers	S	Road widening. Widen / replace bridge(s).	6	6		
Gregory Developmental Rd (Belyando Crossing to Charters Towers) (98B)	Charters Towers	S	Road widening. Widen / replace bridge(s).	13	2	11	
Gregory Developmental Rd (Charters Towers to The Lynd) (98C)	Charters Towers	S	Road widening. Widen / replace bridge(s).	34	4	14	16
Burdekin Falls Dam Rd (Crimea to Burdekin Falls Dam) (5407)	Charters Towers	TMR-LRRS	Road widening. Widen / replace bridge(s).	1			1
Total				**334**	**32**	**140**	**162**

23 Strategic estimates are based on $2018 and no allowance has been made for discounting of future costs. All strategic estimates are indicative and subject to planning and detailed designs and costing and are hence likely to be conservative.

Appendix G – North West Queensland RRTG

G.1 Overview

Burke, Carpentaria, Cloncurry, Flinders, McKinlay, Mount Isa and Richmond local governments are IQ-RAP partners from the North West Queensland RRTG. They cover an area of 304,743 km^2, or about 17.6% of Queensland.[24] The resident population of 31,800 represents 0.7% of the Queensland population.[25]

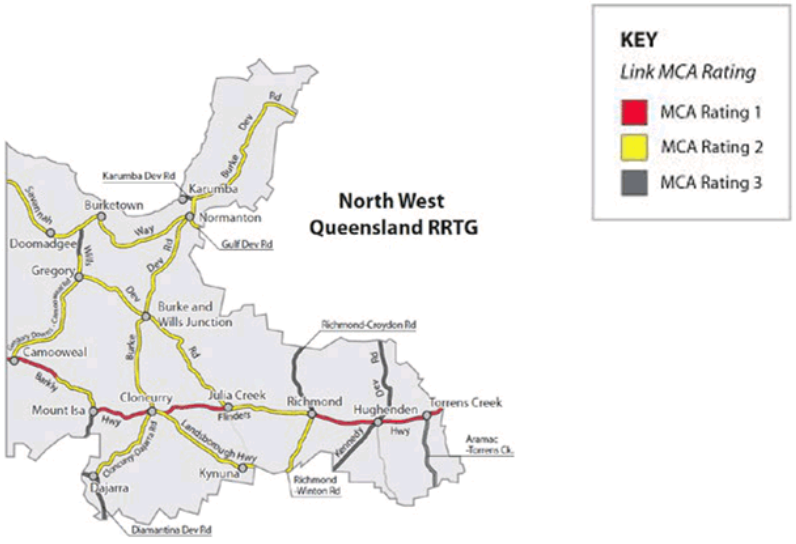
The North West Minerals Province across this region is a globally significant producer of copper, lead, zinc and silver, as well as phosphates and rare earths. Major mines include Glencore's Mount Isa Mines, South 32's Cannington Mine and MMG's Dugald River. The beef cattle industry is also significant, with cattle being bred and then transported to feedlots and markets. Tourism is important with local governments supporting the promotion of the Overlander's Way, Matilda Way and Savannah Way and recently developing new tourism drive routes to complement these and diversify local economies.

The road network must facilitate movement of over-mass vehicles travelling to and from mine sites and triple road trains carrying cattle as well as tourists and residents. However, half of the state-controlled roads and local roads of regional significance are unsealed, and long stretches of sealed road are single lane or narrow. Low lying road sections and some structures at river and creek crossings have limited resilience to flooding.

Burke, Carpentaria, Cloncurry, Flinders, McKinlay, Mount Isa and Richmond local government areas generated $6.5 billion in Gross Regional Product in 2015/16.[26]

G.2 Map of Strategic Links in the IQRNS

The map indicates the strategic freight routes, as identified by partner councils.[27]



24 QGSO, Regional Profile for Burke, Carpentaria, Cloncurry, Flinders, McKinlay, Mount Isa and Richmond local governments, June 2018
25 .id consulting pty ltd, National Economic Indicators, 2015/16
26 .id consulting pty ltd, National Economic Indicators, 2015/16
27 This map indicates prioritisation into 4, 10 and 15+ year program horizons to reach vision standards based on multi-criteria assessment (MCA). MCA Ratings 1, 2 and 3 indicate meeting vision standards in 4, 10 and 15+ year horizons respectively. This means some projects should be completed in four years, while others are recommended to start in coming years but continue construction over several years to achieve vision standard over 10 - 15+ years, therefore making the best possible impact on local employment.

G.3 List of current projects and proposed works in order of priority based on the MCA process

Table G1 North West RRTG: These projects have funding outlined in respective 2016-17 to 2019-20 and 2017-18 to 2020-21 QTRIPs, including both committed and indicative funding.

Link	Local government	Network	Work type	Project number	Indicative cost $m
Flinders Highway (Hughenden - Richmond)	Flinders	NN	Rehabilitate and overlay (>75mm) 80.90 - 87.80km	227/14C/802	7.1
Flinders Highway (Richmond - Julia Creek)	McKinlay	NN	Rehabilitate and overlay (>75mm)95.95 - 103.08km	244/14D/800	7.3
Flinders Highway (Julia Creek - Cloncurry)	McKinlay	NN	Rehabilitate and overlay (>75mm)44.31 - 50.18km	244/14E/800	6.0
Barkly Highway (Cloncurry - Mount Isa)	Mount Isa	NN	Widen and seal shoulder/s (96.00 - 102.00km)	246/15A/2	0.8
Flinders Highway (Richmond - Julia Creek)	Richmond	NN	Rehabilitate and overlay (>75mm)0 - 3.30km	257/14D/800	3.4
Flinders Highway Flood Immunity Upgrade	Various	NN	Undertake transport project planning (Various locations)	R09/R002/902	1.2
Wills Developmental Road (Julia Creek - Burketown)	Burke	S	Rehabilitate and widen (316.00 - 357.00km)	213/78A/3	2.0
Cloncurry - Dajarra Road	Cloncurry	S	Construct to sealed standard (Various locations)	219/7708/4	5.0
Wills Developmental Road (Julia Creek - Burketown) (LRRS)	McKinlay	S	Rehabilitate and widen (Various locations)	244/78A/2	1.2
Richmond - Winton Road	Richmond	S	Construct to sealed standard (Various locations)	257/5803/1	1.2
Richmond - Croydon Road	Richmond	LG	Pave and seal (95.74 - 100.28km)	257/LGSR/12	1.3
Richmond - Croydon Road	Richmond	LG	Install floodway/s (137.13 - 137.34km)	257/LGSR/13	0.2
Richmond - Croydon Road	Richmond	LG	Construct to new sealed two-lane standard (123.00 - 131.97km)	257/LGSR/16	1.9
Richmond - Croydon Road	Richmond	LG	Form and pave (118.11 - 123.00km)	257/LGSR/17	1.1
Flinders Highway (Charters Towers -Hughenden)	Flinders	NN	Rehabilitate bridge/s and culvert/s (215.50 - 231.70km)	286285	15.3
Flinders Highway (Hughenden - Richmond)	Flinders	NN	Rehabilitate bridge/s and culvert/s (45.90 - 73.90km)	287006	9.8
Aramac-Torrens Creek Road	Flinders	S	Construct to sealed standard (224.76-246.76km)	330715	0.5
Aramac-Torrens Creek Road	Flinders	S	Construct to sealed standard (240.76-244.76km)	330947	1.1

Link	Local government	Network	Work type	Project number	Indicative cost $m
Barkly Highway (Cloncurry - Mount Isa)	Mount Isa	NN	Improve traffic signals (118.85 - 120.95km)	10450	1.8
Barkly Highway (Cloncurry - Mount Isa)	Mount Isa	NN	Realign traffic lanes (118.40 - 120.64km)	317687	6.2
Barkly Highway (Mount Isa - Camooweal)	Mount Isa	NN	Improve traffic signals (Maydowns Road intersection)	11177	1.1
Wills Developmental Road (Julia Creek - Burketown)	Burke	S	Undertake transport project planning (Beams Brook Bridge)	9017	0.3
Cloncurry - Dajarra Road	Cloncurry	S	Construct to sealed standard (84.80 - 89.80km)	317727	3.2
Kennedy Developmental Road (The Lynd - Hughenden)	Flinders	S	Pave and seal (Various locations)	9786	50.0
Richmond - Winton Road	Richmond	S	Replace floodway/s (Sections: 2.60 - 19.89km & 0.64 - 2.52km)	331501/455	0.6
Richmond - Croydon Road	Richmond	LG	Rehabilitate and widen (Sections: 23.00 - 43.00km)	333863	2.0
Richmond - Croydon Road	Richmond	LG	Rehabilitate and widen (12.40 - 23.00km)	334204	1.0
Richmond - Croydon Road	Richmond	LG	Pave and seal (119.12 - 123.12km)	317768	1.7
Various			Various Minor Projects		1.2
Total					**135.5**

Table G2 North West RRTG: Projects proposed for future investment[28]

Link	Local government	Network	Work type	Strategic estimate $m	Future investment $m			
					1-4 yrs	5-10 yrs	11-15 yrs	15+ yrs
Landsborough Hwy (Kynuna to Cloncurry) (13A)	Cloncurry	NN	Road widening. Widen / replace bridge(s).	13	5	8		
Flinders Hwy (Charters Towers - Hughenden) (14B)	Flinders	NN	Road widening.	63	6	32	25	
Flinders Hwy (Hughenden to Richmond) (14C)	Flinders / Richmond	NN	Road widening.	18	5	13		
Flinders Hwy (Richmond to Julia Creek) (14D)	Richmond / McKinlay	NN	Road widening. Widen / replace bridge(s).	18	4	7	7	
Flinders Hwy (Julia Creek to Cloncurry) (14E)	McKinlay / Cloncurry	NN	Widening of narrow sections ch 30 to 36 and 44 to 47. Upgrading of seven narrow bridges.	24	5	12	7	
Barkly Hwy (Cloncurry to Mt Isa) (15A)	Cloncurry / Mt Isa	NN	Widen 13km of narrow sections (ch 28 to 30, 63 to 68, 107 to 109, 112 to 116). Bridge improvement works; intersections.	24	5	12	7	
Barkly Hwy (Mt Isa to Camooweal) (15B)	Mt Isa	NN	Road widening. Widen / replace bridge(s).	36	5	18	13	
Barkly Hwy (Camooweal to NT Border) (15C)	Mt Isa	NN	Road widening.	3		3		
Wills Developmental Rd (Julia Creek to Burketown) (78A)	McKinlay / Burke	TMR-LRRS/S	Road widening. Widen / replace bridge(s).	132	8	40	84	
Karumba Developmental Rd (84A)	Carpentaria	S	NA	-				
Burke Developmental Rd (Cloncurry to Normanton) (89A)	Cloncurry / Carpentaria	S	Road widening. Widen / replace bridge(s).	79	8	32	39	
Burke Developmental Rd (Normanton to Dimbulah) (89B)	Carpentaria	TMR-LRRS	Progressive forming, drainage, paving and sealing.	219	10	70	70	69
Diamantina Developmental Rd (Boulia - Dajarra) (93E)	Mt Isa	S	Widening of single lane seal. Widen / upgrade drainage.	7		7		

28 Strategic estimates are based on $2018 and no allowance has been made for discounting of future costs. All strategic estimates are indicative and subject to planning and detailed designs and costing and are hence likely to be conservative.

Link	Local government	Network	Work type	Strategic estimate $m	Future investment $m			
					1–4 yrs	5–10 yrs	11–15 yrs	15+ yrs
Diamantina Developmental Rd (Dajarra - Mt Isa) (93F)	Mt Isa	S	Widening of single lane seal. Widen / upgrade drainage.	41	4	12	25	
Kennedy Developmental Rd (The Lynd to Hughenden) (99B)	Flinders	S	Road widening. Widen / replace bridge(s).	5		5		
Kennedy Developmental Rd (Hughenden to Winton) (99C)	Flinders	S	Road widening / rehabilitation.	20	4	6	10	
Aramac - Torrens Creek Rd (5703)	Flinders[1]	TMR-LRRS	Rehabilitation and widening.	2			2	
Richmond to Winton Rd (5803)	Richmond	TMR-LRRS	Pave and seal, widen narrow sections.	24	4	8	12	
Gregory Downs to Camooweal Rd (6801)	Mount Isa	TMR-LRRS	Road widening.	37	4	10	23	
Cloncurry to Dajarra Rd (7708)	Cloncurry	TMR-LRRS	Road widening.	27	4	8	15	
Savannah Way (NT Border to Burketown) (LG)	Burke	LG-LRRS	Progressive forming, drainage, paving and sealing.	57	4	18	18	17
Savannah Way (Burketown to Normanton) (LG)	Burke / Carpentaria	LG-LRRS	Progressive forming, drainage, paving and sealing.	105	4	32	32	37
Richmond to Croydon Road (LG)	Richmond	LG-LRRS	Pave and seal.	54	4	16	34	
Total				**1,008**	**93**	**369**	**423**	**123**

Appendix H – Outback Queensland RRTG

H.1 Overview

Barcaldine, Barcoo, Boulia, Longreach and Winton councils are partners in IQ-RAP from the Outback Queensland RRTG and cover an area of 271,328 km^2, that is, 15.6% of Queensland.[29] The population is 9,500, which is 0.2% of Queensland's population.[30]

The main industries are cattle and tourism with new developments in the energy and mining sector.

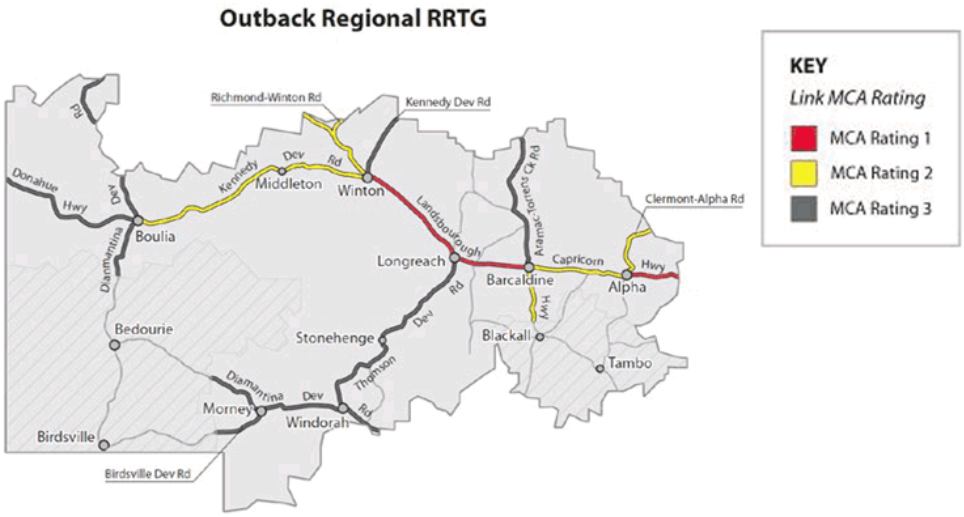
The western outback region is one of the four main regions for cattle in Queensland; sheep and wool production are experiencing some growth again after years of decline.

The Diamantina Minerals Province tracks through the IQ-RAP partners' areas of Barcoo, Bulloo, Boulia and Mount Isa; a geothermal energy plant is being developed in Winton.

The Matilda Way, Outback Way and Capricorn Way connect into or across the region. The region is well-known for its tourism: Longreach is well-known for the Qantas Founders' Museum and Stockman's Hall of Fame, Winton is famous for its Waltzing Matilda Centre and events, Boulia is well-known as the home of the Min Min Lights and Barcaldine is well-known for the Tree of Knowledge.

Vast stretches of the road network are unsealed or have a single seal.

Barcaldine, Barcoo, Boulia, Longreach and Winton local government areas generated $699 million in Gross Regional Product in 2015/16.[31]



29 QGSO, Regional Profile for Barcaldine, Barcoo, Boulia, Longreach and Winton Councils, June 2018
30 .id consulting pty ltd, National Economic Indicators, 2015/16
31 This map indicates prioritisation into 4, 10 and 15+ year program horizons to reach vision standards based on multi-criteria assessment (MCA). MCA Ratings 1, 2 and 3 indicate meeting vision standards in 4, 10 and 15+ year horizons respectively. This means some projects should be completed in four years, while others are recommended to start in coming years but continue construction over several years to achieve vision standard over 10 - 15+ years, therefore making the best possible impact on local employment.

H.3 List of current projects and proposed works in order of priority based on the MCA process

Table H1 Outback RRTG: These projects have funding outlined in respective 2016-17 to 2019-20 and 2017-18 to 2020-21 QTRIPs, including both committed and indicative funding.

Link	Local government	Network	Work type	Project number	Indicative cost $m
Landsborough Highway (Longreach - Winton)	Longreach	NN	Improve intersection/s (66.36 - 66.76km)	241/13F/401	0.4
Landsborough Highway (Winton - Kynuna)	Winton	NN	Improve intersection/s (Ayshire Road / Haul Road)	270/13G/403	0.4
Capricorn Highway (Emerald - Alpha)	Barcaldine	S	Install/replace rest areas, stopping places and pull over areas (136.77 - 137.14km)	205/16C/402	1.0
Diamantina Developmental Road (Bedourie - Boulia)	Boulia	S	Pave and seal (Sections: 122.65 - 133.08km)	209/93D/4	5.0
Kennedy Developmental Road (Winton - Boulia)	Winton	S	Rehabilitate and widen (94.20 - 98.70km)	270/99D/7	2.0
Landsborough Highway (Blackall - Barcaldine)	Barcaldine	NN	Rehabilitate and widen (93.90 - 104.75km)	8930	12.5
Landsborough Highway (Longreach - Winton)	Longreach	NN	Widen and overlay (Sections: 8 - 32km)	285394	25.0
Clermont - Alpha Road	Barcaldine	S	Pave and seal (132.40 - 137.40km)	300450	2.5
Clermont - Alpha Road	Barcaldine	S	Pave and seal (various locations)	300457	5.0
Clermont - Alpha Road	Barcaldine	S	Pave and seal (114.50 - 116.80km)	300464	1.2
Diamantina Developmental Road (Windorah - Bedourie)	Barcoo	S	Pave and seal (130.10 - 137.80km)	213757	2.8
Diamantina Developmental Road (Boulia - Dajarra)	Boulia	S	Upgrade floodway/s (45.40 - 45.80km)	285266	0.7
Diamantina Developmental Road (Boulia - Dajarra)	Boulia	S	Widen and recycle (Sections: 5.10 - 17.80km)	285438	5.0
Boulia-Tobermorey Road	Boulia	LG	Form, Pave & Seal. Various locations	9037/9160	0.6
Richmond-Winton Road	Winton	LG	Pave and seal (56.35-59.35km and 108.50-113.00km)	312734	3.7
Richmond-Winton Road	Winton	LG	Pave and Seal (113.00-115.00km)	312768	1.0
Various			Various Minor Projects		0.6
Total					**69.4**

Table H2 Outback RRTG: Projects proposed for future investment[32]

Link	Local government	Network	Work type	Strategic estimate $m	Future investment $m			
					1–4 yrs	5–10 yrs	11–15 yrs	15+ yrs
Landsborough Hwy (Blackall to Barcaldine) (13D)	Barcaldine	NN	Road widening. Widen / replace bridge(s).	19	5	10	4	
Landsborough Hwy (Barcaldine to Longreach) (13E)	Barcaldine / Longreach	NN	Widening and rehabilitation of 21km of road.	22	5	11	6	
Landsborough Hwy (Longreach to Winton) (13F)	Longreach / Winton	NN	Widening 172 to 176. Bridge improvement works.	10	5	5		
Landsborough Hwy (Winton to Kynuna) (13G)	Winton / Cloncurry	NN	Road widening.	13	5	8		
Capricorn Hwy (Alpha to Barcaldine) (16D)	Barcaldine	S	Road widening. Widen / replace bridge(s).	23	5	12	6	
Birdsville Developmental Rd (Morney to Birdsville) (80A)	Barcoo	S	Pave and seal.	87	4	26	57	
Diamantina Developmental Rd (Quilpie to Windorah) (93B)	Barcoo	S		57	4	17	36	
Diamantina Developmental Rd (Windorah to Bedourie) (93C)	Barcoo	TMR-LRRS	Road widening.	100	4	30	66	
Diamantina Developmental Rd (Bedourie to Boulia) (93D)	Boulia	S	Pave and seal.	10		10		
Diamantina Developmental Rd (Boulia to Dajarra) (93E)	Boulia	S	Widening of single lane seal. Widen / replace drainage structures.	4		4		
Diamantina Developmental Rd (Dajarra to Mt Isa) (93F)	Boulia	S	Widening of single lane seal. Widen / replace drainage structures.	61	4	18	39	
Thomson Developmental Rd (Windorah to Jundah) (95A)	Barcoo	S	NA	-				

32 Strategic estimates are based on $2018 and no allowance has been made for discounting of future costs. All strategic estimates are indicative and subject to planning and detailed designs and costing and are hence likely to be conservative.

Link	Local government	Network	Work type	Strategic estimate $m	Future investment $m			
					1–4 yrs	5–10 yrs	11–15 yrs	15+ yrs
Thomson Developmental Rd (Jundah to Longreach) (95B)	Barcoo / Longreach	S	Road widening. Widen / replace bridge(s).	93	4	28	61	
Kennedy Developmental Rd (Hughenden to Winton) (99C)	Winton	S	Road widening / rehabilitation.	14	4	5	5	
Kennedy Development Rd (Winton to Boulia) (99D)	Winton / Boulia	S	Rehabilitate and widen. Widen / replace bridge(s).	108	4	32	72	
Clermont - Alpha Rd (552)	Barcaldine	TMR-LRRS	Pave and seal; upgrade drainage.	19	4	8	7	
Muttaburra - Aramac Rd (572)	Barcaldine	TMR-LRRS	Road widening.	4		4		
Barcaldine - Aramac Rd (573)	Barcaldine	TMR-LRRS	Widen narrow seal.	5		5		
Aramac - Torrens Creek Rd (5703)	Barcaldine	TMR-LRRS	Road widening.	11	4	7		
Richmond-Winton Road (5803)	Winton	TMR-LRRS	Pave and seal.	20	4	6	10	
Donohue Hwy (Boulia-Tobermorey) (LG)	Boulia	LG-LRRS	Pave and seal.	117	4	35	35	43
Total				**797**	**69**	**281**	**404**	**43**

Appendix I – South West Queensland RRTG

I.1 Overview

The South West RRTG comprises the councils of Maranoa Regional, Balonne Shire, Bulloo Shire, Murweh Shire, Paroo Shire and Quilpie Shire, all of which are partners in IQ-RAP.

The region covers an area of 319,854 km^2, or 18.4% of Queensland. The district has an estimated residential population of about 26,000 or around 0.5% of Queensland's total population.[33]

The region includes approximately 3,531 km of other state-controlled roads and 418 km of the National Land Transport Network. It also includes tens of thousands of kilometres of local roads, including approximately 3,800 km of council-controlled Local Roads of Regional Significance and 1,180 km of state-controlled Local Roads of Regional Significance.[34]

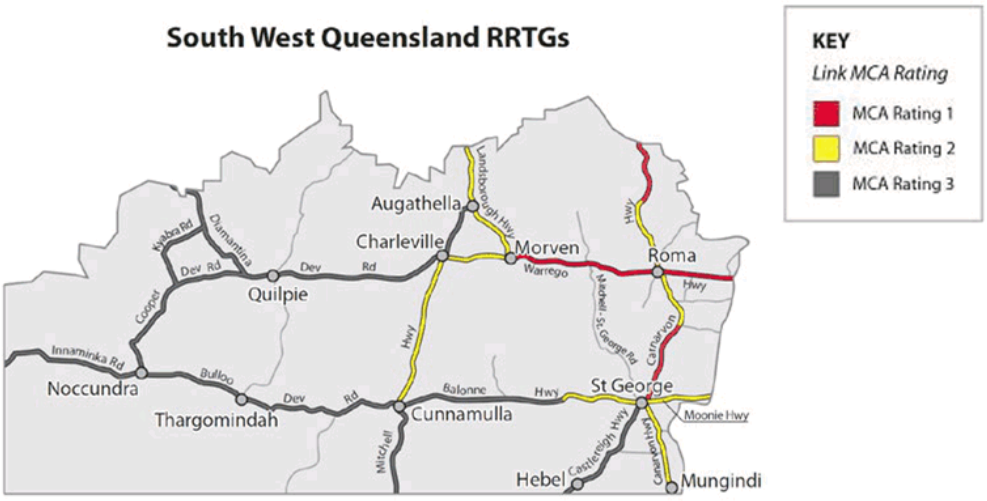
This extensive road network is critical in supporting a diverse array of industries such as tourism, freight, cattle and agriculture, as well as mining, including oil and gas.

Three well-known drive tourism routes pass through the region. The Adventure Way route connects Brisbane to Adelaide via St George and Cunnamulla; the Warrego Way route connects Brisbane to Birdsville via Roma, Charleville and Quilpie; and the Matilda Way route connects Melbourne with Karumba via Cunnamulla and Charleville.

These local government areas generated $891 million in Gross Regional Product in 2015/16.[35]

I.2 Map of Strategic Links in the IQRNS

The map indicates the strategic freight routes, as identified by partner councils.[36], [37]



33 .id consulting pty ltd, National Economic Indicators, 2015/16
34 Supplied by the SW RRTG
35 .id consulting pty ltd, National Economic Indicators, 2015/16
36 Bulloo Shire Council has advised of new developments that have occurred since the IQRNS network was established and assessed. Connectivity between Bulloo and N.S.W. via Warry Gate Road is increasing in importance, hence in future updates to the IQRNS it is recommended to consider adding this road to the network.
37 This map indicates prioritisation into 4, 10 and 15+ year program horizons to reach vision standards based on multi-criteria assessment (MCA). MCA Ratings 1, 2 and 3 indicate meeting vision standards in 4, 10 and 15+ year horizons respectively. This means some projects should be completed in four years, while others are recommended to start in coming years but continue construction over several years to achieve vision standard over 10 - 15+ years, therefore making the best possible impact on local employment.

I.3 List of current projects and proposed works in order of priority based on the MCA process

Table I1 South West RRTG: These projects have funding outlined in respective 2016-17 to 2019-20 and 2017-18 to 2020-21 QTRIPs, including both committed and indicative funding.

Link	Local government	Network	Work type	Project number	Indicative cost $m
Bulloo Developmental Road (Cunnamulla -Thargomindah)	Bulloo	S	Widen pavement (Various locations)	210/94A/1	2.0
Carnarvon Highway (Roma - Injune)	Maranoa	S	Improve intersection/s (Sections: 17.05 - 17.75km)	259/24D/2	2.0
Injune - Rolleston; St George - Surat; Barringun - Cunnamulla; Charleville - Quilpie	Maranoa / Paroo / Quilpie	S	Install/replace rest areas, stopping places and pull over areas	Various	4.0
Carnarvon Highway (Injune - Rolleston)	Maranoa	S	Widen and seal shoulder/s (Sections: 38.20 - 68.10km)	259/24E/5	1.7
Diamantina Developmental Road (Charleville - Quilpie)	Murweh	S	Widen pavement (Various locations)	247/93A/1	4.0
Mitchell Highway (Barringun - Cunnamulla)	Paroo	S	Widen pavement (Various locations)	253/23A/1	1.6
Balonne Highway (Bollon - Cunnamulla)	Paroo	S	Widen pavement (Various locations)	253/36B/1	3.0
Diamantina Developmental Road (Charleville - Quilpie)	Quilpie	S	Widen pavement (Various locations)	255/93A/1	2.0
Diamantina Developmental Road (Quilpie - Windorah)	Quilpie	S	Widen pavement (Various locations)	255/93B/5	2.0
Warrego Highway (Morven - Charleville)	Murweh	S	Overlay/rehabilitate pavement (Various locations)	290085	0.9
Carnarvon Highway (Mungindi - St George)	Balonne	S	Replace floodway/s (5.02 - 5.03km)	125540	2.8
Carnarvon Highway (St George - Surat)	Balonne	S	Widen pavement (Various locations)	212603	16.6
Carnarvon Highway (Injune - Rolleston)	Maranoa	S	Widen pavement (Various locations)	212444	12.0
Carnarvon Highway (St George - Surat)	Maranoa	S	Replace floodway/s (73.92 - 73.93km)	125429	1.3
Diamantina Developmental Road (Charleville - Quilpie)	Murweh	S	Strengthen bridge/s Paroo River (105.99-106.30km)	291887	0.8
Diamantina Developmental Road (Charleville - Quilpie)	Quilpie	S	Strengthen bridge/s Bulloo Channel and Bulloo River	291986/004	0.6
Innamincka Road	Bulloo	LG	Pave and seal (112.64-116.50km)	468964	1.2
Kyabra Road	Quilpie	LG	Widen pavement (65.20-84.60km)	10715	3.1
Various			Various Minor Projects		0.5
Total					**62.1**

Table I2 South West RRTG: Projects proposed for future investment[38].

Link	Local government	Network	Work type	Strategic estimate $m	Future investment $m			
					1-4 yrs	5-10 yrs	11-15 yrs	15+ yrs
Landsborough Hwy (Morven to Augathella) (13A)	Murweh	NN	Road widening. Widen / replace bridge(s).	16		6	10	
Landsborough Hwy (Augathella to Tambo) (13B)	Murweh	NN	Rehabilitation and widening.	5		5		
Warrego Hwy (Miles to Roma) (18D)	Maranoa	NN	Widen narrow sections (ch 64 – 67 and 85 - 87). Widen Blythe Creek Bridge.	87	9	43	35	
Warrego Hwy (Roma to Mitchell) (18E)	Maranoa	NN	Curve widening to meet National Highway standards.	6		6		
Warrego Hwy (Mitchell to Morven) (18F)	Maranoa / Murweh	NN	Rehab and widening.	30	5	15	10	
Warrego Hwy (Morven to Charleville) (18G)	Murweh	S	Road widening.	40	4	16	20	
Mitchell Hwy (Barringun to Cunnamulla) (23A)	Paroo	S	Widen pavement.	2		2		
Mitchell Hwy (Cunnamulla to Charleville) (23B)	Paroo / Murweh	S	Road widening. Replace bridges.	7		3	4	
Mitchell Hwy (Charleville to Augathella) (23C)	Murweh	S	Road widening. Widen / replace bridge(s).	2			2	
Carnarvon Hwy (Mungindi to St George) (24A)	Balonne	S	Road widening. Widen / replace bridge(s).	60	4	18	38	
Carnarvon Hwy (St George to Surat) (24B)	Balonne / Maranoa	S	Road widening. Widen / replace bridge(s).	36	5	18	13	
Carnarvon Hwy (Surat to Roma) (24C)	Maranoa	S	Road widening. Widen / replace bridge(s).	74	7	37	30	
Carnarvon Hwy (Roma to Injune) (24D)	Maranoa	S	Road widening. Widen / replace bridge(s).	44	5	22	17	
Carnarvon Hwy (Injune to Rolleston) (24E)	Maranoa	S	Widening of ch 8 to 32 and 172 to 176. Bridge improvement works.	21	5	10	6	
Moonie Hwy (Dalby to St George) (35A)	Balonne	S	Rehabilitation and widening.	5			5	

38 Strategic estimates are based on $2018 and no allowance has been made for discounting of future costs. All strategic estimates are indicative and subject to planning and detailed designs and costing and are hence likely to be conservative.

Link	Local government	Network	Work type	Strategic estimate $m	Future investment $m			
					1-4 yrs	5-10 yrs	11-15 yrs	15+ yrs
Balonne Hwy (St George to Bollon) (36A)	Balonne / Paroo	S	Road widening. Widen / replace bridge(s).	29	4	12	13	
Balonne Hwy (Bollon to Cunnamulla) (36B)	Paroo	S	Widen pavement.	17	4	5	8	
Castlereagh Hwy (Noondoo to Hebel) (37A)	Balonne	S	Road widening.	25	4	8	13	
Cooper Development Rd (Quilpie to Bundeena) (79A)	Quilpie / Bulloo	S	Road widening.	19	4	6	9	
Diamantina Development Rd (Charleville to Quilpie) (93A)	Murweh / Quilpie	S	Widen pavement. Widen / replace bridge(s).	9		3	6	
Diamantina Development Rd (Quilpie to Windorah) (93B)	Quilpie	S	Widen pavement. Widen / replace bridge(s). Reconstruct flood ways.	48	4	14	30	
Bulloo Developmental Rd (Cunnamulla to Thargomindah) (94A)	Paroo / Bulloo	S	Widen pavement.	2	2			
Bulloo Development Rd (Thargomindah to Bundeena) (94B)	Bulloo	S	Road widening.	9	4	5		
St George to Dirranbandi Rd (EB35)	Balonne	LG	Widen narrow sections.	2		2		
Mitchell to St George Rd (355)	Maranoa / Balonne	TMR-LRRS	Widen selected sections.	5			5	
Innamincka Road (SA Border to Nockatunga) (LG)	Bulloo	LG-LRRS	Pave and seal.	168	4	50	50	64
Kyabra Road (Eromanga to Thylungra Airport) (LG)	Quilpie	LG-LRRS	Pave and seal.	65	4	20	20	21
Total				**833**	**78**	**326**	**344**	**85**

Appendix J – IQ-RAP engagement

The first Inland Queensland Roads Action Plan was publicly launched on 1st February, 2016. IQ-RAP Working Group members and the Secretariat have met with Australian and Queensland parliamentarians, departmental executives and peak industry bodies to brief them on the plan and the opportunities it presents to develop regional Queensland, their industries, businesses and communities. Advocacy is on-going.

The IQ-RAP Working Group and/or the Secretariat have briefed the following individuals and organisations.

FEDERAL PARLIAMENTARIANS

Note * = Former position

Title	Name
Deputy Prime Minister and Minister for Infrastructure and Transport	*The Hon Barnaby Joyce MP and advisers
Deputy Prime Minister and Minister for Infrastructure and Transport	The Hon Michael McCormack MP and advisers
Deputy Prime Minister	*The Hon Warren Truss MP
Minister for Northern Australia and Resources	Senator the Hon Matt Canavan and advisers
Minister for Agriculture and Water Resources	The Hon David Littleproud MP
Minister for Regional Development, Territories and Local Government	The Hon Dr John McVeigh MP and advisers
Minister for Infrastructure and Transport	*The Hon Darren Chester MP and advisers
Minister for Resources, Energy and Northern Australia	*The Hon Josh Frydenberg MP
Minister for Territories, Local Government and Major Projects	*The Hon Paul Fletcher MP
Minister for Small Business	*The Hon Michael McCormack MP
Assistant Minister to Prime Minister	Senator the Hon James McGrath
Assistant Minister to Deputy Prime Minister	*The Hon Keith Pitt MP
Assistant Minister for Defence	*The Hon Michael McCormack MP
Shadow Minister for Infrastructure and Transport, Cities and Regional Development	The Hon Anthony Albanese MP
Shadow Minister for Northern Australia and Resources	*The Hon Gary Gray AO MP
Shadow Minister for Regional Services, Territories and Local Government and Shadow Minister for Regional Communications	Stephen Jones MP
Shadow Minister Regional Development and Local Government and Territories	*The Hon Julie Collins MP
Shadow Minister for Rural and Regional Australia	The Hon Joel Fitzgibbon MP
Shadow Assistant Minister for Infrastructure	Pat Conroy MP
Queensland Senator and Joint Standing Committee on Northern Australia	Senator the Hon Ian Macdonald
Queensland Senator	Senator Barry O'Sullivan
Queensland Senator and Joint Standing Committee on Northern Australia	Senator Dean Smith

Queensland Senator and Joint Standing Committee on Northern Australia	Senator Patrick Dodson
Queensland Senator	*Senator Glenn Lazarus
Queensland Senator	*Senator Jan McLucas
Member for Leichhardt and Chair of Joint Standing Committee on Northern Australia	The Hon Warren Entsch MP and adviser
Member for Lingiari and Deputy Chair of Joint Standing Committee on Northern Australia	Warren Snowdon MP
Member for Dawson	George Christensen MP
Member for Herbert and Joint Standing Committee on Northern Australia	Cathy O'Toole MP
Member for Herbert	*Ewen Jones MP and adviser
Member for Capricornia and Joint Standing Committee on Northern Australia	Michelle Landry MP
Member for Flynn	Ken O'Dowd MP
Member for Kennedy	Bob Katter MP
Office of Prime Minister the Hon Malcolm Turnbull MP	Adviser
Office of Minister for Trade, Tourism and Investment the Hon Steven Ciobo MP	Adviser
Office of Minister for Indigenous Affairs Senator the Hon Nigel Scullion	Adviser

FEDERAL DEPARTMENTS/AGENCIES

Organisation	Title
Austrade	Senior Adviser Investment Agriculture and Food/Senior Trade Commissioner/State Director - Queensland and Northern Territory/Senior Investment Specialist, Major Infrastructure
Australian Army	Brigadier Lavarack Barracks
Infrastructure Australia	CEO/Executive Director, Planning/Executive Director Policy and Research, Senior Adviser Policy and Research
Cooperative Research Centres for Developing Northern Australia	Northern Territory Project Manager
Commonwealth Scientific and Industrial Research Organisation	Research Program Director/Principal Research Scientist
Department of Industry, Innovation and Science	Head Division Portfolio strategic policy/Deputy Secretary/ Assistant Manager/Business Adviser Resource Technology
Department of Infrastructure, Regional Development and Cities	Deputy Secretary/Executive Director Local Government and Territories/North West Roads Infrastructure Investment Division General Manager/A/g General Manager North West Roads
Department of Prime Minister and Cabinet	Deputy National Director/Regional Director/A/g Senior Adviser
Office of Northern Australia	Head/Director/Assistant Director/Policy Officer
Northern Australia Co-operative Research Centre	Interim Chair
Northern Australia Infrastructure Facility	CEO/Director/Chair

STATE PARLIAMENTARIANS

Note * = Former position

Title	Name
Premier	Hon Annastacia Palaszczuk MP and adviser
Deputy Premier	Hon Jackie Trad MP and adviser
Treasurer and Minister for Trade and Investment	*Hon Curtis Pitt MP and Chief of Staff
Minister for Transport and Main Roads	Hon Mark Bailey MP and advisers
Minister for State Development and Minister for Natural Resources and Mines	Hon Anthony Lynham MP
Minister for Local Government	*Hon Mark Furner MP and adviser
Minister for Agriculture and Fisheries and Minister for Rural Economic Development	*Hon Bill Byrne MP and adviser
Minister Assisting the Premier on North Queensland	*Hon Coralee O'Rourke MP
Assistant Minister for Transport and Member for Gladstone	*Glenn Butcher MP
Assistant Minister Local Government	*Jennifer Howard MP
Opposition Leader and Shadow Minister for Infrastructure	*Tim Nicholls MP
Deputy Opposition Leader	*Deb Frecklington MP
Deputy Opposition Leader	*John-Paul Langbroek MP
Shadow Treasurer	*Scott Emerson MP
Shadow Minister for Transport and Main Roads and Shadow Minister for Local Government	*Andrew Powell MP
Shadow Minister for Local Government and Main Roads	*Fiona Simpson MP
Shadow Minister for Tourism, Sport and Racing	*Jon Krause MP
Shadow Minister for Agriculture, Fisheries and Forestry	*Dale Last MP
Shadow Assistant Minister for North Queensland	*Jason Costigan MP
Shadow Treasurer and Shadow Minister for Small Business	*Scott Emerson MP
Shadow Minister for Natural Resources and Mines, State Development and Northern Development	*Andrew Cripps MP
Member for Buderim	*Steve Dickson MP
Member for Burnett	Stephen Bennet MP
Member for Hill (formerly Dalrymple)	Shane Knuth MP
Member for Gladstone	Glenn Butcher MP
Member for Gregory	Lachlan Miller MP
Member for Mackay	Julieanne Gilbert MP
Member for Mirani	*Jim Pearce MP
Member for Trager (formerly Mount Isa)	Robbie Katter MP
Member for Thuringowa	Aaron Harper MP
Member for Townsville	Scott Stewart MP
Member for Warrego	Ann Leahy MP

STATE DEPARTMENTS

Organisation	Title
Department of Premier and Cabinet	Director-General/Senior Director Economy Policy/Senior Executive Director, North Queensland Policy Division/Director Economic Policy, Policy Division/ A/g Senior Director Economic Policy
Department of Agriculture, Fisheries and Forestry	Director-General/Executive Director, Regions and Industry Development
Department of Infrastructure, Local Government and Planning	Deputy Director-General/Director Infrastructure Policy and Planning/Director Infrastructure Planning Services/Director Local Government and Regional Services
Department of State Development	Executive Director/Executive Regional Manager
Department of Tourism, Events and Small Business	Deputy Director-General/Senior Project Officer Industry Development
Department of Transport and Main Roads	Deputy Director-General/Deputy Director-General Policy, Planning and Investment/Regional Director, North Queensland/A/g General Manager Portfolio Investment and Programming/Director Freight/Director (Government Partnerships) Freight and Partnerships. Transport Strategy and Planning/Director Innovation/General Manager Portfolio Investment and Programming/Executive Director Strategic Investment and Asset Management/Project Planning and Corridor Management (Northern)
Queensland Treasury	Deputy Under Treasurer, Commercial Advisory/Director Budget Portfolios Division

INDUSTRY

Organisation	Title
Agforce Queensland	CEO/President/Policy Director/Grains Policy Director/Livestock Policy Officer and Wool Policy Director
Australian Asphalt Pavement Association	State Executive Officer (Qld)
Australian Logistics Council	Chair
Australian Trucking Association	National Manager Government Relations and Policy
BM Webb Industries	Founder and CEO
Brisbane Markets Limited	CEO/Communications Manager
Civil Contractors Federation	CEO/President
Civil Train Queensland	CEO
Engineers Australia -Transport Australia Society	Queensland Chair
Growcom	CEO
Hancock Prospecting	General Manager External Relations
Infrastructure Association of Queensland	CEO
Infrastructure Partnerships Australia	Senior Manager- Economics, Projects Finance and Utilities/Senior Policy Manager
JBS	Director and Head of Corporation and Regulatory Affairs
Livestock and Rural Transporters Association of Queensland	President/Vice-President/Representative
National Farmers Federation	CEO/President/Manager Rural Affairs

RACQ	Head of Public Policy/Principal Traffic and Safety Engineer/Chief Communications Manager
Tourism and Transport Forum	Director Research, Tourism and Transport Forum
Queensland Farmers Federation	CEO/President
Queensland Resources Council	CEO/Director Economy and Infrastructure
Queensland Tourism Industry Council	CEO/Deputy CEO General Manager/Senior Industry Policy and Research Officer
Queensland Transport and Logistics Council	CEO
Queensland Trucking Association	CEO

OTHER STAKEHOLDERS

Organisation	Title
Aboriginal Business Development Trust	General Manager
AECOM	Assistant Director Transport
AEC Group	Representative
Australian Local Government Association	Chief Executive
Building Queensland	CEO/GR Director Strategy
Campervan and Motorhome Club of Australia	Representatives
Central Queensland University	Professor of Tourism
GHD	Principal Civil Engineer Transport
Initiative Capital	Operations Manager
Isolated Children's Parents' Association	President
Local Government Association of Northern Territory	Manager Transport and Infrastructure
Local Government Association of Queensland	General Manager Advocacy/Manager Advocacy Infrastructure, Economics and Regional Development
National Heavy Vehicle Regulator	Executive Director Engagement and Partnerships/Director Access
National Road Transport Association	Policy Officer
Commerce North West	Board members
Port of Brisbane	Logistics Manager
Port of Townsville	CEO
State Candidate for Burdekin 2017	One Nation candidate
The Incus Group	Director
Tourism Events Queensland	Group Executive Global Partnerships/Director Destination Partnerships
Townsville City Council Technical Services	Manager
Regional Australia Institute	CEO
Queensland Reconstruction Authority	Project Manager Flood Warning Gauge Network Implementation
Ports North	CEO

Appendix K – Advocacy letters of support

The following organisations and individuals have provided letters of support for the Inland Queensland Roads Action Project and/or the original Inland Queensland Roads Action Plan.

Note * = Former position

Parliamentarians

- Senator the Hon James McGrath and Assistant Minister to the Prime Minister
- Senator the Hon Ian Macdonald
- Senator Barry O'Sullivan
- Federal Member for Maranoa, the Hon David Littleproud MP (Minister for Agriculture and Water Resources)
- Chair of Joint Standing Committee on Northern Australia and Federal Member for Leichardt the Hon Warren Entsch MP
- Federal Member for Herbert Cathy O'Toole MP
- Federal Member for Flynn Ken O'Dowd MP
- Federal Member for Capricornia Michelle Landry MP
- Federal Member for Kennedy Bob Katter MP
- *Federal Member for Herbert Ewen Jones MP
- *Shadow Minister Infrastructure, Planning, Small Business, Employment and Trade, Tim Nicholls

Industry/Stakeholders

- AgForce Queensland Farmers Limited – General President
- Brisbane Markets Limited - CEO
- Campervan and Motorhome Club of Australia - CEO
- Central Highlands Development Corporation - General Manager
- Civil Contractors Federation - CEO
- Construction Skills Queensland - CEO
- FarmGate MSU - Founder and CEO
- Gulf Savannah Development – Acting Executive Officer and Chair
- Hancock Prospecting - General Manager, External Relations Agriculture
- Infrastructure Association of Queensland - CEO
- Isolated Children's Parents Association Qld Inc. - Qld President
- MITEZ - President
- National Farmers' Federation – President
- Outback Queensland - Chair
- Queensland Farmers' Federation - CEO
- Queensland Resources Council - Chief Executive
- Queensland Tourism Industry Council - Chief Executive
- Townsville Enterprise - CEO



Inland Queensland Roads Action Project

Driving Productivity, Economic Development and Safety







































































Regional Development Australia
TOWNSVILLE AND NORTH WEST QLD

Secretariat
P: (07) 4410 3655
E: info@rdanwq.org.au
W: www.rdanwq.org.au
PO Box 1669, Townsville QLD 4810
ABN: 44 798 638 628

Inland Queensland Roads Action Project

Driving Productivity, Economic Development and Safety

STRATEGIC CORRIDORS & CONNECTORS

IDENTIFIED IN THE INLAND QUEENSLAND ROAD NETWORK STRATEGY (IQRNS)

15-16 August, 2018

THIS DOCUMENT HAS BEEN PREPARED BY THE IQ-RAP WORKING GROUP ON BEHALF OF ALL 28 LOCAL GOVERNMENTS, 5 RDAS and RACQ PARTNERS AND THEIR COMMUNITIES



Local governments participating in the Inland Queensland Roads Action Project are highlighted

PEOPLE

- **442,012 people** (2017; 9% of QLD)
- **32,199 Indigenous people** (not including 2,220 in Doomadgee and Woorabinda who are in the IQ-RAP area and will have potential to benefit but have not contributed to the project)
- 627,362 in 2036
- 16,117 unemployed (March 2018)
- Unemployment 7.2% vs Qld 6.0% (March 2018)
- 35% and 35.4% in lowest 2 socio-economic quintiles

LAND

- 1.26 million km^2
- 73% of QLD i.e. 18x Tasmania
- **16% of Australia**

INDUSTRY

- **$43.5 billion GRP (2015/16)**, compared to:
  - $26 billion GSP in Tasmania
  - $21 billion GSP in the NT
- Agriculture – cattle, grain, horticulture; mining – coal, gold, copper, lead, zinc, silver, rare earths; energy – coal, gas, renewables; tourism; construction; manufacturing

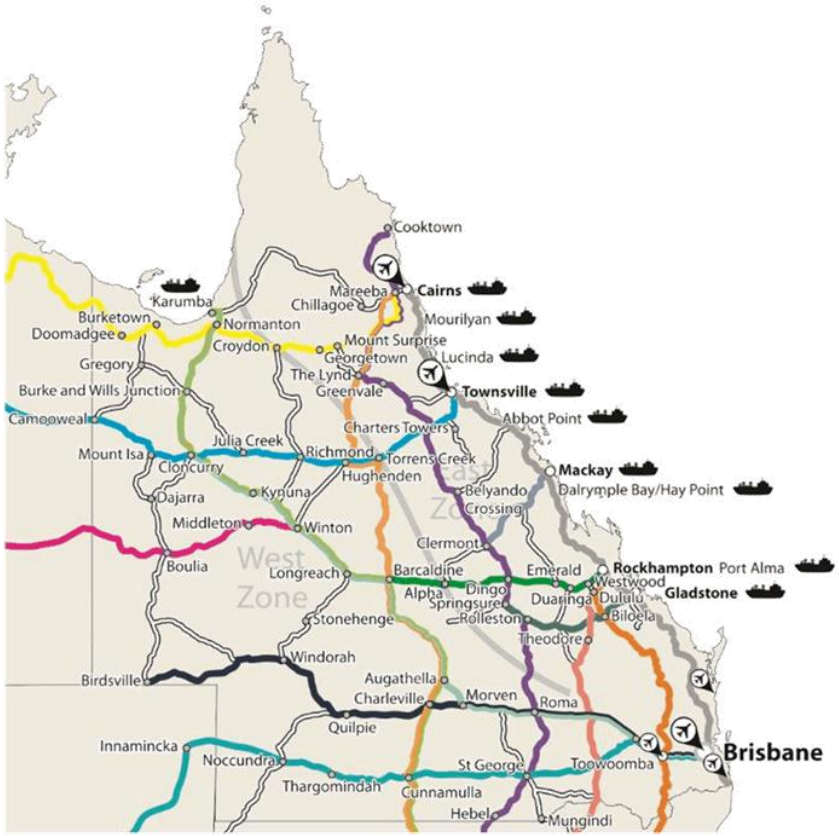
Inland Queensland Roads Action Project

THE INLAND QUEENSLAND ROAD NETWORK CONNECTS REGIONS, STATES AND THEIR INDUSTRIES, EXPORTERS, MARKETS, COMMUNITIES AND TOURISTS.



Inland Queensland Roads Action Project

THE FOLLOWING ARE THE KEY CORRIDORS AND CONNECTORS THAT SUPPORT ECONOMIC SUPPLY CHAINS ACROSS QUEENSLAND



Queensland exported $70 billion of goods in the year ending February 2017. Coal, minerals, meat and other food products produced in regional Queensland made up the bulk of these exports. (QGSO)

1. Flinders and Barkly National Highways (Overlander's Way)
2. Peak Downs Highway
3. Capricorn Way
4. Savannah Way
5. Outback Way
6. Dawson Highway
7. Landsborough and Warrego National Highways
8. The Great Inland Way
9. Western Inland Way
10. Matilda Way
11. Warrego Way
12. Leichhardt Way
13. Australia's Country Way (Burnett Highway)
14. Adventure Way
15. Pacific Coast Highway

Key logistic infrastructure

International Airport

Trading Ports

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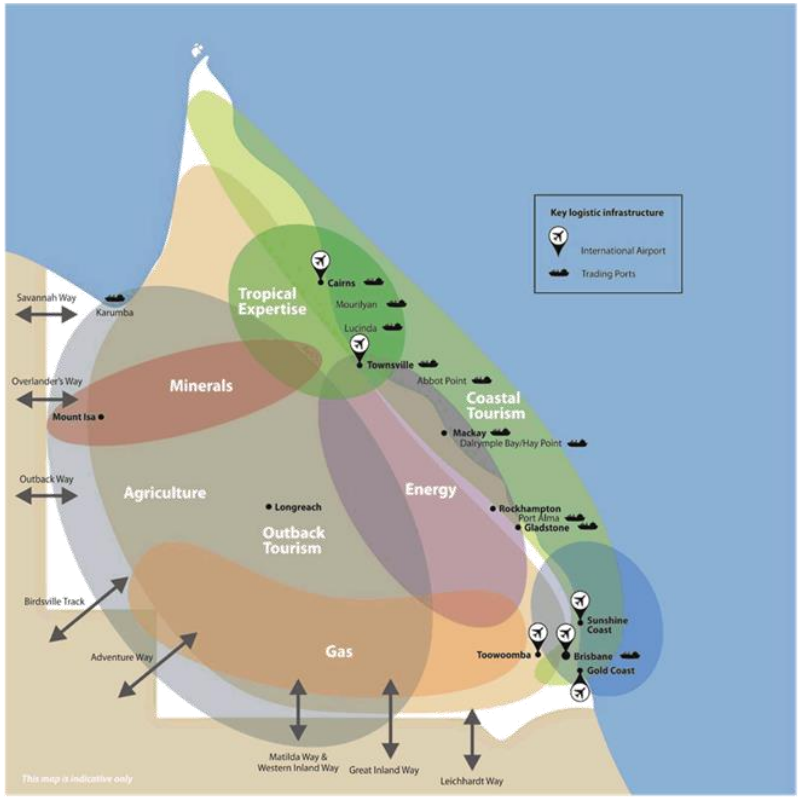
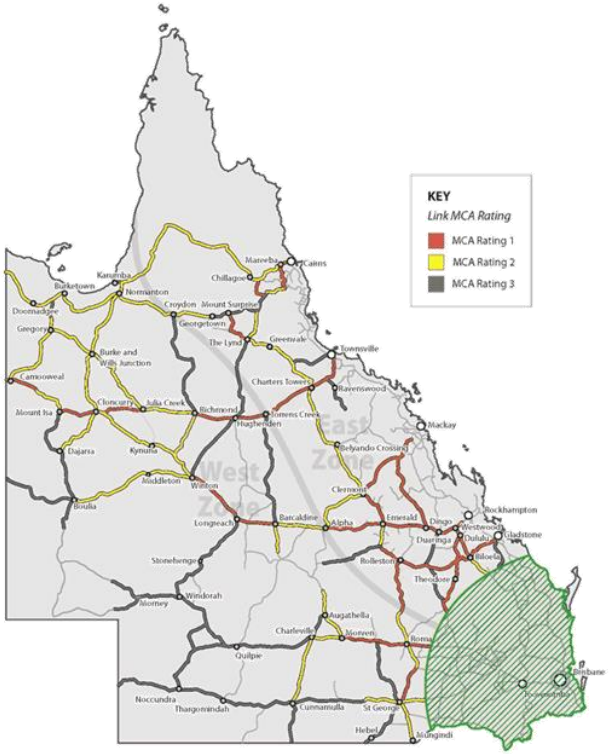
Inland Queensland Roads Action Project

THE INLAND QUEENSLAND ROAD NETWORK STRATEGY HAS PRIORITISED PROJECTS ON KEY FREIGHT CORRIDORS AND CONNECTORS TO DRIVE PRODUCTIVITY + ECONOMIC DEVELOPMENT + ECONOMIC DIVERSIFICATION THROUGH TOURISM + JOBS + MORE RESILIENT CONNECTIVITY + BETTER SAFETY OUTCOMES





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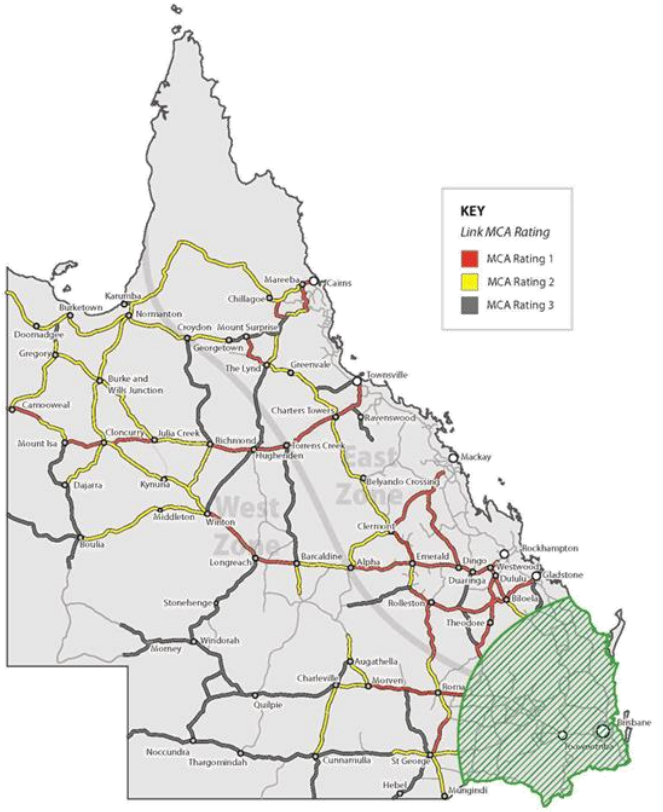
THE INLAND QUEENSLAND ROAD NETWORK STRATEGY PROPOSES INVESTMENT TO ACHIEVE FIT-FOR-PURPOSE STANDARDS ON 3,000 KM AND 300 BRIDGES THAT REQUIRE UPGRADING. THERE IS NO GOLD-PLATING, NO BLUE SKY.

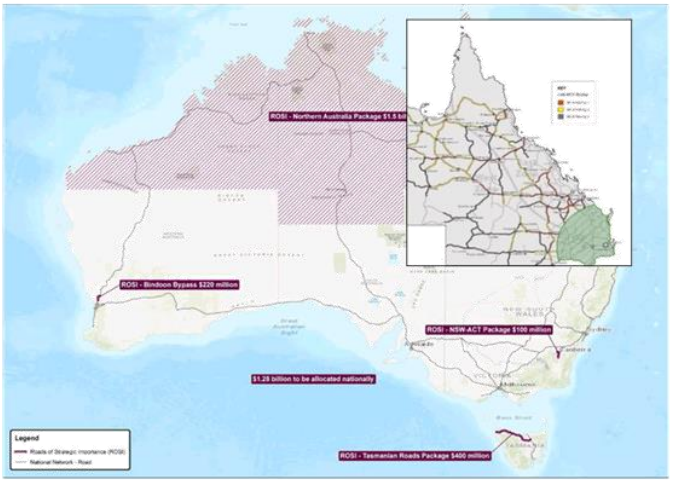
RRTG	Strategic estimate	Future investment $m			
	$m	1-4yrs	5-10yrs	11-15yrs	15+yrs
Bowen Basin	1,252	82	500	670	
Far North	862	46	254	374	188
Gladstone	61		17	44	
North Queensland	334	32	140	162	
East Zone sub-total	**2,509**	**160**	**911**	**1,250**	**188**
North West	1,008	93	369	423	123
Outback	797	69	281	404	43
South West	833	78	326	344	85
West Zone sub-total	**2,638**	**240**	**976**	**1,171**	**251**
Total Proposed Investment	**5,147**	**400**	**1,887**	**2,421**	**439**

Note that these costs are all in $2018. No allowance for discounting of future costs has been made in these figures and all are indicative estimates subject to planning and design considerations.



THE IQRNS COMPARES FAVOURABLY WITH OTHER ROAD PROJECTS TO DEMONSTRATE VALUE FOR MONEY

Project[1]	Project Cost to the Australian Government[2]	Annual Gross Regional Product (GRP) within the local governments' areas[3]	Cost of project to Aus Gov over 10 yrs in % terms of GRP	Area[4] Km²	No. of local govern-ments in the project area	Population[5]	Indigenous population 2016[6]	No. of people unemployed[7]
IQRNS (Addressing priorities over first 10 years for a total cost of $2,287 million)	**$1,830 million**	**$43,464 million**	**0.4%**	**1,260,080**	**28**	**462,000**	**32,200**	**16,100**
Tasmanian Road Package (ROSI)[8]	$400 million	$5,855 million	0.7%	12,794	8	191,800	10,288	6,385
Bindoon Bypass (ROSI)	$220 million	$307 million	7.2%	1,220	1	5,300	124	161
NSW/ACT Package (ROSI)	$100 million	$692 million	1.5%	4,247	5	233,200	3,679	6,473
Cape York Peninsula Development Road Package (2014-19) Total cost of $260.5 million	$208.4 million	$220 million	18.9% over 5 year life of project 1.9% over 10 years	21,591	8	8,300	7,145	723



IQ-RAP partners are seeking Inland Queensland's equitable share of ROSI and other funding programs to drive productivity in a $43.5 billion regional economy, create jobs, diversify local economies, build more resilient connectivity and ensure better safety outcomes. This can be achieved through the following investments.

- **$294 m to fund the highest priorities in IQRNS over 4 years 2018/19 – 2022/23** ($106 million has already been committed towards the $400 million required)
  - That is an Australian Government investment of 0.17% of the region's GRP over 4 years
  - Or potentially on an 80/20 split with the state government $235 m/ $59 m, it would be an Australian Government investment of 0.14% of the region's GRP over 4 years
- **$1,887 m over the following 5 years from 2023/24 to 2028/29**
  - That is an Australian Government investment of 0.87% of the region's GRP over 5 years
  - Or potentially on an 80/20 split with the state government $1,510 m/ $377 m, it would be an Australian Government investment of 0.69% of the region's GRP

[1] Australian and Queensland Government websites for the ROSI and CYPDRP: http://investment.infrastructure.gov.au/files/budget/Roads_of_Strategic_Importance_Factsheet_June_2018.pdf https://www.tmr.qld.gov.au/Projects/Name/C/Cape-York-Region-Package-Peninsula-Developmental-Road
[2] As above
[3] .id consulting pty ltd, National economic Indicators by local government, 2015/16 (This does not include the GRP of surrounding areas that will also benefit from the investment.)
[4] Australian Bureau of Statistics
[5] .id consulting pty ltd, National economic Indicators by local government, 2015/16
[6] Queensland Government Statistician's Office for Queensland projects; Australian Bureau of Statistics for other projects
[7] Queensland Government Statistician's Office for Queensland projects; Australian Bureau of Statistics for other projects
[8] ROSI – Australian Government Roads of Strategic Importance Initiative, a new 10 year regional roads program announced in May 2018

THE IQRNS MAKES A CONVINCING ECONOMIC AND SOCIAL BENEFIT CASE FOR INVESTMENT

The IQRNS will deliver improved access to regional Queensland for freight, tourists and other road users, improved safety, reduced ongoing maintenance costs, improved community infrastructure, employment, training and business development opportunities for Indigenous and non-Indigenous people.

Based on expenditure of $2,287 million over 10 years, the following economic and job impacts can be achieved.

TOTAL IMPACT OVER 10 YEARS

	Output ($M)	GRP ($M)	Income ($M)	Employment (FTE)
Direct Impact	$2,287	$887	$275	2,782
Indirect Impact (Type I)	$1,339	$616	$367	4,213
Indirect Impact (Type II)	$1,903	$1,063	$482	6,773
Total Impact	**$5,529**	**$2,566**	**$1,124**	**13,768**

AVERAGE ANNUAL IMPACT

	Output ($M)	GRP ($M)	Income ($M)	Employment (FTE)
Direct Impact	$229	$89	$28	278
Indirect Impact (Type I)	$134	$62	$37	421
Indirect Impact (Type II)	$190	$106	$48	677
Total Impact	**$553**	**$257**	**$112**	**1,377**

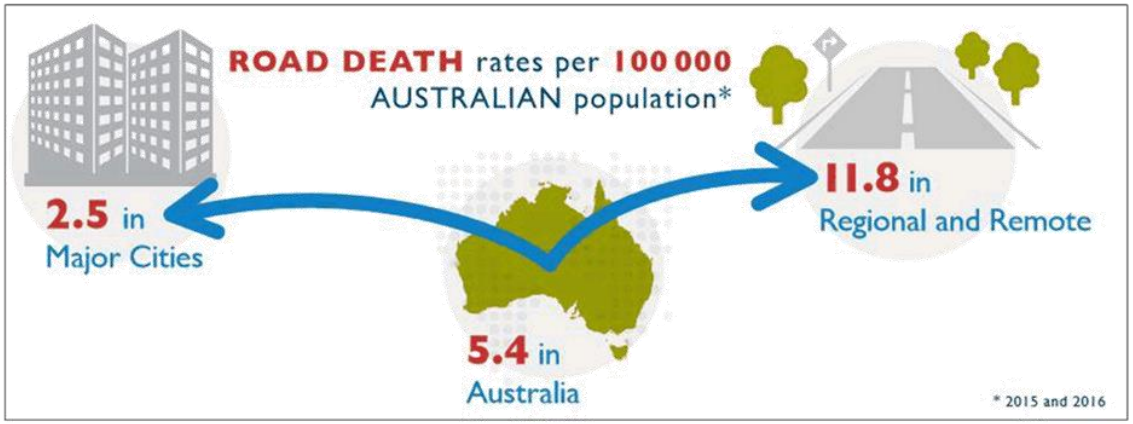
Source: AECGroup; 26.6.18[9]

EXAMPLES OF BENEFITS

1. **Productivity** improvements in the agricultural sector through shorter travel times with improvements in road quality, and a reduction on wear and tear on vehicles and associated maintenance costs.
2. A reduction in the amount of weight loss of **cattle** due to stress on poor quality, and in particular unsealed roads, leading to **higher return on investment.**
3. A reduction in **horticultural** wastage caused by poor road conditions, leading to higher return on investment.
4. **Mining** companies will be able to move their **over-mass sized equipment** from ports to mine sites with greater efficiency and safety.
5. **Better roads will lead to greater efficiency and productivity for grain, horticultural, beef, mining and other exporters competing globally.**
6. **Jobs** through planning, design, construction and maintenance of roads, particularly in Outback Queensland area where there is extremely high youth and Indigenous unemployment.
7. **Increased business opportunities** for suppliers to road projects and increases to their employment, including Indigenous businesses and employment.
8. Opening up of new **tourism** opportunities associated with the sealing and widening of sealed roads to provide safer and more comfortable routes for tourists. This will lead to more tourism industry investment and the spread of tourist expenditure across regions.
9. **More resilient connectivity** for the movement of goods and people, and delivery of emergency and other services in times of severe weather events, reducing the impacts and economic losses.
10. **A reduction in dust** and its impact on crops, cattle, visibility, amenity and safety.
11. **More sustainable local governments and rural and remote towns through road works programs to create local jobs and reduce the decline in population.**

[9] Disclaimer: Whilst all care and diligence have been exercised in the preparation of this report, AEC Group Pty Ltd does not warrant the accuracy of the information contained within and accepts no liability for any loss or damage that may be suffered as a result of reliance on this information.

INVESTMENT INTO THE INLAND QUEENSLAND ROAD NETWORK WILL ALSO MAKE A POSITIVE IMPACT ON SAFETY AND ROAD TRAUMA STATISTICS



Road deaths per 100,000 persons in major cities vs regional and remote Australia (BITRE)

Inland Queensland Roads Action Project (IQ-RAP) partner councils that have invested in the Inland Queensland Road Network Strategy (IQRNS), and their towns, are highlighted in bold red. In accordance with Roads of Strategic Importance (ROSI) funding being allocated separately into northern and southern Australia, this document identifies key corridors and critical connectors for industries, communities and tourists in the north and south and the corridors that connect southern and northern Australia. Costings are approximate and there is some duplication where corridors cover the same section of the network.

# on map	North or south of the Tropic of Capricorn	Key corridors/ supply chains of national, state or regional significance	National/ State/ Local Network (For more details see IQRNS appendices)	Passes through Federal Electorates:	GRP in the IQRNS local government areas on the corridors/ approx. investment over 10 years	IQRNS local governments on the key corridors	IQRNS key corridor towns Other connecting towns in black	Refer to IQRNS RRTG appendices	IQRNS critical connectors (that are not already on a key corridor)	Refer to IQRNS RRTG appendices	Linking with ports/ QLD airports with Regular Public Transport (RPT)	Industries and freight	Tourism drive routes
1	North	**Flinders and Barkly National Highways** Approx 1,094 km from Townsville to Camooweal	National Routes: A6 A2	• Herbert • Kennedy	**GRP: $18,633 million** **Investment required: $246 million**	• **Townsville** • **Charters Towers** • **Flinders** • **Richmond** • **McKinlay** • **Cloncurry** • **Mount Isa**	• **Townsville** • **Charters Towers/ Crimea** • **Torrens Creek** • **Hughenden** • **Richmond** • **Julia Creek** • **Cloncurry** • **Mount Isa** • **Camooweal** • Tennant Creek • Darwin	North - P29 North West – P33, 34	• **Townsville - Battery** • **Crimea - Burdekin Falls Dam** • **Hughenden - Winton** • **Richmond - Croydon** • **Richmond - Winton** • **Julia Creek - Burketown** • **Cloncurry – Dajarra** • **Mount Isa – Dajarra, Boulia** • **Camooweal - Gregory Downs**	North – P29 North West – P33, 34 Outback- P37, 38 Far North – P24	**Ports:** • **Townsville** • Darwin • **Karumba (via Cloncurry)** **RPT Airports:** • **Townsville** • **Hughenden** • **Richmond** • **Julia Creek** • **Cloncurry** • **Mount Isa** • Darwin	• Mining product • Supplies to the mining and energy sectors • Cattle • Horticultural produce • Fuel • Business, government, household supplies	**Overlander's Way** - Townsville to Tennant Creek
2	North	**Peak Downs Highway** Approx 124 km from Moranbah to Clermont	State Route: S70	• Capricornia • Flynn	**GRP: $7,353 Million** **Investment required: $46 million**	• **Isaac**	• Mackay • **Moranbah** • **Nebo** • **Clermont**	Bowen Basin – P20, 21	• **Clermont - Alpha**	Bowen Basin – P20, 21	**Ports:** • Mackay • Hay Point **RPT Airports:** • Mackay • **Moranbah**	• Cattle • Grain • Horticultural produce • Supplies to the mining and energy sectors • Fuel • Business, government, household supplies	This is not a recognised drive tourism route but tourists do use the route for regional travel.

# on map	North or south of the Tropic of Capricorn	Key corridors/ supply chains of national, state or regional significance	National/ State/ Local Network (For more details see IQRNS appendices)	Passes through Federal Electorates:	GRP in the IQRNS local government areas on the corridors/ approx. investment over 10 years	IQRNS local governments on the key corridors	IQRNS key corridor towns Other connecting towns in black	Refer to IQRNS RRTG appendices	IQRNS critical connectors (that are not already on a key corridor)	Refer to IQRNS RRTG appendices	Linking with ports/ QLD airports with Regular Public Transport (RPT)	Industries and freight	Tourism drive routes
3	North	**Capricorn Way** Capricorn Highway Approx 530 km from Westwood to Barcaldine	State Route: A4	• Flynn • Maranoa	**GRP: $5,022 million** **Investment required: $169 million**	• **Banana** • **Central Highlands** • **Barcaldine**	• Rockhampton • Gracemere • Stanwell • **Westwood** • **Duaringa** • **Dingo** • **Blackwater** • **Emerald** • **Alpha** • **Barcaldine**	Bowen Basin – P20, 21 Outback - P37, 38	• **Westwood - Taroom** • **Duaringa - Bauhinia** • **Dingo - Mt Flora** • **Alpha - Clermont**	Bowen Basin – P20, 21 Outback - P37, 38	**Ports:** • Port Alma • **Gladstone (via Biloela)** • **CQ Inland Port** **RPT Airports:** • **Emerald** • **Barcaldine**	• Cattle • Grain • Horticultural produce • Supplies to the mining and energy sectors • Fuel • Business, government, household supplies	**Capricorn Way** – Rockhampton to Barcaldine
4	North	**Savannah Way** • Kennedy Highway • Gulf Developmental Road Approx 1,476 km from Kuranda to the NT border	State/ local Routes: A1	• Kennedy	**GRP: $2,009 million** **Investment required: $152 million**	• **Tablelands** • **Croydon** • **Etheridge** • **Carpentaria** • **Burke**	• Cairns • **Kuranda** • **Mareeba** • **Atherton** • **Ravenshoe** • **Mount Garnet** • **Georgetown** • **Croydon** • **Normanton** • **Burketown** • Doomadgee • NT • WA	Far North – P24 North West – P34	• **Croydon - Richmond** • **Normanton - Dimbulah**	Far North – P24 North West – P33, 34	**Ports:** • Cairns • **Karumba (via Normanton)** **RPT Airports:** • Cairns • **Normanton** • **Burketown**	• Cattle • Horticultural produce • Supplies to the mining and energy sectors • Fuel • Business, government, household supplies	**Savannah Way** – Cairns to Broome
5	North	**Outback Way** Kennedy Developmental Road Donohue Highway Approx 602 km from Winton to the NT border	State/ local Route: S62	• Kennedy	**GRP: $121 million** **Investment required: $75 million**	• **Winton** • **Boulia**	• **Winton** • **Boulia** • Alice Springs/ NT • Laverton/ WA	Outback - P38	• **Boulia – Bedourie** • **Boulia – Dajarra, Mount Isa** • **Winton – Hughenden** • **Winton – Richmond**	Outback - P37, 38	**RPT Airports:** • **Winton** • **Boulia** • Alice Springs • Laverton	• Cattle • Supplies to the mining and energy sectors • Fuel • Business, government, household supplies	**Outback Way** – Winton to Laverton, WA

# on map	North or south of the Tropic of Capricorn	Key corridors/ supply chains of national, state or regional significance	National/ State/ Local Network (For more details see IQRNS appendices)	Passes through Federal Electorates:	GRP in the IQRNS local government areas on the corridors/ approx. investment over 10 years	IQRNS local governments on the key corridors	IQRNS key corridor towns Other connecting towns in black	Refer to IQRNS RRTG appendices	IQRNS critical connectors (that are not already on a key corridor)	Refer to IQRNS RRTG appendices	Linking with ports/ QLD airports with Regular Public Transport (RPT)	Industries and freight	Tourism drive routes
6	North	**Dawson Highway** Approx 407 km from Gladstone to Springsure	State Routes: S60 A7	• Flynn	**GRP: $11,662 million** **Investment required: $96 million**	• **Gladstone** • **Banana** • **Central Highlands**	• **Gladstone** • **Biloela** • **Banana** • **Moura** • **Bauhinia** • **Rolleston** • **Springsure**	Gladstone – P2 Bowen Basin – P21	• **Gladstone - Monto** • **Bauhinia – Taroom** • **Springsure** – Tambo	Bowen Basin – P20, 21	**Ports:** • **Gladstone** **RPT Airports:** • **Gladstone**	• Cattle • Grain • Horticultural produce • Supplies to the mining and energy sectors • Fuel • Business, government, household supplies	This is not a recognised drive tourism route but tourists do use the route for regional travel.
7	North and south	**Landsborough, Warrego, National Highways** Approx 1,227 km from Roma to Cloncurry	National Route: A2	• Maranoa • Kennedy	**GRP: $7,279 million** **Investment required: $176 million**	• **Murweh** • **Maranoa** • **Barcaldine** • **Longreach** • **Winton** • **Cloncurry** • **Mount Isa**	• Brisbane/ SEQ • Toowoomba • Dalby • Miles • **Roma** • **Mitchell** • **Morven** • **Augathella** • **Barcaldine** • **Longreach** • **Winton** • **Kynuna** • **McKinlay** • **Cloncurry**	South West – P41, 42 Outback - P37 North West – P33	• **Longreach – Jundah** • **Winton – Richmond** • **Winton – Hughenden** • **Cloncurry - Dajarra**	South West – P41, 42 Outback - P37, 38 North West – P33, 34	**Ports:** • Brisbane • Darwin • **Gladstone,** Port Alma **(via Barcaldine)** **RPT Airports:** • Brisbane • Toowoomba • **Roma** • **Barcaldine** • **Longreach** • **Winton** • **Cloncurry** • Darwin	• Cattle • Horticultural produce • Supplies to the mining and energy sectors • Fuel • Business, government, household supplies	This route incorporates sections of the drive tourism routes of the **Warrego Way, Matilda Way, Overlander's Way**

# on map	North or south of the Tropic of Capricorn	Key corridors/ supply chains of national, state or regional significance	National/ State/ Local Network (For more details see IQRNS appendices)	Passes through Federal Electorates:	GRP in the IQRNS local government areas on the corridors/ approx. investment over 10 years	IQRNS local governments on the key corridors	IQRNS key corridor towns Other connecting towns in black	Refer to IQRNS RRTG appendices	IQRNS critical connectors (that are not already on a key corridor)	Refer to IQRNS RRTG appendices	Linking with ports/ QLD airports with Regular Public Transport (RPT)	Industries and freight	Tourism drive routes
8	North and south	**The Great Inland Way** (the eastern alternate to the Bruce Highway and the fastest route connecting Sydney/ NSW with North and Far North Queensland) • Castlereagh Highway • Carnarvon Highway • Dawson Highway • Springsure – Emerald Road • Gregory Developmental Road • Kennedy Developmental Road Approx 1,182 km from Hebel to Kuranda	State Routes: A55 A7 S63 S62 1	• Maranoa • Flynn • Capricornia • Kennedy • Leichhardt	**GRP: $15,200 million** **Investment required: $271 million**	• **Maranoa** • **Central Highlands** • **Isaac** • **Charters Towers** • **Tablelands** • **Mareeba**	• Sydney/NSW • **Hebel or Mungindi** • **Dirranbandi** • **St George** • **Surat** • **Roma** • **Injune** • **Rolleston** • **Springsure** • **Emerald** • **Clermont** • **Belyando Crossing** • **Charters Towers** • **Greenvale** • **The Lynd** • **Mt Garnet** • **Atherton** • **Mareeba** • **Kuranda** • Cairns • Cooktown	South West – P41, 42 Bowen Basin – P20, 21 North - P29 Far North – P24	• **Clermont – Alpha** • **The Lynd – Quartz Blow Creek**	South West – P41, 42 Bowen Basin – P20, 21	**Ports:** • Sydney • Brisbane • **Gladstone (via Rolleston)** • Port Alma **(via Emerald)** • Mackay and Hay Point **(via Clermont)** • **Townsville (via Charters Towers)** • Cairns **QLD RPT Airports:** • **St George** • **Roma** • **Emerald** • Cairns • Cooktown	• Cattle • Horticultural produce • Supplies to the mining and energy sectors • Fuel • Business, government, household supplies • Central QLD Inland Port	**Great Inland Way** - Sydney to Cooktown

# on map	North or south of the Tropic of Capricorn	Key corridors/ supply chains of national, state or regional significance	National/ State/ Local Network (For more details see IQRNS appendices)	Passes through Federal Electorates:	GRP in the IQRNS local government areas on the corridors/ approx. investment over 10 years	IQRNS local governments on the key corridors	IQRNS key corridor towns Other connecting towns in black	Refer to IQRNS RRTG appendices	IQRNS critical connectors (that are not already on a key corridor)	Refer to IQRNS RRTG appendices	Linking with ports/ QLD airports with Regular Public Transport (RPT)	Industries and freight	Tourism drive routes
9	North and south	**Western Inland Way** (the western alternative to the Bruce Highway and the most direct route from Melbourne/ VIC to Far North, Cape York, North, Central West and South West Queensland) • Kidman Way • Mitchell Highway • Landsborough • Barcaldine - Aramac – Torrens Creek Road • Flinders Highway • Hann Highway (on the Kennedy Developmental Road) Approx 1,830 km from Barringun to Kuranda	National/ state Routes: A71 A2 19 18 A6 62 1	• Maranoa • Kennedy	**GRP:** **$5,359 million** **Investment required:** **$179 million**	• **Paroo** • **Murweh** • **Barcaldine** • **Flinders** • **Atherton** • **Mareeba**	• Melbourne • Shepparton • Cobar • Griffith • Bourke • Barringun • **Cunnamulla** • **Charleville** • **Augathella** • **Barcaldine** • **Muttaburra** • **Torrens Creek** • **Hughenden** • **The Lynd** • **Almaden** • **Dimbulah** • **Mareeba** • **Kuranda** • Cairns	South West – P41, 42 Outback - P37, 38 North West - – P33, 34 Far North – P24	• **The Lynd – Quartz Blow Creek**	South West – P41, 42 Far North – P24	**Ports:** • Melbourne • **Gladstone** • Port Alma **(via Barcaldine)** • **Townsville (via Torrens Creek)** • Cairns **RPT Airports:** • **Cunnamulla** • **Charleville** • **Barcaldine** • **Hughenden**	• Cattle • Horticultural produce • Supplies to the mining and energy sectors • Fuel • Business, government, household supplies	From Barringun to Barcaldine is a section of the drive tourism route the **Matilda Way**.

# on map	North or south of the Tropic of Capricorn	Key corridors/ supply chains of national, state or regional significance	National/ State/ Local Network (For more details see IQRNS appendices)	Passes through Federal Electorates:	GRP in the IQRNS local government areas on the corridors/ approx. investment over 10 years	IQRNS local governments on the key corridors	IQRNS key corridor towns Other connecting towns in black	Refer to IQRNS RRTG appendices	IQRNS critical connectors (that are not already on a key corridor)	Refer to IQRNS RRTG appendices	Linking with ports/ QLD airports with Regular Public Transport (RPT)	Industries and freight	Tourism drive routes
10	North and south	**Matilda Way** (the most direct route from Melbourne/ VIC to the North West and the southern Gulf region) • Kidman Way • Mitchell Highway • Landsborough • Burke Developmental Road Approx 1,806 km from Barringun to Karumba	National/ state Routes:	• Maranoa • Kennedy	**GRP: $2,360 million** **Investment required: $104 million**	• **Paroo** • **Murweh** • **Barcaldine** • **Longreach** • **Winton** • **Cloncurry** • **Carpentaria**	• Melbourne • Shepparton • Cobar • Griffith • Bourke • Barringun • **Cunnamulla** • **Charleville** • **Augathella** • **Barcaldine** • **Longreach** • **Winton** • **Cloncurry** • **Burke and Wills Junction** • **Normanton** • **Karumba**	South West – P41, 42 Outback - P37, 38 North West – P33, 34		South West – P41, 42	**Ports:** • Melbourne • Cairns • **Karumba** • **Gladstone,** Port Alma **(via Barcaldine)** **RPT Airports:** • **Cunnamulla** • **Charleville** • **Barcaldine** • **Longreach** • **Winton** • **Cloncurry** • **Normanton**	• Cattle • Horticultural produce • Supplies to the mining and energy sectors • Fuel • Business, government, household supplies	**Matilda Way** – Melbourne to Karumba
11	South	**Warrego Way** • Warrego Highway • Diamantina Developmental Road Approx 850 km from Roma to Morney	National/ state Routes: A2 State 49	• Maranoa • Kennedy	**GRP: $1,670 million** **Investment required: $119 million**	• **Maranoa** • **Murweh** • **Quilpie** • **Barcoo**	• Brisbane/ SEQ • **Roma** • **Mitchell** • **Morven** • **Charleville** • **Quilpie** • **Thylungra** • **Windorah** • **Morney** • Birdsville	South West – P41, 42 Outback - P37, 38	• **Quilpie – Bundeena** • **Thylungra – Eromanga** • **Windorah – Bedourie** • **Windorah - Jundah**	South West – P41, 42 Outback - P37, 38	Ports: • Brisbane **RPT Airports:** • **Roma** • **Charleville** • **Quilpie** • **Windorah** • Birdsville	• Cattle • Horticultural produce • Supplies to the energy sector • Fuel • Business, government, household supplies	**Warrego Way –** Brisbane to Birdsville

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12	South	**Leichhardt Way** • Leichhardt Highway Approx 265 km from Taroom to Westwood	State Routes: A5 A4	• Maranoa • Flynn	**GRP: $1,890 million** **Investment required: $60 million**	• **Banana**	• Melbourne (via the Newell) • Forbes • Dubbo • Narrabri • Moree • Miles • **Taroom** • **Theodore** • **Banana** • **Dululu** • **Westwood** • Rockhampton	Bowen Basin – P20, 21		Bowen Basin – P20, 21	**Ports:** • Brisbane **RPT Airports:** • Brisbane • Rockhampton	• Cattle • Grain • Horticultural produce • Supplies to the mining and energy sectors • Fuel • Business, government, household supplies	**Leichhardt Way** – Melbourne to Goondiwindi to Rockhampton
13	South	**Burnett Highway/ Australia's Country Way** Approx 74 km from Biloela to Dululu	State Route: A3	• Maranoa • Flynn	**GRP: $1,890 million** **Investment required: $52 million**	• **Banana**	• Brisbane/ SEQ • Nanango • Goomeri • Eidsvold • Monto • **Biloela** • **Dululu** • Rockhampton	Bowen Basin – P20, 21		Bowen Basin – P20, 21	**Ports:** • Brisbane • **Gladstone (via Biloela)** **RPT Airports:** • Brisbane • Rockhampton	• Cattle • Grain • Horticultural produce • Supplies to the mining and energy sectors • Fuel • Business, government, household supplies	Part of this highway is on the drive tourism route known as **Australia's Country Way** from Sydney to Rockhampton.

# on map	North or south of the Tropic of Capricorn	Key corridors/ supply chains of national, state or regional significance	National/ State/ Local Network (For more details see IQRNS appendices)	Passes through Federal Electorates:	GRP in the IQRNS local government areas on the corridors/ approx. investment over 10 years	IQRNS local governments on the key corridors	IQRNS key corridor towns Other connecting towns in black	Refer to IQRNS RRTG appendices	IQRNS critical connectors (that are not already on a key corridor)	Refer to IQRNS RRTG appendices	Linking with ports/ QLD airports with Regular Public Transport (RPT)	Industries and freight	Tourism drive routes
14	South	**Adventure Way** • Moonie Highway • Balonne Highway • Bulloo Developmental Road Approx 880 km from St George to the SA border	State Route: S49	• Maranoa	**GRP: $482 million** **Investment required: $81 million**	• **Balonne** • **Paroo** • **Bulloo**	• Brisbane/SEQ • Dalby • **St George** • **Bollon** • **Cunnamulla** • **Thargomindah** • **Nockatunda** • Innamincka • Adelaide	South West – P41, 42	• **St George – Mungindi** • **St George - Mitchell** • **Thargomindah - Bundeena**	South West – P41, 42	**Ports:** • Brisbane • Adelaide **RPT Airports:** • **St George** • **Cunnamulla** • **Thargomindah**	• Cattle • Horticultural produce • Supplies to the energy sector • Fuel • Business, government, household supplies	**Adventure Way** – Brisbane to Adelaide

Inland Queensland Roads Action Project

INVESTMENT INTO THE INLAND QUEENSLAND ROAD NETWORK STRATEGY WILL DRIVE MORE EQUITABLE OUTCOMES FOR REGIONAL QUEENSLAND

IQ-RAP partners, and their industry supporters, are seeking Inland Queensland's equitable share of ROSI and other funding programs to drive productivity in a $43.5 billion regional economy, create jobs, diversify local economies, build more resilient connectivity and ensure better safety outcomes. This can be achieved through the following investments.

- **$294 m to fund the highest priorities in IQRNS over 4 years 2018/19 – 2022/23** ($106 million has already been committed towards the $400 million required)
  - That is an Australian Government investment of 0.17% of the region's GRP over 4 years
  - Or potentially on an 80/20 split with the state government $235 m/ $59 m, it would be an Australian Government investment of 0.14% of the region's GRP over 4 years

- **$1,887 m over the following 5 years from 2023/24 to 2028/29**
  - That is an Australian Government investment of 0.87% of the region's GRP over 5 years
  - Or potentially on an 80/20 split with the state government $1,510 m/ $377 m, it would be an Australian Government investment of 0.69% of the region's GRP

IQ-RAP PARTNERS

INDUSTRY SUPPORTERS

PLANNING & BUILDING DEVELOPMENT REPORT

Meeting: General 23 January 2019 **Date:** 13 December 2018

Item Number: 13.1 **File Number:** D18/99444

SUBJECT HEADING: Development Application for Material Change of Use "Dwelling house"

Classification: Open Access

Officer's Title: Lead Town Planner

Executive Summary: Michael and Carla Carroll have submitted a development application for a Material Change of Use for a "Dwelling house" which, if approved, would allow a second dwelling to be constructed on the their rural property located at 261 Burtons Road, Orange Hill (Lot 4 on RP185444).

The development application is subject to impact assessment and must be assessed against the assessment benchmarks (to the extent relevant) provided by Section 45 of the *Planning Act 2016.* The *Development Assessment Rules* set out the procedural requirements for the development assessment process.

Public notification about the application was carried out in accordance with Part 4 of the *Development Assessment Rules* and for a period of 15 business days between November 23, 2018 and December 14, 2018. There were no properly made submissions received during this period.

The procedural requirements set out by the *Development Assessment Rules* to enable Council to make a decision on this matter have been fulfilled. The development application is generally consistent with the assessment benchmarks provided by the *Planning Act 2016* and any perceived conflict with the assessment benchmarks can be addressed by way of conditions of development approval.

Officer's Recommendation: The application for a Material Change of Use "Dwelling house" on part of the land located at 261 Burtons Road, Orange Hill (being Lot 4 on RP 185444) be approved subject to the following conditions:

Preamble

i. The Capricorn Municipal Development Guidelines apply to this development. Refer to http://www.cmdg.com.au/ for the Capricorn Municipal Development Guidelines (CMDG).

ii. The relevant planning scheme for this development is the *Maranoa Planning Scheme 2017*. All references to the 'Planning Scheme' and 'Planning Scheme Schedules' within these conditions refer to the above Planning Scheme.

iii. All Aboriginal Cultural Heritage in Queensland is protected under the

(*Aboriginal Cultural Heritage Act 2003*) and penalty provisions apply for any unauthorised harm. Under the legislation a person carrying out an activity must take all reasonable and practicable measures to ensure the activity does not harm Aboriginal Cultural Heritage. This applies whether or not such places are recorded in an official register and whether or not they are located in, on or under private land. The developer is responsible for implementing reasonable and practical measures to ensure the Cultural Heritage Duty of Care Guidelines are met and for obtaining any clearances required from the responsible entity.

iv. The *Environmental Protection Act 1994* states that a person must not carry out any activity that causes, or is likely to cause, environmental harm unless the person takes all reasonable and practicable measures to prevent or minimise the harm. Environmental harm includes environmental nuisance. In this regard, persons and entities involved in the operation of the approved development are to adhere to their 'general environmental duty' to minimise the risk of causing environmental harm to adjoining premises.

v. The land use rating category for the site may change upon commencement of any approved use on the site. Council's current Revenue Statement, which includes the minimum general rate levy for the approved use/s is available on the Council website: www.maranoa.qld.gov.au.

vi. It is the responsibility of the developer to obtain all necessary permits and approvals associated with the development of the site and submit all necessary plans and policies to the relevant authorities for the approved use.

vii. Refer to Attachment 2 – Adopted Infrastructure Charges Notice for infrastructure charges levied for the approved development.

viii. In completing an assessment of the proposed development, Council has relied on the information submitted in support of the development application as true and correct. Any change to the approved operations on the site may require a new or changed development approval. It is recommended to contact Council for advice in the event of any potential change in circumstances.

Use

1. The approved development is for a "Dwelling house" (second dwelling) and associated carport as shown on the approved plans.

   Note: This development approval and the approval conditions apply to the "Proposed Residence & Carport" as shown on Site Plan 2018-21 01 prepared by I & K Builders dated 26/10/18. This approval does not apply to or authorise any other development on the site.

2. All conditions relating to the establishment of the approved development must be fulfilled prior to the approved use commencing, unless otherwise

noted within these conditions.

Compliance inspection

3. Prior to the commencement of use the applicant shall contact Council's Planning Department and arrange a development compliance inspection.

Approved Plans and Documents

4. All works and operations are to be carried out generally in accordance with the approved plans listed in the following table. Where the approved plans are in conflict with the Assessment Manager's conditions, the Assessment Manager's conditions shall take precedence.

Plan/Document Number	Plan/Document Name	Date
2018-21 01	Site Plan	26/10/18
2018-21 02	Locality Plan	26/10/18
2018-21 03	Floor Plan	26/10/18
2018-21 04	Elevations	26/10/18

Development works

5. The developer shall ensure that all approved works are carried out by appropriately qualified persons and the developer and the persons carrying out and supervising the work shall be responsible for all aspects of the works, including public and worker safety, and shall ensure adequate barricades, signage and other warning devices are in place at all times.

6. The developer is responsible for locating and protecting any Council and public utility services, infrastructure and assets that may be impacted on during construction of the development. Any damage to existing infrastructure (kerb, road pavement, existing underground assets, etc.) that is attributable to the progress of works on the site or vehicles associated with the development of the site shall be immediately rectified in accordance with the asset owners' requirements and specifications and to the satisfaction of the asset owners' representative(s).

Applicable Standards

7. All works must comply with:

   a. this development approval;
   b. the applicable codes of the planning scheme for the area;
   c. Council's standard designs for such work where such designs exist;
   d. the Capricorn Municipal Development Guidelines; and
   e. any relevant Australian Standard that applies to that type of work.

   Despite the requirements of paragraphs a-e above, Council may agree in writing to an alternative specification. This alternative specification

prevails over those specified in paragraphs a-e in the event of any inconsistency.

The developer must also ensure that any works do not conflict with any requirements imposed by any lawful requirements outside those stated above.

Access road

8. A 4.0 metre wide internal access road shall be provided from the existing crossover from Burtons Lane to the "Proposed Residence & Carport" shown on Site Plan 2018-21 01 prepared by I & K Builders dated 26/10/18. The internal access road shall remain free of impediment or obstacle at all times.

9. The landowner is responsible for the maintenance of the vehicle crossover from the road carriageway to the property boundary. Should any damage be caused to Burtons Lane at the approved access location, it is the landowner's responsibility to ensure it is reinstated. Any repair works are to be undertaken in consultation with Council and at the landowner's expense.

Building appearance

10. The "Dwelling house", including the carport, is to incorporate building materials and surface finishes that are compatible and consistent with the primary dwelling house on the site.

Refuse storage

11. Waste containers must be provided on site for the exclusive use of the "Dwelling house" and must be maintained in a clean and tidy state at all times while the use continues. The waste containers shall be emptied and the waste removed from the site on a regular basis.

Lighting

12. Lighting associated with the approved use, including any security lighting, shall be such that the lighting intensity does not exceed 8.0 lux at a distance of 1.5 meters from the Development site area.

13. All lighting shall be directed or shielded so as to ensure that no glare directly affects land uses outside of the development site area.

Avoiding Nuisance

14. During and after the establishment of the approved development, no nuisance is to be caused outside the development site area by way of smoke, dust, rubbish, contaminant, stormwater discharge or siltation at any time.

15. There must not be unreasonable or sustained levels of noise or odour and no nuisance caused outside the development site area during the course of any construction works and after the use commences.

Construction activities

16. During construction, soil erosion and sediment must be managed in accordance with the *Capricorn Municipal Design Guidelines*.

17. If there is a possibility of erosion or silt or other materials being washed off the property being developed during the development process, the developer must document and implement a management plan that prevents this from occurring.

18. All fill placed on the site is limited to that necessary to accommodate the approved use.

    Note: An Operational works application will be required to be submitted to and approved by Council for any of cut and/or filling works that exceed 100m3.

19. Excavation or filling must be undertaken in accordance with the *Capricorn Municipal Development Guidelines.*

Services

20. The "Dwelling house" is to be provided with a minimum water supply of 22,500 litres provided by a rainwater tank connected to the premises.

21. The site must be connected to an on-site sewerage treatment system adequate for the use that is designed in accordance with AS/NZS 1547:2012.

22. The removal and disposal of any effluent from the site must be performed by a suitably licensed contractor.

    Note: The landowner/operator is responsible for obtaining any permits required to achieve compliance with environmental laws relevant to the provision of onsite sewerage treatment and/or disposal.

23. In the event that the "Dwelling house" cannot be supplied with an adequate supply of electricity through efficient design and alternative energy technologies, a connection to the reticulated electricity network must be made available.

24. If the "Dwelling house" is connected to a telecommunication service, then such works shall be undertaken in accordance with the relevant service provider's requirements and specifications along with relevant building standards requirements and specifications.

25. Any conflicts associated with proposed and existing services shall be forwarded by the developer to the appropriate controlling authority for approval for any proposed changes.

Stormwater and Drainage

26. Appropriate pollution control devices and/or methods shall be implemented to ensure that no contamination or silting of creeks or other waterways result from the stormwater generated from the approved use.

27. Stormwater must not be allowed to pond on the property being developed, during the development process and after the development has been completed.

28. Post-development stormwater runoff flows from the development site are not to exceed pre-development stormwater runoff flows to adjoining properties and roads.

Emergency events

29. A bushfire hazard management plan shall be prepared prior to the commencement of use having regard to the site characteristics and management procedures in the event of a bushfire. All occupants of the "Dwelling house" shall be made aware of the bushfire hazard management plan, its content, and the procedures that need to be followed in the case of a bushfire event.

30. The "Dwelling house" must be provided with access to a reliable water supply for firefighting purposes (such as a dedicated water tank with a minimum 22,500 litre capacity, a swimming pool or dam located on the site and within the proximity of the dwelling).

31. A flood management plan shall be prepared prior to the commencement of the use having regard to the site characteristics and management procedures in the event of flood. All occupiers shall be made aware of the flood management plan, its content, and the procedures that need to be followed in the case of a major flood event.

Latest Version

32. Where another condition refers to a specific published standard, manual or guideline, including specifications, drawings, provisions and criteria within those documents, that condition shall be deemed as referring to the latest versions of those publications that are publicly available at the time the first operational works or compliance approval is lodged with the assessment manager or approval agency for those types of works to be performed or approved, unless a regulation or law requires otherwise.

Application Documentation

33. It is the developer's responsibility to ensure that all entities associated with the Development Approval have a legible copy of the Decision Notice and the Approved Plans and the Approved Documents bearing 'Council Approval'.

Individuals or Organisations to which the report applies:

Are there any individuals or organisations who stand to gain a benefit, or suffer a loss, (either directly or indirectly) depending on the outcome of consideration of this matter?

(Note: This is to assist Councillors in identifying if they have a Material Personal Interest or Conflict of Interest in the agenda item - i.e. whether they should participate in the discussion and decision making).

Council's decision regarding this matter is likely to affect the applicant and owners of the subject property, Michael and Carla Carroll.

Acronyms:

Are there any industry abbreviations that will be used in the report?

Note: This is important as particular professions or industries often use shortened terminology where they refer to the matter on a regular basis. However, for individuals not within the profession or industry it can significantly impact the readability of the report if these aren't explained at the start of the report).

Acronym	Description
MCU	Material Change of Use
LGIP	Local Government Infrastructure Plan
MRC	Maranoa Regional Council
SPP	State Planning Policy

Context:

Why is the matter coming before Council?

This development application is subject to impact assessment. The determination of an impact assessable application is outside the scope of officer delegations and a decision about the application is required to be made by Council resolution.

Background:

Has anything already happened in relation to this matter?

(Succinct overview of the relevant facts, without interpretation)

Michael and Carla Carroll are seeking approval for a second dwelling on their rural zoned property at 261 Burtons Lane, Orange Hill. The proposed dwelling is intended to be occupied by the applicant's daughter.

Generally, a second dwelling on a rural property is accepted development provided it can achieve compliance with the planning policies contained in the Planning Scheme and would not require a development permit to be issued by Council.

In this particular instance, the requirement for a development permit is triggered because a part of the development site is mapped as containing areas of flood hazard on SPP mapping and due to minor inconsistencies with Acceptable outcomes of the applicable planning scheme codes. The development footprint is outside of the mapped flood hazard areas; however the requirement for a development permit and the level of assessment remains the same.

Details of the proposal and a full assessment of the application against the applicable assessment benchmarks prescribed by Regulation, including an assessment against the flood hazard assessment benchmarks, are attached in the Supporting Documents.

Legislation, Local Laws, State Policies & Other Regulatory Requirements:

What does the legislation and other statutory instruments include about the matter under consideration?(Include an extract of the relevant section's wording of the legislation – please do not just quote the section number as that is of no assistance to Councillors)

The proposal constitutes a *material change of use* as defined in the *Planning Act 2017* (being both *a material increase in the intensity or scale of the use of the premises; and the start of a new use of the premises)* and requires a development permit to be issued by Council prior the commencement of use.

Provisions of the *Maranoa Planning Scheme 2017* make the required development application subject to impact assessment. An impact assessment is an assessment that must be carried out against the assessment benchmarks prescribed by the *Planning Regulation 2017,* in this case being;

- the Darling Downs Regional Plan;
- the State Planning Policy;
- the Maranoa Planning Scheme; and
- the Maranoa Regional Council LGIP.

An assessment of the application against these assessment benchmarks is attached in the Supporting Documents.

In accordance with Section 60 of the *Planning Act 2016,* after carrying its assessment Council must decide to;

(a) approve all or part of the application; or

(b) approve all or part of the application, but impose development conditions on the approval; or

(c) refuse the application

Council Policies or Asset Management Plans:

Does Council have a policy, plan or approach ordinarily followed for this type of decision? What are relevant sections of the policy or plan?
(Quote/insert the relevant section's wording / description within the report)

The *Maranoa Planning Scheme 2017* and the Maranoa Regional Council Local Government Infrastructure Plan are applicable to the assessment of the application (the Local Government Infrastructure Plan forms part of the Planning Scheme).

The relevant sections of the *Maranoa Regional Planning Scheme 2017* are;

- Part 3 Strategic Framework
- Part 4 Local Government Infrastructure Plan
- Part 5 Tables of Assessment
- Part 6 Zones
    - Part 6.2.1 Rural Zone Code

- Part 8 Overlays
  - Part 8.2.1 Agricultural Land Overlay Code
  - Part 8.2.5 Flood Hazard Overlay Code
  - Part 8.2.6 Bushfire Hazard Overlay Code
  - Part 8.2.8 Airport Environs Overlay Code
- Part 9 Development codes
  - Part 9.3.1 Accommodation Activities Code

Input into the Report & Recommendation*:*
Have others' views or input been sourced in developing the report and recommendation to Council? (i.e. other than the report author?) What did each say? (Please include consultation with the funding body, any dates of critical importance or updates or approvals required)

Internal and external consultation has occurred with:

- Senior Engineer - Contract Management, Enterprise Risk, Program and Contract Management (internal)
- Manager Planning & Building Development (internal)

The officer's recommendation has been informed by feedback from the parties consulted.

Funding Bodies*:*
Is the project externally funded (or proposed to be)? If so, are there any implications in relation to the funding agreement or grant application. (Please do not just include names)

N/A - The project is a private development that will be funded by an external party.

This Financial Year's Budget:
Will the matter under consideration impact how much Council collects in income or how much it will spend? How much ($)? Is this already included in the budget? (Include the account number and description).
If the matter under consideration has not been included in the budget, where can the funds be transferred from? *(Include the account number and description)* ***What will not be done as a result?***

The application will not have any implications to this financial year's budget provided Council's decision is not appealed.

Future Years' Budgets:
Will there need to be a change in future years' budgets to cater for a change in income or increased expenditure as a result of Council's decision? How much ($)? (e.g. estimate of additional maintenance or operating costs for a new or upgraded project)

The application will not have any implications to future year's budgets provided Council's decision is not appealed.

Impact on Other Individuals or Interested Parties:
Is there anyone who is likely to be particularly interested in or impacted by the decision, or affected by the recommendation if adopted? What would be their key interests or concerns? (Interested Parties Analysis - IS9001:2015)

It is unlikely that the application would impact on other individuals or interested parties other than the applicant.

Risks:
What could go wrong if Council makes a decision on this matter? (What is the likelihood of it happening and the consequence if it does) (List each identified risk in a table)

Risk	Description of likelihood & consequences
See below	

Potential risks associated with the proposal have been addressed in the development assessment. Other matters outside of this, which are not called up in the *Planning Act 2016*, cannot be considered in decision making.

Advice to Council:
What do you think Council should do, based on your skills, qualifications and experience, your knowledge of this and related matters, and the facts contained in the report?
(A summary of what the employee thinks Council needs to hear, not what they think individual Councillors want to hear – i.e. employees must provide sound and impartial advice – the employee's professional opinion)

It is considered that on balance, the proposal presents no significant conflict with the applicable assessment benchmarks prescribed by the *Planning Regulation 2017.*

Council should endorse the officer recommendation to approve the Material Change of Use "Dwelling house" subject to relevant, reasonable and enforceable conditions.

Recommendation:
What is the 'draft decision' based on the advice to Council?
Does the recommendation suggest a decision contrary to an existing Council policy? If so, for what reason?
(Note: recommendations if adopted by Council become a legal decision of government and therefore must be clear and succinct about the action required by employees (unambiguous)).

That Council endorse the officer recommendation to approve the Material Change of Use for a "Dwelling house" (second dwelling) subject to conditions. This recommendation is consistent with existing Council policy.

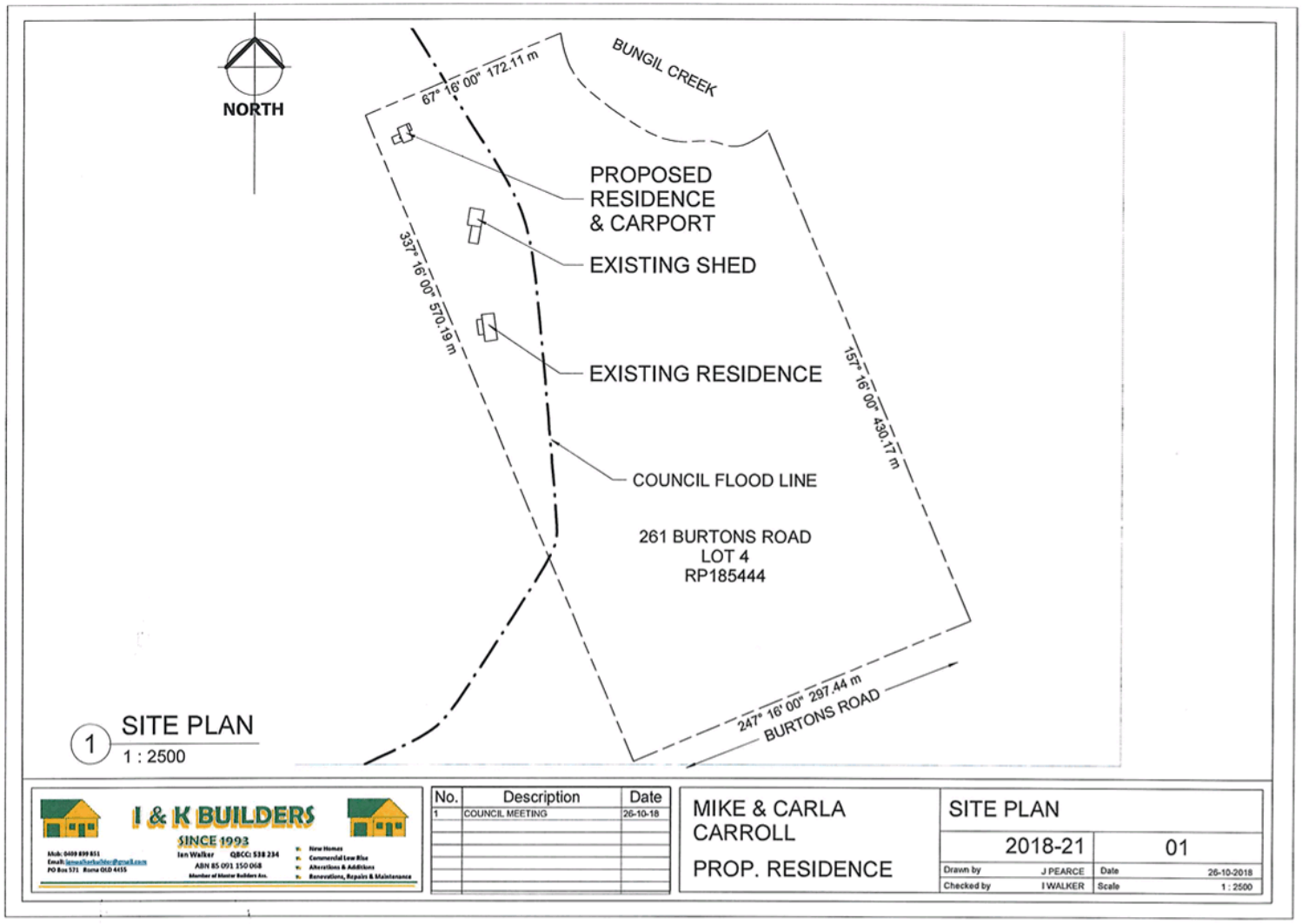
Link to Corporate Plan:
Corporate Plan 2018-2023
Strategic Priority 4: Growing our region
4.2 Encourage additional investment in the Maranoa, developing our local economy and increasing our region's population
4.2.3 Create an environment that is conducive to growth through progressive integration of Council's Planning Scheme, Economic & Community Development Plan and Business & Industry Strategy.

Supporting Documentation:

1⇩	Development Plans	D19/691
2⇩	Planning Assessment	D19/709

Report authorised by:

Manager - Planning & Building Development
Deputy Chief Executive Officer/Director - Development, Facilities & Environmental Services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EXISTING SHED
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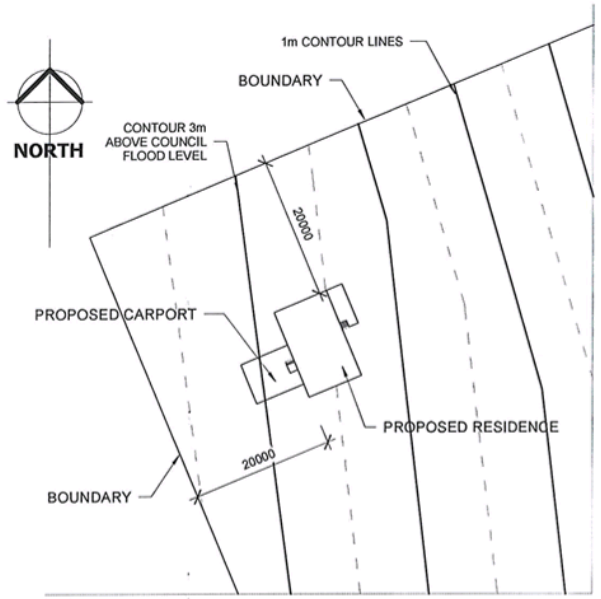
EXISTING RESIDENCE
157° 16' 00" 430.17 m
COUNCIL FLOOD LINE
261 BURTONS ROAD
LOT 4
RP185444
247° 16' 00" 297.44 m
BURTONS ROAD
1 SITE PLAN
1 : 2500
I & K BUILDERS
SINCE 1993
Ian Walker QBCC: 538 234
ABN 85 091 150 068
No. Description Date
1 COUNCIL MEETING 26-10-18
MIKE & CARLA CARROLL
PROP. RESIDENCE
SITE PLAN
2018-21 01
Drawn by J PEARCE Date 26-10-2018
Checked by I WALKER Scale 1 : 2500



1 LOCALITY PLAN - 261 BURTONS ROAD
1 : 500

I & K BUILDERS
SINCE 1993
Ian Walker QBCC: 538 234
ABN 85 091 150 068
Member of Master Builders Ass.
- New Homes
- Commercial Low Rise
- Alterations & Additions
- Renovations, Repairs & Maintenance

No.	Description	Date
1	COUNCIL MEETING	26-10-18

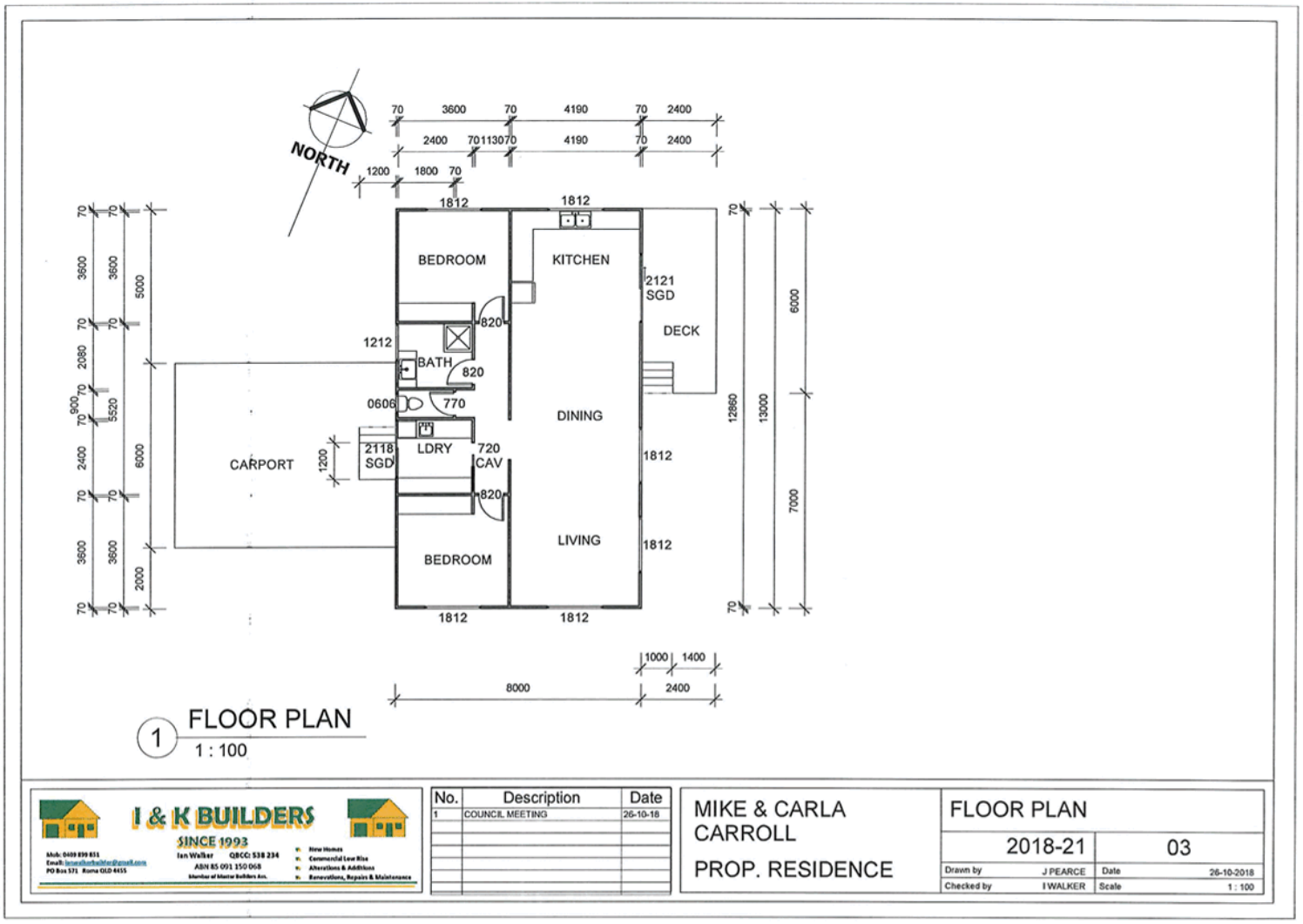
MIKE & CARLA CARROLL

PROP. RESIDENCE

LOCALITY PLAN

2018-21 | 02

Drawn by	J PEARCE	Date	26-10-2018
Checked by	I WALKER	Scale	1 : 500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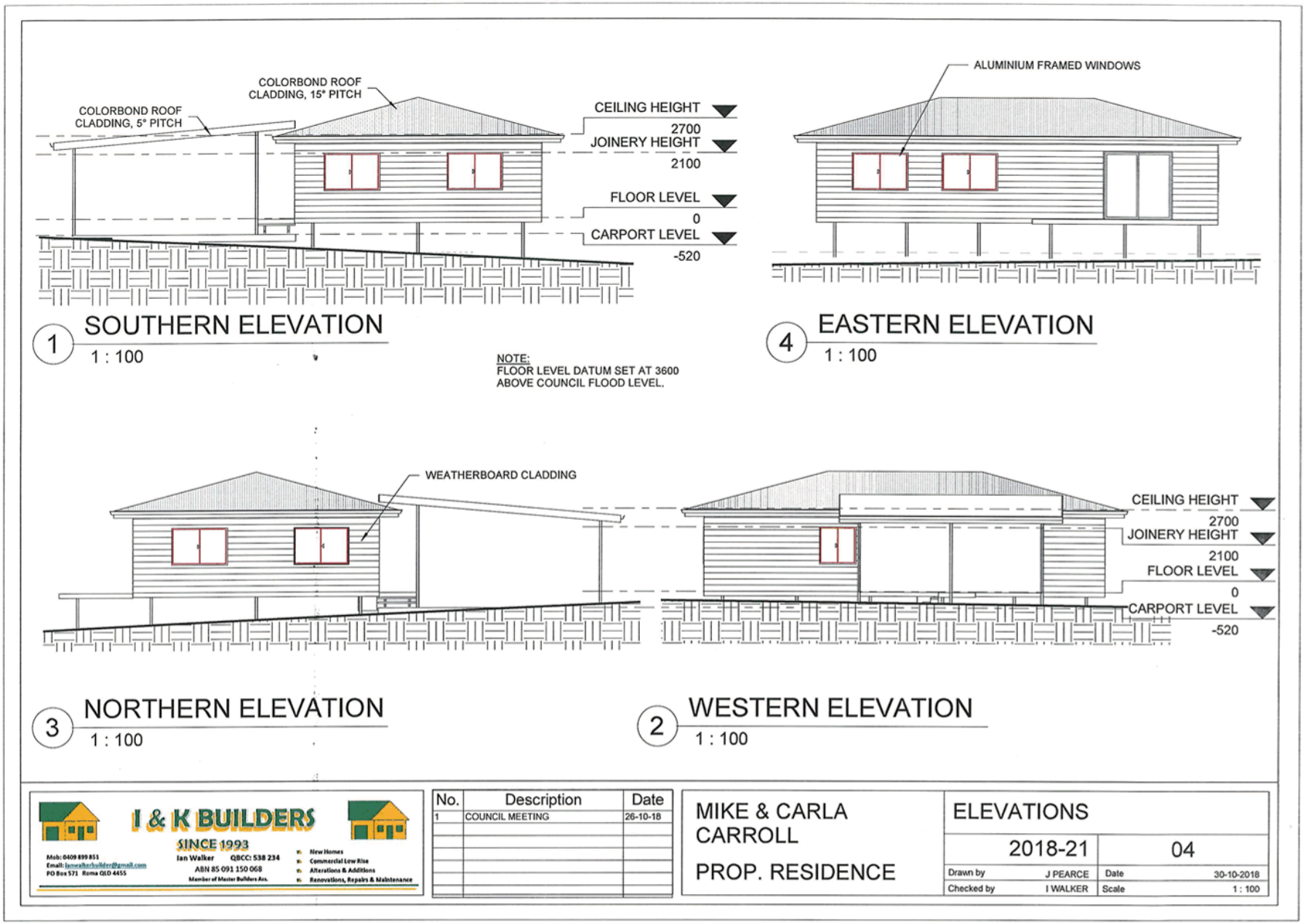
BEDROOM
KITCHEN
2121 SGD
DECK
BATH
DINING
LDRY
2118 SGD
CARPORT
BEDROOM
LIVING
1 FLOOR PLAN
1 : 100
I & K BUILDERS
SINCE 1993
Ian Walker QBCC: 538 234
ABN 85 091 150 068
No. Description Date
1 COUNCIL MEETING 26-10-18
MIKE & CARLA CARROLL
PROP. RESIDENCE
FLOOR PLAN
2018-21
03
Drawn by J PEARCE
Date 26-10-2018
Checked by I WALKER
Scale 1 : 100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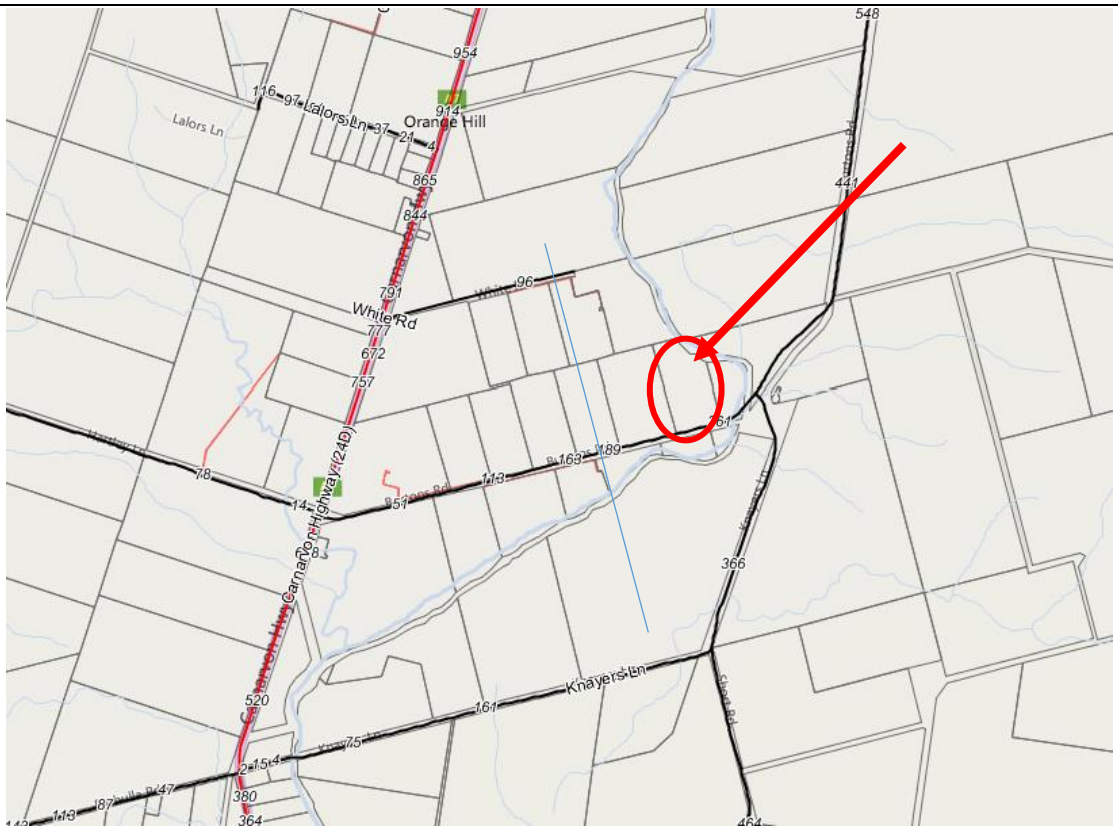
COLORBOND ROOF CLADDING, 5° PITCH
CEILING HEIGHT
2700
JOINERY HEIGHT
2100
FLOOR LEVEL
0
CARPORT LEVEL
-520
1 SOUTHERN ELEVATION
1 : 100
NOTE:
FLOOR LEVEL DATUM SET AT 3600 ABOVE COUNCIL FLOOD LEVEL.
ALUMINIUM FRAMED WINDOWS
4 EASTERN ELEVATION
1 : 100
WEATHERBOARD CLADDING
3 NORTHERN ELEVATION
1 : 100
2 WESTERN ELEVATION
1 : 100
I & K BUILDERS
SINCE 1993
Mob: 0409 899 851
Email: ianwalkerbuilder@gmail.com
PO Box 571 Roma QLD 4455
Ian Walker QBCC: 538 234
ABN 85 091 150 068
Member of Master Builders Ass.
New Homes
Commercial Low Rise
Alterations & Additions
Renovations, Repairs & Maintenance
No. Description Date
1 COUNCIL MEETING 26-10-18
MIKE & CARLA CARROLL
PROP. RESIDENCE
ELEVATIONS
2018-21
04
Drawn by J PEARCE
Date 30-10-2018
Checked by I WALKER
Scale 1 : 100

Attachment 2 – Planning Assessment

Introduction

Michael and Carla Caroll are seeking a development permit for a second dwelling on their rural property located at 261 Burtons Road, Orange Hill (being Lot 4 on RP185444).





The development site is a 7.28 hectare rural lifestyle block containing a dwelling house and ancillary domestic sheds. The size and use of the property is reflective of the use and prevailing built character of adjoining and surrounding properties.

The proposed second dwelling is intended initially to be used by the property owner's daughter. Plans of the proposed second dwelling, including its location on the site in the context of existing development, are included in the Supporting Materials as Attachment 1.

The *Maranoa Planning Scheme 2017* makes the proposed development subject to impact assessment and an assessment of the application must be carried out against the assessment benchmarks prescribed by the *Planning Act 2016*.

The applicable assessment benchmarks are;

- Darling Downs Regional Plan;
- State Planning Policy (to the extent that the applicable sections have not been appropriately integrated in the Planning Scheme);
- Maranoa Planning Scheme; and
- Maranoa Regional Council LGIP.

An assessment against the assessment benchmarks is provided below.

The Darling Downs Regional Plan

The *Darling Downs Regional Plan* was adopted in October 2013 and covers the local government areas of Balonne, Goondiwindi, Maranoa, Southern Downs, Toowoomba and Western Downs.

The intent of the Darling Downs Regional Plan is to provide direction to resolve competing state interests relating to the agricultural and resources sectors, and to enable the growth potential of the region's towns.

The intent of the Darling Downs Regional Plan will not be compromised by the proposed development. The proposal is for a small second dwelling on a rural lifestyle block that is intended to be used by the property owner's daughter. It will not compete or impact on the resource sector in the region nor will it lead to the fragmentation or loss of good quality agricultural land.

The State Planning Policy

Council is required to consider the State Planning Policy to the extent that the applicable sections have not been appropriately integrated in the Maranoa Planning Scheme. As the Maranoa Planning Scheme appropriately integrates all relevant aspects of the State Planning Policy a separate assessment of the application against this document is not required.

The Maranoa Planning Scheme 2017

The following sections of the Planning Scheme are applicable;

- Part 3 Strategic Framework
- Part 4 Local Government Infrastructure Plan
- Part 5 Tables of Assessment
- Part 6 Zones
    - Part 6.2.1 Rural Zone Code
- Part 8 Overlays
    - Part 8.2.1 Agricultural Land Overlay Code
    - Part 8.2.5 Flood Hazard Overlay Code
    - Part 8.2.6 Bushfire Hazard Overlay Code
    - Part 8.2.8 Airport Environs Overlay Code
- Part 9 Development codes
    - Part 9.3.1 Accommodation Activities Code

Part 3 – Strategic framework

The Strategic framework sets the policy direction for the Planning Scheme and forms the basis for ensuring appropriate development occurs within the planning scheme area for the life of the planning scheme.

The Strategic framework is structured in the following way;

The Maranoa region including:

(i) the region and the Darling Downs Regional Plan;

(ii) the region and the Maranoa Community Plan 2020

The themes and key policies:

(i) livable communities and housing;

(ii) economic growth;

(iii) environment and heritage;

(iv) hazards and safety; and

(v) infrastructure.

An assessment of the proposed development against the applicable key aspects of the Strategic framework is provided in the table below;

Policy Direction	**Response**
Darling Downs Regional Plan	The proposed development will not compromise the intent of the Darling Downs Regional Plan because it is for a small second dwelling on a rural lifestyle block that will not compete or impact on resource or agricultural activity in the region.
Maranoa Community Plan 2020	The proposed development will not compromise the intent of the *Maranoa Community Plan 2020*. The application is for a small scale second dwelling on a rural lifestyle block that is intended to be used initially by the land owner's daughter. The development will not compromise the "principles for the community" or the "development of uses" as outlined in the *Maranoa Community Plan 2020*.
The themes and key policies	The proposed development is consistent with the applicable themes and key policies of the Strategic framework because; • the proposed second dwelling is sited outside the significant, high and extreme flood hazard areas; • it is co-located to complement the existing uses at the premises; • it is compatible with and reflective of existing and surrounding land uses; • it will not prejudice or compete with agricultural uses, retail and commercial uses in traditional centres, mining and extractive resources or tourism; and • it will not impact negatively on any significant natural features or areas of cultural significance.

Part 4 - Local Government Infrastructure Plan

The Maranoa Regional Council Local Government Infrastructure Plan (LGIP) was adopted by Council in 2018. The purpose of the LGIP is, amongst other things, to provide a basis for the imposition of conditions about infrastructure on development approvals.

The proposed development is located outside Council's Priority Infrastructure Areas and will not place any additional demand on Councils trunk infrastructure networks. As such, the LGIP is not inherently applicable to this application.

Part 6.2.1 - Rural zone code

The purpose of the Rural zone is to:

(a) provide for a wide range of rural uses including cropping, intensive horticulture, intensive animal industries, animal husbandry, animal keeping, extractive industry, special industry (explosives manufacturing and storage) and other primary production activities on large lots without affecting urban areas;
(b) provide opportunities for non-rural uses that are compatible with agriculture, the energy sector, the environment, and the landscape character of the rural area where they do not compromise the long-term use of the land for rural purposes;
(c) protect or manage significant natural features, resources, cropping land, and processes, including the capacity for primary production;
(d) ensure primary production is maintained by protecting the productive capacity of all rural land. This includes protecting rural land from alienation and fragmentation that may lead to loss in productivity.
(e) ensure that development in the zone protects and enhances transport infrastructure; and,
(f) ensure that development maintains the integrity and water quality of the Murray-Darling Basin Catchment.

The overall outcomes sought for the Rural zone code are as follows:

(a) areas for use for primary production are conserved and are not fragmented;
(b) the establishment of a wide range of rural pursuits is facilitated, including cropping, intensive horticulture, intensive animal industries, animal husbandry and animal keeping and other compatible primary production uses, ensuring that land use and amenity impacts are minimised at sensitive receptors;
(c) development is designed to incorporate sustainable practices including maximising energy efficiency, water conservation and transport use;
(d) development is reflective of and responsive to the environmental constraints of the land;
(e) development embraces sustainable land management practices and contributes to the amenity and landscape of the area;
(f) residential and other development is appropriate only where directly associated with the rural nature of the zone;

(g) the establishment of outdoor recreation and small-scale tourism facilities in suitable locations is facilitated only where they do not compromise the use of the land for rural activities;

(h) the establishment of outdoor recreation and small-scale tourism facilities in suitable locations is facilitated in a manner that minimises land use conflicts;

(i) natural features such as creeks, gullies, waterways, wetlands and bushland are retained, managed, enhanced and separated from adjacent development where possible;

(j) there is no net loss or degradation of natural wetlands for the life of the planning scheme;

(k) adverse impacts of land use both on-site and from adjoining areas are addressed and any unavoidable impacts are minimised through location, design, operation and management;

(l) visual impacts of clearing, building design and construction, materials, access ways and other aspects of development and land use are consistent with the zone purpose;

(m) the viability of both existing and future rural uses and activities are protected from the intrusion of incompatible uses and development impacts on cropping land are managed to preserve the productive capacity of the land for future generations;

(n) land which is susceptible to flooding or drainage problems, including difficulties associated with high ground water tables is protected from urban or inappropriate uses;

(o) rural land use is reflective of the surrounding character of the area;

(p) low-impact activities such as small-scale eco-tourism, outdoor recreation, and service industry are encouraged within the zone where they do not compromise the long-term use of the land for agricultural purposes; and,

(q) development such as non-resident workforce accommodation to service the energy sector is catered for only on a short term basis for periods not exceeding two years.

The proposed development complies with the Purpose and Overall Outcomes of the Rural zone because;

- it will not result in a net loss or degradation of natural wetlands;
- it will not compromise the long-term use of the land for agricultural purposes;
- by implementing appropriate stormwater control measures it will not impact on the integrity and water quality of the Murray-Darling Basin Catchment;
- it reflects the prevailing built scale and building height of surrounding developments; and
- it will not have any adverse on or off-site impacts.

An assessment of the development against the Assessment Benchmarks of the Rural Zone Code is provided in the table below.

THE RURAL ZONE CODE	
for all the Rural zone:	
Performance outcomes	**Acceptable outcomes**
PLANNING	
Use, density and built form	
Agricultural land classification – in addition, refer to the Agricultural land overlay code where mapped in the SPP mapping as Class A or Class B Agricultural land.	
PO 1 Scale Non-rural activities are at a scale which protects the amenity of the area.	✓ The proposed Dwelling house will not impact the amenity of the area because; • It is a small scale (100m^2 footprint) low intensity use; • provides significant setbacks from roads and neighbouring properties; and • will not compromise the continued use of the premises, or adjacent premises, for agricultural activities/pursuits.
PO 2 Location Non-rural activities must be located where there is convenient access unless the development is for an Extractive Industry (whose location is dependent on the resource) in which case appropriate access will be developed. Uses other than *Rural activities* or *Dwelling house* are located so as: (a) not to prejudice the consolidation of like non-rural uses in other more appropriate areas; (b) to be co-located with other non-rural uses wherever possible; (c) to be located on the major road network rather than local roads. Note: non-rural uses are any uses that	✓ The proposed Dwelling house will gain access to the wider road network via an existing crossover to Burtons Lane.

are not associated with Rural activities or a Dwelling house.	
PO 3 Density and site coverage. The density of *Accommodation activities* does not impact adversely on the rural amenity or rural activities of the zone.	✓ The density and site coverage will not impact adversely on rural amenity given its small scale. It will not compromise the balance of the lot being used for rural pursuits.
PO 4 Setbacks Building setbacks: (a) assist in enhancing the character and amenity of the area; (b) are appropriate to the scale of the development; (c) are sufficient to minimise loss of privacy, overshadowing and overlooking of adjoining premises; and (d) provide adequate separation and buffering between residential and non-residential premises.	✓ The proposed dwelling provides significant setbacks from roads and neighbouring properties.
PO 5 Separation *Rural activities* are sufficiently separated from any existing or planned residential or rural residential area or other *sensitive land use* to avoid any adverse impacts with regard to noise, dust, odour, visual impact, traffic generation, lighting, radiation or other emissions or contaminants. Note: Sensitive land uses include: accommodation activities, educational uses and medical, aged care, respite care, disabled care or hospital uses.	**N/A** – The proposed development is not for *Rural activities.*
PO 6 Outbuildings Rural amenity is to be maintained.	✓ The proposed development includes the construction of a carport attached to the dwelling house. The carport is small scale and will be designed and located so as not to impose on rural amenity.

PO 7 Important agricultural areas Important agricultural areas are optimised for the promotion and enabling of increased agricultural production.	✓ The proposed development occupies less than 1% of the site area and will not compromise the use the lot for agricultural pursuits. The proposed dwelling will be initially occupied by the land owner's family, who will be directly engaged in rural activities on the premises.
PO 8 ALC Class A and Class B agricultural land Avoid locating non-agricultural development on or adjacent to ALC Class A or Class B land.	✓ The proposed development occupies less than 1% of the site and will not compromise the use the lot for agricultural pursuits. The proposed dwelling will be initially occupied by the land owner's family, who will be directly engaged in rural activities on the premises.
PO 9 Sensitive land Rural land uses are "protected from encroaching incompatible land uses".	✓ The proposed dwelling will not compromise existing rural activities in the area.
Amenity	
Advertising signs – refer to the Operational works advertising devices code	
Heritage places – in addition, refer to the Heritage overlay code where mapped in the SPP Cultural heritage mapping or listed in the Heritage and character policy	
PO 10 Cultural heritage The physical integrity and significance of cultural heritage discovered during development is retained. Note: Cultural heritage refers to indigenous and non- indigenous cultural heritage.	✓ Conditions of development approval will require that appropriate measures are undertaken to manage cultural heritage in the event that it is discovered during construction activities.
Avoiding nuisance	
PO 11 Operating Hours Uses are operated in a manner that ensures that local amenity is protected.	**N/A** – The proposed development is for *accommodation activities.*
PO 12 Noise emissions Noise emissions from premises do not cause nuisance to adjoining properties or sensitive land uses.	✓ Noise generated from the activity will be inconsequential and will not exceed acceptable levels.

PO 13 Lighting Lighting is designed in a manner to ensure ongoing amenity and safety in the activity area, whilst ensuring surrounding areas are protected from undue glare or lighting overspill.	✓ Light levels will not exceed accepted levels at the property boundary.
PO 14 Refuse storage Refuse storage areas are screened from the road and adjoining uses.	✓ Refuse storage areas will be shielded from the road frontage and adjoining uses.
ENGINEERING	
Earthworks – refer to the Excavation or filling code	
Infrastructure – refer to the Operational works infrastructure code	
Erosion control	
PO 15 Construction activities Both erosion control and silt collection measures are undertaken to ensure the protection of environmental values during construction.	✓ Works will be undertaken in accordance with *the Capricorn Municipal Development Guidelines*.
Provision of services	
PO 16 Electricity supply Premises are provided with an adequate supply of electricity for the activity.	✓ Premises will be provided with an electricity supply which is approved by the relevant energy regulatory authority.
PO 17 Water supply To ensure the provision of a potable and fire-fighting water supply: (a) premises are provided with a supply and volume of water adequate for the activity; and (b) access is maintained to the supply for fire-fighting purposes; and (c) access to reticulated water infrastructure is to be maintained for maintenance and replacement purposes	✓ The development will be supplied with a minimum water supply of 45,000 litres provided by a rainwater tank connected to the premises.
PO 18 Effluent disposal To ensure that public health and environmental values are preserved: (a) all premises provide for the effective treatment and disposal of effluent and other waste water; and (b) access to reticulated infrastructure is to be maintained for maintenance and replacement purposes.	✓ The development will be connected to an on-site effluent disposal system designed in accordance with *AS/NZS 1547:2012*.
Stormwater and drainage	

PO 19 Stormwater and inter-allotment drainage Stormwater is collected and discharged so as to: (a) protect the stability of buildings and the use of adjacent land; (b) prevent water-logging of nearby land; and, (c) protect and maintain environmental values.	✓ Stormwater and inter-allotment drainage will be collected and discharged in accordance with the *Capricorn Municipal Development Guidelines*.
Roads and Rail	
Infrastructure – refer to the Infrastructure overlay code for development in the proximity of, or potentially affecting State infrastructure.	
PO 20 Protection of State controlled roads Development adjacent to State controlled roads is located to ensure safe and efficient use of the highway, and maintain and enhance the integrity of the highway as a link between centres.	**N/A** – There is no direct access to a State Controlled Road proposed.
PO 21 Roads An all-weather road is provided between the premises and the existing road network.	✓ An all-weather internal driveway will provide access to the existing road network.
Access, parking and manoeuvring	
PO 22 Vehicle access Vehicle access is provided to a standard appropriate for the activity and the zone.	✓ The existing access will be maintained.
PO 23 Parking and manoeuvring Vehicle parking and service vehicle provision is adequate for the activity, and ensures both safety and functionality for motorists and pedestrians.	✓ Sufficient area is available for onsite parking.
ENVIRONMENTAL	
Biodiversity – in addition, refer to the Biodiversity areas overlay code where mapped in the SPP mapping as MSES.	
PO 24 Air emissions Air emissions including odour from premises do not cause environmental harm or nuisance to adjoining properties or sensitive land uses.	✓ Air emissions from the proposed use will be inconsequential.
PO 25 Energy use Non-renewable energy use is minimised through efficient design and the adoption of alternative energy	✓ Passive solar design principles will be incorporated into the development to

sources.	maximise energy efficiency. The building design and orientation will provide opportunities for the incorporation of alternative energy technologies.
PO 26 Vegetation retention Development retains vegetation not mapped as MSES where it is: (a) adjacent to water courses and protecting water quality (riparian); (b) protecting an identified habitat; or (c) minimising soil erosion.	✓ There is no vegetation to be removed as part of the development.
PO 27 Pests Development avoids the introduction of non-native pest species (plant or animal), that pose a risk to ecological integrity.	✓ The proposed development is for a small scale, low intensity accommodation activity that is unlikely to introduce a non-native pest species.
PO 28 Watercourse buffers Development ensures the maintenance of riparian areas and water quality including protection from off-site transfer of sediment.	✓ Significant setbacks (well in excess of 10 metres) are provided between the proposed dwelling and the high bank of the nearest watercourse (Bungil Creek).
PO 29 Watercourse integrity Bank stability, channel integrity and in-stream habitat is protected from degradation and maintained or improved at a standard commensurate with pre-development environmental conditions. Development ensures that the natural surface water and groundwater hydrologic regimes of watercourses and associated buffers are maintained to the greatest extent possible.	✓ There is no direct interference or modification of a watercourse channel, bank or riparian and in-stream habitat as a result of the development. Existing natural flows of surface and groundwater will not be altered.
PO 30 Water quality The standard of effluent and/or stormwater runoff from premises ensures the quality of surface water is suitable for: (a) the biological integrity of aquatic ecosystems; (b) recreational use; (c) supply as drinking water after minimal treatment;	✓ Appropriate measures to ensure the standard of effluent and/or stormwater runoff from the development will be implemented to maintain surface water quality.

(d) agricultural use or industrial use; and (e) minimises nuisance or harm to adjoining land owners.	
PO 31 Sloping land Development is undertaken to ensure: (a) vulnerability to landslip erosion and land degradation is minimised; and (b) that the safety of persons and property is not compromised.	✓ Development will not be undertaken on slopes exceeding 15%.
SAFETY AND RESILIENCE TO HAZARDS	
Airport environs – refer to the Airport and aviation facilities overlay code where areas are mapped in the SPP mapping as within an area of interest of an airport.	
Bushfire – refer to the Bushfire hazard areas overlay code where mapped in the SPP mapping as medium bushfire hazard or above.	
Flooding – refer to the Flood hazard overlay code where areas are mapped as within a defined flood area.	
ACCOMMODATION ACTIVITIES - additional requirements	
For Accommodation activities - see also the Accommodation activities code.	

:

THE AGRICULTURAL LAND OVERLAY CODE	
for agricultural land classification Class A and Class B land identified in the SPP agricultural land mapping	
Performance outcomes	**Acceptable outcomes**
PLANNING	
Use and density	
PO 1 Use Development on ALC Class A and Class B land is limited to:- (a) rural uses that make use of and rely upon the quality of the agricultural land resource; (b) complementary uses that are essential to on-site farming practice.	✓ The proposed development is for a complementary use in the form of dwelling house.
PO 2 Separation – residential uses Development for residential activities and other sensitive land uses does not adversely impact on the ongoing operational efficiency and productive agricultural use of ALC Class A and Class B land. Note: Sensitive land uses are defined in the State Planning Policy.	✓ The proposal is for a small scale, low intensity accommodation activity that will occupy less than 1% of the total land holding. It will not compromise the continued use of the lot or adjacent lots for agricultural pursuits.

PO 3 Fragmentation - subdivision Reconfiguring a lot involving ALC Class A and Class B land does not result in lot sizes or lot configurations that lead to:- (a) fragmentation of rural land and loss of land for viable rural production; (b) proposed lots intended for general residential or rural residential use; (c) loss of flexibility in the way landholdings are used for agricultural production.	**N/A** – The proposal is not for a ROL.
PO4 Fragmentation – boundary realignment The boundaries of existing lots containing ALC Class A and Class B land are not rearranged, unless it can be demonstrated that a rearrangement of lot boundaries would:- (a) aggregate ALC Class A and Class B land resources and maximise the utility of the land for agricultural purposes; (b) provide for better land management; and (c) not give rise to, or worsen, land use conflicts between agricultural and residential land uses.	**N/A** – The proposal is not for a boundary realignment.
ENGINEERING	
Stormwater and Drainage	
PO5 Stormwater and Drainage Development for non-agricultural purposes is located, designed and constructed to minimise the impact of sediment and stormwater run-off on ALC Class A and Class B land.	✓ Stormwater collection and discharge will be managed in accordance with Council's adopted standards.

Part 8.2.3 Biodiversity areas overlay code

The purpose of the Biodiversity areas overlay code is to ensure that:-

- areas of environmental significance are protected;
- ecological connectivity is maintained or improved, habitat extent is maintained or enhanced and degraded areas are rehabilitated;

- wetlands and watercourses are protected, maintained, rehabilitated and enhanced.

The overall outcomes of the Biodiversity areas overlay code is as follows;

(d) development conserves and enhances the Maranoa region's biodiversity values and associated ecosystems;

(e) development protects and establishes appropriate buffers to native vegetation and significant fauna habitat;

(f) development protects known populations and the supporting habitat of:-

(a) endangered, vulnerable and near threatened flora and fauna species, as listed in the (State) *Nature Conservation Act 1992*, *Nature Conservation (Wildlife) Regulation 2006;*

(b) threatened species and ecological communities as listed in the (Commonwealth) *Environment Protection and Biodiversity Conservation Act 1999*;

- development protects environmental values and achieves the prescribed water quality objectives for waterways and wetlands in accordance with the Environmental Protection Policy (Water) 2009;
- development protects and enhances ecological values and processes within watercourses and wetlands; and
- development provides effective buffering and maintains the physical extent of watercourses and wetlands.

The proposed development complies with the Purpose and Overall Outcomes of the Biodiversity areas overlay code because;

- It is a low intensity, passive use that will provide adequate setbacks from mapped environmental values; and
- it does not require the clearing of any significant vegetation or habitat.

THE BIODIVERSITY AREAS OVERLAY CODE	
for areas identified in the SPP Biodiversity mapping	
Performance outcomes	**Acceptable outcomes**
ENVIRONMENTAL	

PO 1 Biodiversity **(a) Development is located in areas that avoid significant adverse impacts on matters of State environmental significance;** **(b) facilitates the protection and enhancement of matters of State environmental significance; and,** **(c) preserves or enhances ecological connectivity.**	✓ **The proposed dwelling will be located outside the areas mapped for Biodiversity.**
PO 2 Protected environment **Development retains environments and vegetation described as matters of State environmental significance (MSES), protected under the following legislation:** • ***Nature Conservation Act 1992*** • ***Fisheries Act 1994*** • ***Environmental Protection Act 1994*** • ***Vegetation Management Act 1999*** • ***Environmental Offsets Act 2014.***	✓ **The proposed development will be located outside of the areas mapped as being environmentally significant.**

Watercourses and wetlands	
PO3 Wetland buffers **An adequate buffer to wetlands is provided and maintained to assist in the maintenance of water quality, existing hydrological characteristics, habitat and visual amenity values.**	**N/A – the proposed development is not located near a wetland.**
PO4 Watercourses **Development:-** **(a) retains, enhances and maintains the environmental values and functioning of watercourses;** **(b) provides and maintains adequate vegetated buffers and setbacks to watercourses;** **(c) maintains and restores connectivity between aquatic habitats and access for fish along watercourses/waterways and into key habitats.**	✓ **The proposed development provides setbacks in excess of 100m from any watercourse and will not result in the removal of native vegetation from a watercourse or watercourse buffer.**
Vegetation Retention	
PO 5 Vegetation corridors **Existing ecological corridors are protected and where possible enhanced, and have dimensions and characteristics that will:-** **(a) effectively link habitats on and/or adjacent to the development site;** **(b) facilitate the effective movement of terrestrial or aquatic fauna using the development site as habitat.**	✓ **The proposed development will not result in the removal of any native vegetation.**
PO 6 Habitat **Development protects the habitat of endangered, vulnerable and near threatened species and local species of significance.**	✓ **The proposed development is for a small scale, low intensity development that will not impact on the critical life stage of ecological processes (such as feeding, breeding or roosting).**

8.2.5 Flood hazard overlay code

The purpose of the Flood hazard overlay code is to ensure that development (carried out under all categories of development or assessment) successfully mitigates the potential impacts of riparian flooding on property, and ensures the safety of people during flood events to the greatest extent possible. 'Property' includes all adjoining and all potentially affected property. The code, through the control of further development in known flood affected areas, also seeks to:

- preserve the existing levels of economic activity during and after flood events in affected towns;
- protect the environment from flood related erosion and pollution; and
- protect emergency services personnel from unnecessary risk during flood events.

The purpose of the code will be achieved through the following overall outcomes:-

Development in the Significant, High and Extreme flood hazard areas shown on the Flood hazard overlay maps:

- maintains and enhances the hydrological function of the land;
- does not involve filling (earthworks) or changes to existing landform or drainage lines that results in a loss of the flood conveyance and flood storage capacity of the land;
- does not include further subdivision,
- is limited to:
  (a) flood proofed *Recreation activities*;
  (b) rural activities where for *Animal husbandry*, *Cropping*, and *Permanent plantation*;
  (c) flood proofed local *Utility installations*;
  (d) conservation and natural area management; and
  (e) replacement of existing lawful development, including *Accommodation activities* where habitable rooms are elevated above the *Defined flood level*.

Development in the Low flood hazard areas shown on the Flood hazard overlay maps:

- minimises risk to life and property;
- elevates habitable rooms for all *Accommodation activities* above the *Defined flood level*; and
- elevates the minimum floor level for all buildings housing uses other than *Accommodation activities* above the *Defined flood level*.

The proposed development complies with the Purpose and Overall Outcomes of the Flood hazard overlay code because;

- The footprint of the proposed development is located outside mapped flood hazard areas.

THE FLOOD HAZARD OVERLAY CODE	
for areas within the defined flood area, or mapped as flood prone by QRA online mapping:	
Performance outcomes	**Acceptable outcomes**
PLANNING	
Use, density and built form	
PO 1 Scale The scale of development within the Defined flood area does not increase.	**N/A** – the development site is not within the Defined flood area.
PO 2 Location Premises are located to: (a) avoid flooding; (b) protect life and property; and (c) avoid changing the extent and magnitude of flooding. Note: Where no flood hazard map is available, assessment of potential flooding impacts will take account of the QRA online mapping that shows the likely extent of floodplains in the 'Interim Floodplain Assessment Overlay'. This is consistent with the Queensland Reconstruction Authority (QRA) model code within the document: Planning for stronger, more resilient floodplains guidelines.	✓ The proposed development is located outside the area identified in the SPP mapping as being affected by flooding.
PO 3 Density and site coverage The number of people requiring assistance during flood events is minimised.	✓ Occupied uses are located outside flood affected areas.
Amenity	
PO 4 General amenity Surrounding land does not suffer a reduction in use value as a result of development within the floodplain.	✓ There will be minimal disturbance to terrain and no removal of vegetation as part of the proposed development.
PO 5 Building standards Buildings are designed to be resilient to flooding.	✓ The proposed dwelling will be located outside the extent of the flood affected area of the site.

PO 6 Building materials and techniques Where construction is below the Defined flood level, materials and building techniques are used that minimise the need for repair after a flood event.	**N/A –** The development site is not located within the Defined flood level area.
PO 7 Essential community infrastructure Essential community infrastructure maintains functionality during and after a Defined flood event.	**N/A –** The development is not for essential community infrastructure.
ENGINEERING	
Floodwater	
PO 8 Flood storage capacity and the Defined flood area Development does not directly, indirectly or cumulatively change flood characteristics in a manner that may cause adverse impacts external to the development site. Note: Where any alteration of patterns of flooding is expected, a flood assessment report will be necessary to demonstrate compliance to the satisfaction of the assessment manager. This flood assessment report should include an assessment of the proposal against these outcomes and may require specific hydraulic and hydrologic investigation to be undertaken by a suitably qualified professional engineer.	**N/A –** The development site is not located within the Defined flood level area.
Access and parking	
PO 9 Access An escape / safety route is identified and maintained for all development within the Defined flood area.	**N/A –** The development site is not located within the Defined flood level area.
PO 10 Parking and manoeuvring Vehicle parking and service vehicle provision may be provided within the Defined flood area where the vehicles can be removed before flooding occurs.	**N/A –** The development site is not located within the Defined flood level area.
ENVIRONMENTAL	
PO 11 Water quality The environment and so too public safety are not affected by the detrimental impacts of hazardous materials released to the environment during a flood event.	**N/A –** The development does not involve the manufacture, storage and use of hazardous materials.

SAFETY AND RESILIENCE TO HAZARDS	
PO 12 Personal safety Development maintains the safety of people during all floods up to and including a Defined Flood Event. Note: A Defined flood event (DFE) is identified first in an adopted flood hazard map under the planning scheme or, in the absence of an adopted flood hazard map, flood mapping prepared and maintained by the Queensland Reconstruction Authority or other Queensland Government Agency.	**N/A –** The development site is not located within the Defined flood level area.
PO 13 Temporary or movable structures For development involving temporary or movable residential structures, clear escape from flooding is available, identified and maintained.	**N/A –** The development site is not for a temporary or moveable structure/s.
PO 14 Protection of essential services Essential services infrastructure maintains functionality during and after a Defined flood event. Note: Essential services infrastructure includes, but is not limited to, on-site electricity, gas, water supply, sewerage and telecommunications services.	**N/A –** The development is not for essential service infrastructure.

8.2.6 Bushfire hazard overlay code

The purpose of the Bushfire hazard overlay code is to ensure that development avoids or mitigates the potential adverse impacts of bushfire on people, property, economic activity and the environment.

The purpose of the code will be achieved through the following overall outcomes:-

- development in areas at risk from bushfire hazard is compatible with the nature of the hazard;
- the risk to people, property and the natural environment from bushfire hazard is minimised;
- wherever practical, community infrastructure essential to the health, safety and wellbeing of the community is located and designed to function effectively during and immediately after a bushfire event;

- development does not result in a material increase in the extent or severity of bushfire hazard;
- the loss of vegetation through inappropriately located development is minimised;
- development is sited and designed to assist emergency services in responding to any bushfire threat.

The proposed development complies with the Purpose and Overall Outcomes of the Bushfire hazard overlay code because;

- development will not result in a material increase in the extent or severity of bushfire hazard or result in a loss of vegetation.

THE BUSHFIRE HAZARD OVERLAY CODE	
for areas subject to bushfire hazard as identified in the SPP bushfire hazard mapping	
Performance outcomes	**Acceptable outcomes**
PLANNING	
Siting and density	
PO 1 Density Development maintains the safety of people and property from the adverse impacts of bushfire by avoiding a higher concentration of people living or congregating in bushfire hazard areas.	✓ The proposed development will be sited to avoid areas of medium, high or very high bushfire hazard.
PO 2 Lot design The lot layout of new development is designed to:- (a) mitigate any potential bushfire hazard; (b) provide safe building sites.	**N/A –** The proposal does not involve the creation of new lots.
ENGINEERING	
Provision of Services	
PO 3 Water supply Dwellings are provided with an adequate water supply for fire fighting purposes which is reliable, safely located and freely accessible.	✓ The dwelling will be designed to meet QFES standards**.**

Roads	
PO 4 Firefighting and escape routes Where development involves provision of a new public or private road, the layout, design and construction of the road:- (a) allows easy and safe movement away from any encroaching fire; (b) allows easy and safe access for fire fighting and other emergency vehicles; and, (c) provides for alternative safe access and evacuation routes should access in one direction be blocked in the event of a fire.	✓ Internal access roads will not have a gradient in excess of 12%.
PO 5 Firebreaks Fire breaking trails are located, designed and constructed to prevent the spread of fire by:- (a) ensuring adequate access for fire fighting and other emergency vehicles; (b) provides for alternative safe access and evacuation routes for both residents and emergency personnel should access in one direction be blocked in the event of a fire. (c) providing for the separation of developed areas and adjacent high or very high bushfire hazard areas.	✓ Adequate access for firefighting and/or emergency vehicles will be provided.
SAFETY AND RESILIENCE TO HAZARDS	
PO 6 Bushfire hazard mitigation plan Bushfire mitigation measures are adequate for the potential bushfire hazard level of the site, having regard to the following:- (a) vegetation type; (b) slope; (c) aspect; (d) on-site and off-site bushfire hazard implications of the	✓ A site-specific bushfire hazard assessment and management plan will be prepared for the proposed dwelling.

particular development; (e) bushfire history; (f) conservation values of the site; (g) ongoing maintenance. Note—where a bushfire hazard assessment and management plan has previously been approved for the development proposed on the site (e.g. as part of a prior approval), design of the proposed development in accordance with that plan shall be taken as achieving compliance with this performance outcome of the code.	
PO 7 Community infrastructure Community infrastructure is able to function effectively during and immediately after bushfire events.	**N/A –** The proposal is not for Community infrastructure.
PO 8 Hazardous substances Public safety and the environment are not adversely affected by the detrimental impacts of bushfire on hazardous materials either manufactured or stored in bulk.	**N/A –** The development does not involve the manufacture or storage of hazardous materials in bulk.

8.2.8 Airport environs overlay code

The purpose of the Airport environs overlay code is to protect and maintain the operational efficiency and safety of the Roma Airport and aviation facilities and avoid land use conflicts.

The purpose of the code will be achieved through the following overall outcomes:-

- the safety of aircraft operating within the airport's operational airspace is maintained and enhanced;
  Note—operational airspace includes the areas and vertical dimensions of an airport's obstacle limitation surface (OLS).
- sensitive land uses and other incompatible activities are appropriately located and designed to ensure that these uses and activities do not adversely impact on airport operations;
- the risk of public safety being compromised by incidents in the take-off and landing phases of aircraft operations is minimised;
- development protects aviation facilities including navigation, communication and surveillance facilities from incompatible land uses, buildings, structures and works.

The proposed development complies with the Purpose and Overall Outcomes of the Airport environs overlay code because;

- It is appropriately located and will not compromise aviation facilities including navigation, communication and surveillance facilities.

THE AIRPORT ENVIRONS OVERLAY CODE	
for areas within an area of interest of the SPP strategic airport and aviation facilities mapping	
Performance outcomes	**Acceptable outcomes**
PLANNING	
Use, density and built form	
PO 1 Height - OLS Development does not cause an obstruction or hazard to the safe movement of aircraft by any temporary or permanent intrusion of a physical structures into the airport's operational airspace.	✓ The proposed development will not cause an obstruction or hazard to the safe movement of aircraft because; • it is single storey, with a maximum built height of 4.3m; • is located over 2 kilometres from the closest runway; and • there is no signification vegetation proposed.
PO 2 Height – Communications Development ensures that temporary or permanent physical structures located within an aviation facility's building restricted area do not interfere with the safe and continued functioning of the aviation facility.	**Not applicable** – the site is not located within the building restricted area of an aviation facility.
PO 3 Buffers Development does not cause an obstruction or hazard to the safe movement of aircraft within the airport's operational airspace through the attracting of wildlife, in particular flying vertebrates such as birds or bats, in significant numbers.	✓ The proposed development will not cause an obstruction hazard to the safe movement of aircraft within the airport's operational airspace through the attracting of wildlife because the proposed development; • does not involve the bulk handling or disposal of putrescible waste; • is not for aquaculture, intensive animal industry, animal keeping or industrial uses; • is not an outdoor recreation and entertainment activity; and • any proposed landscaping and drainage works will be minor and

	will not attract large volumes of birds and bats.
Avoiding nuisance	
PO 4 Lighting Development does not cause an obstruction or hazard to the safe movement of aircraft within the airport's operational airspace through the installation of external lighting that could distract or interfere with a pilot's vision, or confuse the visual identification of runway, approach or navigational lighting from the air.	✓ Proposed lighting does not exceed acceptable levels or cause an obstruction or hazard to the safe movement of aircraft within the airport's operational airspace.
PO 5 Particulate release Development does not cause an obstruction or hazard to the safe movement of aircraft within an airport's operational airspace through the emission of particulates, gases or other materials that may cause air turbulence, reduce visibility or affect aircraft engine performance.	✓ The proposed development is not anticipated to release any gaseous plumes with a velocity exceeding 4.3 metres per second, smoke, dust, ash or steam or emissions with depleted oxygen content.
PO 6 Noise emissions Development and land uses that are sensitive to noise interference or noise nuisance:- (a) avoid noise affected areas surrounding the airport; or (b) are sited, designed and constructed to mitigate noise nuisance to acceptable levels.	**Not applicable** – the subject site is not located within the ANEF contour for the Roma airport.
Safety and resilience to hazards	
PO 7 Public safety Development within the public safety areas located at the end of airport runways avoids:- (a) a significant increase in the number of people living, working or congregating in those areas; and (b) the use or storage of hazardous materials.	**Not applicable** – the subject site is not located within the Public Safety Area of the Roma Airport.

9.3.1 Accommodation activities code

The purpose of the Accommodation activities code is to ensure that *Accommodation activities* are designed, located and operated to achieve an appropriate standard of amenity for residents and to maintain the amenity of surrounding neighbourhoods.

The purpose of the code will be achieved through the following overall outcomes:-

(a) the type, location, scale, density and setbacks of *Accommodation activities* is consistent with the character and amenity of the applicable zone/s;

(b) the design of buildings and structures is compatible with surrounding development in terms of built form and scale;

(c) *Accommodation activities* are provided with appropriate service areas to undertake daily activities;

(d) *Accommodation activities* are provided with appropriate levels of landscaping, private open spaces and/or communal open space;

(e) *Accommodation activities* incorporate crime prevention through environmental design principles and promote casual surveillance of the street;

The proposed development complies with the Purpose and Overall Outcomes of the Accommodation activities code because;

- It is consistent with the scale, character and intensity of accommodation activities in the locality;
- it will not compromise the amenity of adjoining properties; and
- it will be provided with appropriate services, facilities and open space to accommodate the use.

THE ACCOMMODATION ACTIVITIES CODE	
Performance outcomes	**Acceptable outcomes**
DWELLING HOUSE	
PLANNING	
Use, density and built form	
PO 1 Density and site coverage The density, scale and built form of the *Dwelling house*: (a) does not compromise the predominate scale and character of the locality; (b) maintains an acceptable level of amenity for occupants of the *Dwelling house* and adjoining residential premises; and (c) integrates with any existing *Dwelling house* on the same	✓ The proposed dwelling house will not compromise the scale and character of the locality because; • It is a small scale, low intensity use that will not compromise the balance of the lot being used for rural pursuits;

allotment.	• Significant setbacks are provided between the proposed dwelling house and surrounding development and road frontages; and • The proposed dwelling will be located on a large rural block wherein it is not necessary or considered reasonable to position dwellings within close proximity of one another.
Amenity	
PO 2 Building appearance The *Dwelling house* is oriented to the street to: (a) provide visual interest and ensure the streetscape is not dominated by garages, bathrooms, toilets and laundries; and (b) facilitate casual surveillance of the surrounding neighbourhood.	**N/A** – Being the second dwelling on a large rural lot, the proposed dwelling provides significant setbacks from the street.

PLANNING & BUILDING DEVELOPMENT REPORT

Meeting: General 23 January 2019 **Date:** 13 December 2018

Item Number: 13.2 **File Number:** D18/99505

SUBJECT HEADING: Development Application for a Material Change of Use "Low Impact Industry"

Classification: Open Access

Officer's Title: Lead Town Planner

Executive Summary: Precinct Urban Planning, on behalf of Outback Truckstops Pty. Ltd., have submitted a development application for a Material Change of Use for a "Low impact industry" which, if approved, would provide for the expansion of the existing iOR Petroleum facility that is located approximately 5 kilometers west of Roma on the Warrego Highway (being Lot 69 on SP206879).

The development application is subject to impact assessment and must be assessed against the assessment benchmarks (to the extent relevant) provided by Section 45 of the *Planning Act 2016.* The *Development Assessment Rules* set out the procedural requirements for the development assessment process.

Public notification about the application was carried out in accordance with Part 4 of the *Development Assessment Rules* and for a period of 15 business days between November 28, 2018 and December 19, 2018. There were no properly made submissions received during this period.

The procedural requirements set out by the *Development Assessment Rules* to enable Council to make a decision on this matter have been fulfilled. The development application is generally consistent with the assessment benchmarks provided by the *Planning Act 2016* and any perceived conflict with the assessment benchmarks is addressed having regard to the lawful existing use of the development site or can otherwise be appropriately addressed by way of conditions of development approval.

Officer's Recommendation: The application for a Material Change of Use "Low impact industry" (expansion of existing industrial activity) on part of the land located on Lot 69 on SP206879 be approved subject to the following conditions:

Preamble

1. The Capricorn Municipal Development Guidelines apply to this development. Refer to http://www.cmdg.com.au/ for the Capricorn Municipal Development Guidelines (CMDG).

2. The relevant planning scheme for this development is the *Maranoa Planning Scheme 2017*. All references to the 'Planning Scheme' and 'Planning Scheme Schedules' within these conditions refer to the above Planning

Scheme.

3. All Aboriginal Cultural Heritage in Queensland is protected under the (*Aboriginal Cultural Heritage Act 2003*) and penalty provisions apply for any unauthorised harm. Under the legislation a person carrying out an activity must take all reasonable and practicable measures to ensure the activity does not harm Aboriginal Cultural Heritage. This applies whether or not such places are recorded in an official register and whether or not they are located in, on or under private land. The developer is responsible for implementing reasonable and practical measures to ensure the Cultural Heritage Duty of Care Guidelines are met and for obtaining any clearances required from the responsible entity.

4. The *Environmental Protection Act 1994* states that a person must not carry out any activity that causes, or is likely to cause, environmental harm unless the person takes all reasonable and practicable measures to prevent or minimise the harm. Environmental harm includes environmental nuisance. In this regard, persons and entities involved in the operation of the approved development are to adhere to their 'general environmental duty' to minimise the risk of causing environmental harm to adjoining premises.

5. The land use rating category for the site may change upon commencement of any approved use on the site. Council's current Revenue Statement, which includes the minimum general rate levy for the approved use/s is available on the Council website: www.maranoa.qld.gov.au.

6. It is the responsibility of the developer to obtain all necessary permits and approvals associated with the development of the site and submit all necessary plans and policies to the relevant authorities for the approved use.

7. All persons involved in the operation or use of the site have an obligation to take all reasonable and practical measures to prevent or minimise any biosecurity risk under the *Biosecurity Act 2014*.

8. Refer to Attachment 2 – Adopted Infrastructure Charges Notice for infrastructure charges levied for the approved development.

9. In completing an assessment of the proposed development, Council has relied on the information submitted in support of the development application as true and correct. Any change to the approved operations on the site may require a new or changed development approval. It is recommended to contact Council for advice in the event of any potential change in circumstances.

Use

10. The approved development is for a Material Change of Use - "Low impact industry" (expansion of an existing industrial activity) as shown on the approved plans.

Note: This development approval and the approval conditions apply to the Proposed *ULP Loadout facility, Proposed Cross Loading Area, Proposed Workshop* and *Proposed Dongas*

shown on Approved Plan *00078/18- Proposed Site Plan* prepared by Martin Building Design dated 11/06/18. This approval does not apply or authorise any other development or use on the site.

11. A Biosecurity Plan for the site must be prepared and implemented in accordance with the *Biosecurity Act 2014*. The plan must be prepared by an appropriately qualified person taking into account all existing and approved operations on the site and addressing the risk of spread of Priority Pest Plants. A copy of the plan must be submitted to Council prior to commencement of the approved development.

    Note: The Pest Management Plan (PMP) for the Maranoa Region is available on Council's website via the following link:
    http://www.maranoa.qld.gov.au/pest-management-plan
    The PMP identifies, among others, Parkinsonia, Prickly Acacia and Parthenium as Priority Pest Plants to be managed in the Maranoa Region.

Compliance inspection

12. All conditions relating to the establishment of the approved development must be fulfilled prior to the approved use commencing, unless otherwise noted within these conditions.

13. Prior to the commencement of use the applicant shall contact Council's Planning Department and arrange a development compliance inspection.

Approved Plans and Documents

14. All works and operations are to be carried out generally in accordance with the approved plans listed in the following table. Where the approved plans are in conflict with the Assessment Manager's conditions, the Assessment Manager's conditions shall take precedence.

Plan/Document Number	Plan/Document Name	Date
00078/18 1 of 5	Existing Site Plan	11/06/18
00078/18 2 of 5	Proposed Site Plan	11/06/18
00078/18 3 of 5	Road & Carpark Details	11/06/18
00078/18 4 of 5	Satellite Imagery Overlay	11/06/18
00078/18 5 of 5	Proposed Workshop	11/06/18
00078/18 6 of 5	Workshop Elevations	11/06/18
Project No: 13887	Stormwater Management Plan	16/11/18
	HT30 Specification Sheet	

Development works

15. During the course of constructing the works, the developer shall ensure that all works are carried out by appropriately qualified persons and the developer and the persons carrying out and supervising the work shall be responsible for all aspects of the works, including public and worker safety, and shall ensure adequate barricades, signage and other warning devices are in place

at all times.

16. The developer is responsible for locating and protecting any Council and public utility services, infrastructure and assets that may be impacted on during construction of the development. Any damage to existing infrastructure (kerb, road pavement, existing underground assets, etc.) that is attributable to the progress of works on the site or vehicles associated with the development of the site shall be immediately rectified in accordance with the asset owners' requirements and specifications and to the satisfaction of the asset owners' representative(s).

17. All works must comply with:

    a. this development approval;
    b. any relevant Acceptable Solutions of the applicable codes of the planning scheme for the area;
    c. Council's standard designs for such work where such designs exist;
    d. the Capricorn Municipal Development Guidelines; and
    e. any relevant Australian Standard that applies to that type of work.

    Despite the requirements of paragraphs a-e above, Council may agree in writing to an alternative specification. This alternative specification prevails over those specified in paragraphs a-e in the event of any inconsistency.

    The developer must also ensure that any works do not conflict with any requirements imposed by any concurrent lawful requirements outside those stated above.

Emergency events

18. All material and machinery with the potential to cause harm by way of floating debris or potential contamination of waterways during a flood event must be stored outside of the Flood hazard area as defined on the State Planning Policy Interactive Mapping System or in flood proof containers that are adequately secured. Any material or machinery with the potential to cause harm or contamination that is located in these areas shall be stored in such a manner as to be easily accessed and relocated off-site ahead of a minor or major flood event.

19. A flood management plan, having regard to the site characteristics and management procedures in the event of flood, shall be prepared prior to the commencement of the use. The owner and/or operator, staff and visitors shall be made aware of the flood management plan, its content, and the procedures that need to be followed in the case of a major flood event.

Avoiding Nuisance

20. No nuisance is to be caused to adjoining properties and occupiers by the way of smoke, dust, noise, odour, rubbish, contaminant, stormwater discharge or siltation at any time.

21. Dust emanating as a result of operations carried out onsite must be

continually monitored and suppressed in order to prevent any dust drifting onto road networks, nearby properties and sensitive land uses. The landowner/operator must implement a dust management plan for the site operations.

22. The approved use and its surrounds must be kept in an orderly fashion, free of rubbish and clear of weeds and long grasses. The approved development and the premises are to be maintained in a clean and tidy condition and not pose any health and safety risks to the community.

Repair Damaged Infrastructure

23. The developer is responsible for locating and protecting any Council and public utility services, infrastructure and assets.

24. Any damage to roads and infrastructure that is attributable to the progress of works on the site or vehicles associated with the development of the site, must be repaired in accordance with the asset owners' requirements and specifications and to the satisfaction of the asset owners' representative(s).

Erosion Control

25. All construction works on site are to be undertaken in accordance with the Institute of Engineers (Australia) (IEAUST) Soil Erosion and Sediment Control Engineering Guidelines for Queensland Construction sites.

26. If there is a possibility of erosion or silt or other materials being washed off the property during the development process or after the development is completed, the developer must document and implement a management plan that prevents this from occurring.

27. The developer shall immediately clean up and satisfactorily remove any deposited construction material or silt runoff from the development site.

28. Stockpiles of topsoil, sand, aggregate, spoil or other material capable of being moved by the action of running water shall be stored clear of drainage paths and be prevented from entering the road and/or drainage system.

29. Should it be necessary for the road and/or drainage system to be reinstated or cleaned up due to erosion and/or sedimentation from the site, then such works shall be at no cost to Council. Such works shall be undertaken immediately where there is a potential hazard to pedestrians and/or passing traffic.

Advertising signage

30. Any proposed advertising signage that does not form part of this approval is subject to further development approval unless otherwise meeting the requirements for Accepted development in the Planning Scheme, or other applicable planning instrument in force at the relevant time.

31. Any free standing advertising signage or structure to be constructed on the

subject site shall be designed by an RPEQ (Structural) Engineer and certification provided for both design and construction.

Access, Parking and Manoeuvring

32. Vehicles entering and exiting the development site must be able to enter and leave in forward direction. Vehicle manoeuvres in this regard are to be totally contained within the development site boundaries.

33. All vehicle movements within the site are to be clear of proposed parking areas, buildings and landscape treatments. Vehicle parking bays must not encroach into swept paths for vehicle movement's onsite.

34. All heavy vehicle access, parking and standing areas must be separated from light vehicle parking areas.

35. All onsite access, parking and manoeuvring areas are to be sealed with an approved impervious surface. Surfacing shall consist of reinforced concrete, concrete pavers, segmental clay pavers, asphaltic hotmix or two coat (primerseal/seal) bitumen seal.

36. A minimum of twenty-eight car parking spaces, including one (1) car parking space for persons with disabilities, shall be provided generally in the area shown as "Designated Parking" on approved plan number 00078/18 Sheet 2 of 5 – "Proposed Site Plan" prepared by Martin Building Design dated 11/06/18.

37. The car parking area shall be designed, signed and line marked in accordance with approved plan 00078/18 Sheet 3 of 5 "Road & Carpark Details" prepared by Martin Building Design dated 11/06/18.

38. All parking spaces are to be clearly delineated with an appropriate line-marking paint that meets the applicable Australian Standard.

39. Disabled car parking bays shall be designed in accordance with AS/NZS 2890.6:2009 Parking Facilities Part 1: Off-Street Car Parking.

40. All vehicular access and related items must comply with (i) the development approval conditions, (ii) any relevant provisions in the planning scheme for the area including Schedule 2: "Standards for Roads, Car Parking, Access and Manoeuvring Areas", (iii) Council's standard designs for such work where such designs exist, (iv) any relevant Australian Standard that applies to that type of work and (vi) the Capricorn Municipal Development Guidelines (CMDG) and (vii) any alternative specifications that Council has agreed to in writing and which the developer must ensure do not conflict with any requirements imposed by any applicable laws and standards.

Refuse storage

41. A permanent enclosed bulk refuse storage area must be provided within the development. All refuse storage containers shall be screened and retain reasonable standards of amenity for users of the premises and surrounding

land uses. Refuse storage facilities must not be visually obtrusive.

42. All refuse storage containers must be maintained in a clean and tidy state at all times while the use continues, and shall be emptied and the waste removed from the site on a regular basis.

43. A dedicated area shall be provided for service vehicle access and manoeuvring for waste collection within the development site area. The dedicated area shall be provided in accordance with the *Capricorn Municipal Development Guidelines*.

Lighting

44. Lighting associated with the approved use, including any security lighting, shall be such that the lighting intensity does not exceed 8.0 lux at a distance of 1.5 meters from the Development site area.

45. All lighting shall be directed or shielded so as to ensure that no glare directly affects land uses outside of the Development site area.

Provision of Services

46. The approved development is to be provided with an approved water allocation as provided by the relevant agency with sufficient capacity to meet all operational needs, including potable water sufficient to meet the needs of all visitors to the site and water required to mitigate dust nuisance generated by vehicles accessing the site.

47. The approved development must be provided with access to a reliable water supply for firefighting purposes.

48. The site must be connected to an on-site sewerage treatment system that is adequate for the approved use. The removal and disposal of any effluent from the site must be performed by a suitably licensed contractor.

49. The number of employees and visitors on site at any one time shall be limited to the maximum capacity of the onsite sewerage treatment system.

    Note: The landowner/operator is responsible for obtaining any permits required to achieve compliance with environmental laws relevant to the provision of onsite sewerage treatment and/or disposal.

50. The provision of sanitary/amenity facilities adequate to meet the needs of all employees and visitors must be provided on site.

    Note: The landowner/operator is responsible for obtaining any development permits required in conjunction with the provision of amenities on the site, including permits for building works and plumbing and drainage works.

51. The development must be connected to an electricity reticulation service in accordance with the relevant service provider's requirements and specifications along the relevant building standards, requirements and specifications.

52. If the development is connected to a telecommunication service, then such works shall be undertaken in accordance with the relevant service provider's requirements and specifications along with relevant building standards requirements and specifications.

53. Any conflicts associated with proposed and existing services shall be forwarded by the developer to the appropriate controlling authority for approval for any proposed changes.

Stormwater and Drainage

54. Stormwater runoff from roofs and impervious surfaces is to be collected internally and piped generally in accordance with the CMDG Design Guidelines D-5 'Stormwater Drainage Design' to the lawful point of discharge.

55. Stormwater must not be allowed to pond on the property being developed during the development process and after the development has been completed.

56. Post-development stormwater runoff flow from the development site is not to exceed pre-development stormwater runoff flows to adjoining properties or roads, as demonstrated in the approved Stormwater Management Plan Project No: 13887 prepared by RMA Engineers dated 16 November 2018.

57. There must be no increases in any silt loads or contaminants in any overland flow from the property being developed during the development process and after the development has been completed. All wastewater from the approved operation is to be collected onsite using appropriate pollution control devices or methods to ensure no contamination or silting of creeks or other waterways.

No Cost to Council

58. The developer is responsible for meeting all costs associated with the approved development unless there is specific agreement by other parties, including the Council, to meeting those costs.

59. All rates and charges of any description and all arrears of such rates and charges, together with interest outstanding thereon, on the land, due to Council, shall be paid to the Council prior to construction commencing.

Latest versions

60. Where another condition refers to a specific published standard, manual or guideline, including specifications, drawings, provisions and criteria within those documents, that condition shall be deemed as referring to the latest versions of those publications that are publicly available at the first operational works or compliance approval is lodged with the assessment manager or approval agency for those types of works to be performed or approved, unless a regulation or law requires otherwise.

Application Documentation

61. It is the developer's responsibility to ensure that all entities associated with this Development Approval have a legible copy of the Decision Notice and the Approved Plans and Approved Documents bearing 'Council Approval.'

Individuals or Organisations to which the report applies:

Are there any individuals or organisations who stand to gain a benefit, or suffer a loss, (either directly or indirectly) depending on the outcome of consideration of this matter?
(Note: This is to assist Councillors in identifying if they have a Material Personal Interest or Conflict of Interest in the agenda item - i.e. whether they should participate in the discussion and decision making).

Council's decision regarding this matter is likely to affect owners of the subject property; Leighton John Reinke, Sherri Reinke and Outback Truckstops Pty. Ltd. as well as agents of iOR Petroleum Australia.

Acronyms:

Are there any industry abbreviations that will be used in the report?
Note: This is important as particular professions or industries often use shortened terminology where they refer to the matter on a regular basis. However, for individuals not within the profession or industry it can significantly impact the readability of the report if these aren't explained at the start of the report).

Acronym	Description
MCU	Material Change of Use
LGIP	Local Government Infrastructure Plan
MRC	Maranoa Regional Council
SPP	State Planning Policy

Context:

Why is the matter coming before Council?

This development application is subject to impact assessment. Determination of an impact assessable application sits outside the scope of Officer Delegations and a decision about the application is required to be made by Council resolution.

Background:

Has anything already happened in relation to this matter?
(Succinct overview of the relevant facts, without interpretation)

Council issued a Negotiated Decision Notice on 26 July 2007 approving a Material Change of Use for "Industrial Activities" allowing a "Service Station" (truck refuelling station), "Storage facility" (truck depot) and "Caretaker's residence" to be established at the subject premises. The approval was subject to both Council and State Government conditions.

Changes were made to the development approval by way of a Change Application (Minor Change) on 14 February 2018, amending the decision notice and allowing the construction of a canopy structure over the approved truck refuelling area.

This current application has been submitted to expand the existing approved operations at the site to provide workshop facilities, additional fuel load out areas, a

cattle cross loading area and additional staff amenities. Details of the proposed expansion are attached in the Supporting Documents.

Legislation, Local Laws, State Policies & Other Regulatory Requirements:

What does the legislation and other statutory instruments include about the matter under consideration?(Include an extract of the relevant section's wording of the legislation – please do not just quote the section number as that is of no assistance to Councillors)

The proposal constitutes a *material change of use* as defined in the *Planning Act 2017* (being both *a material increase in the intensity or scale of the use of the premises; and the start of a new use of the premises)* and requires a development permit to be issued by Council prior to the commencement of works.

Provisions of the *Maranoa Planning Scheme 2017* make the required development application subject to impact assessment. An impact assessment is an assessment that must be carried out against the assessment benchmarks prescribed by the *Planning Regulation 2017,* in this case being;

- the Darling Downs Regional Plan;
- the State Planning Policy;
- the Maranoa Planning Scheme; and
- the Maranoa Regional Council LGIP.

An assessment of the application against these assessment benchmarks is attached in the Supporting Documents.

In accordance with Section 60 of the *Planning Act 2016,* after carrying its assessment Council must decide to;

(a) approve all or part of the application; or

(b) approve all or part of the application, but impose development conditions on the approval; or

(c) refuse the application.

Council Policies or Asset Management Plans:

Does Council have a policy, plan or approach ordinarily followed for this type of decision? What are relevant sections of the policy or plan?
(Quote/insert the relevant section's wording / description within the report)

The *Maranoa Planning Scheme 2017* and the Maranoa Regional Council Local Government Infrastructure Plan are applicable to the assessment of the application (the Local Government Infrastructure Plan forms part of the Planning Scheme).

The relevant sections of the *Maranoa Regional Planning Scheme 2017* are;

- Part 3 Strategic framework
- Part 4 Local Government Infrastructure Plan
- Part 5 Tables of assessment

- Part 6 Zones
  - Part 6.2.1 Rural zone code
- Part 8 Overlays
  - Part 8.2.1 Agricultural Land Overlay Code
  - Part 8.2.5 Flood Hazard Overlay Code
  - Part 8.2.7 Infrastructure Overlay Code
  - Part 8.2.8 Airport Environs Overlay Code

Input into the Report & Recommendation*:*
Have others' views or input been sourced in developing the report and recommendation to Council? (i.e. other than the report author?) What did each say? (Please include consultation with the funding body, any dates of critical importance or updates or approvals required)

Consultation has occurred with:

- Infrastructure Services (internal)
- Senior Engineer - Contract Management, Enterprise Risk, Program and Contract Management (internal)
- Manager Program & Contract Management (internal)
- Rural Land Services & Funding Officer / Team Coordinator (internal)
- Manager Environment, Health, Waste & Rural Services (internal)
- Manager Planning & Building Development (internal)

The officer's recommendation has been informed by feedback received from the persons consulted.

Funding Bodies*:*
Is the project externally funded (or proposed to be)? If so, are there any implications in relation to the funding agreement or grant application. (Please do not just include names)

N/A – The project is a private development that will be funded by an external party.

This Financial Year's Budget:
Will the matter under consideration impact how much Council collects in income or how much it will spend? How much ($)? Is this already included in the budget? (Include the account number and description).
If the matter under consideration has not been included in the budget, where can the funds be transferred from? *(Include the account number and description)* ***What will not be done as a result?***

Council's decision on this matter will not have any financial implications for Council. The costs of fulfilling any development approval obligations, financial or otherwise, remains the sole responsibility of the operators and land owner/s. There is potential for Council to incur costs only in the event that its decision regarding the application is appealed.

Future Years' Budgets:
Will there need to be a change in future years' budgets to cater for a change in income or increased expenditure as a result of Council's decision? How much ($)? (e.g. estimate of additional maintenance or operating costs for a new or upgraded project)

As above.

Impact on Other Individuals or Interested Parties:

Is there anyone who is likely to be particularly interested in or impacted by the decision, or affected by the recommendation if adopted? What would be their key interests or concerns?
(Interested Parties Analysis - IS9001:2015)

The Department of State Development, Manufacturing, Infrastructure and Planning were a referral agency for this application and will be *interested* in Council's decision. The Department is unlikely to be *impacted* by Council's decision, having advised that they have no requirements for the development.

Risks:

What could go wrong if Council makes a decision on this matter? (What is the likelihood of it happening and the consequence if it does) (List each identified risk in a table)

Risk	Description of likelihood & consequences
See below	

Potential risks associated with the proposal have been addressed in the development assessment. Other matters outside of this, which are not called up in the *Planning Act 2016*, cannot be considered in decision making.

Advice to Council:

What do you think Council should do, based on your skills, qualifications and experience, your knowledge of this and related matters, and the facts contained in the report?
(A summary of what the employee thinks Council needs to hear, not what they think individual Councillors want to hear – i.e. employees must provide sound and impartial advice – the employee's professional opinion)

It is considered that on balance, the proposal presents no significant conflict with the applicable assessment benchmarks prescribed by the *Planning Regulation 2017.*

The proposed development is appropriately located, and any perceived conflicts with the assessment benchmarks are addressed through ground truthing and having regard to the lawful existing use of the site, the plans submitted in support of the development and consideration of surrounding development. Any potential inconsistencies with the applicable assessment benchmarks can be appropriately addressed by way of conditions of development approval.

As such, Council should endorse the officer recommendation to approve the Material change of use "Low impact industry" subject to relevant, reasonable and enforceable conditions.

Recommendation:

What is the 'draft decision' based on the advice to Council?
Does the recommendation suggest a decision contrary to an existing Council policy? If so, for what reason?
(Note: recommendations if adopted by Council become a legal decision of government and therefore must be clear and succinct about the action required by employees (unambiguous)).

Does this recommendation suggest a decision contrary to an existing Council policy?
If so, for what reason?

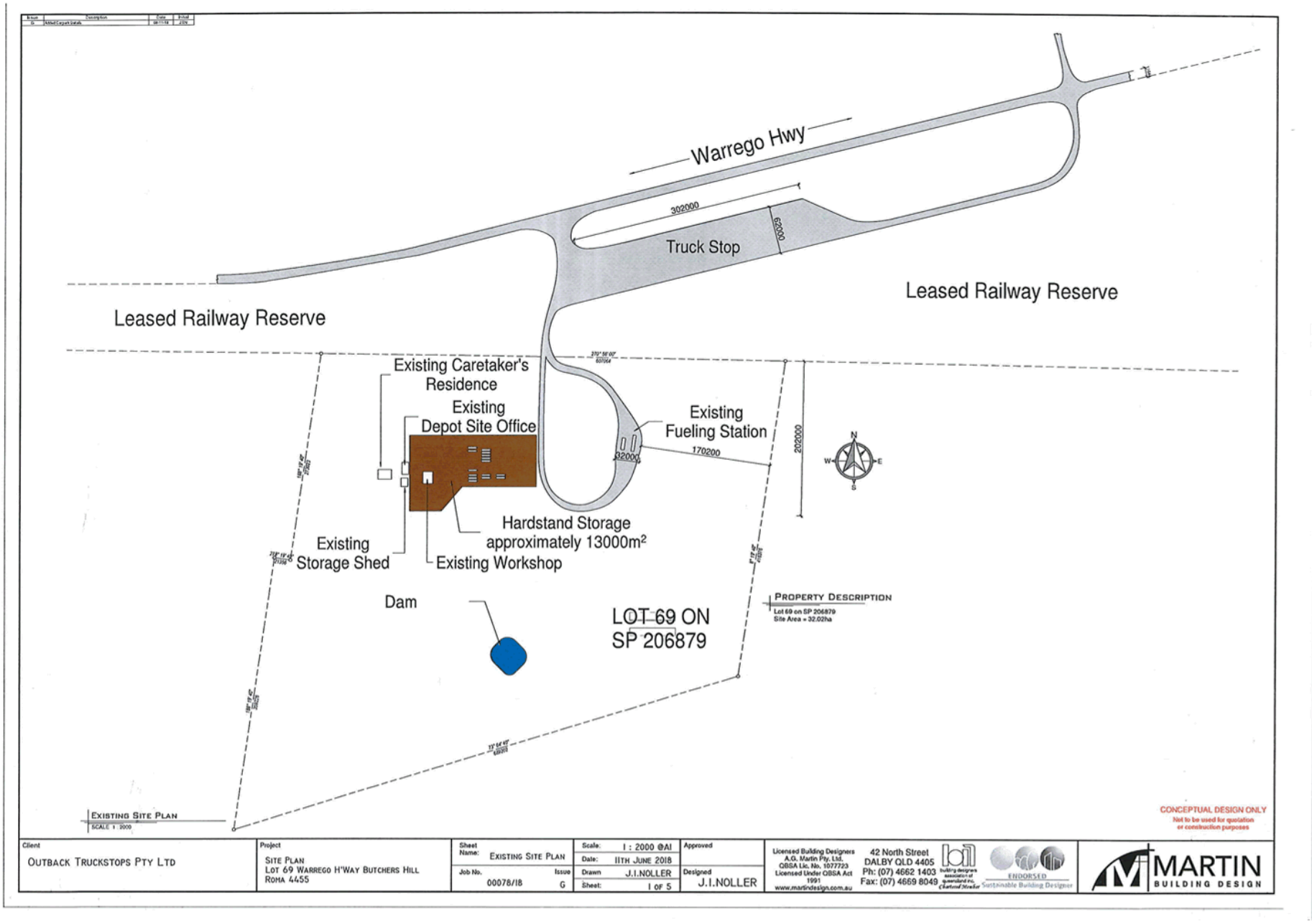
That Council endorse the officer recommendation to approve the Material change of use for a "Low impact industry" (expansion of existing industrial activities) subject to conditions. This recommendation is consistent with existing Council policy.

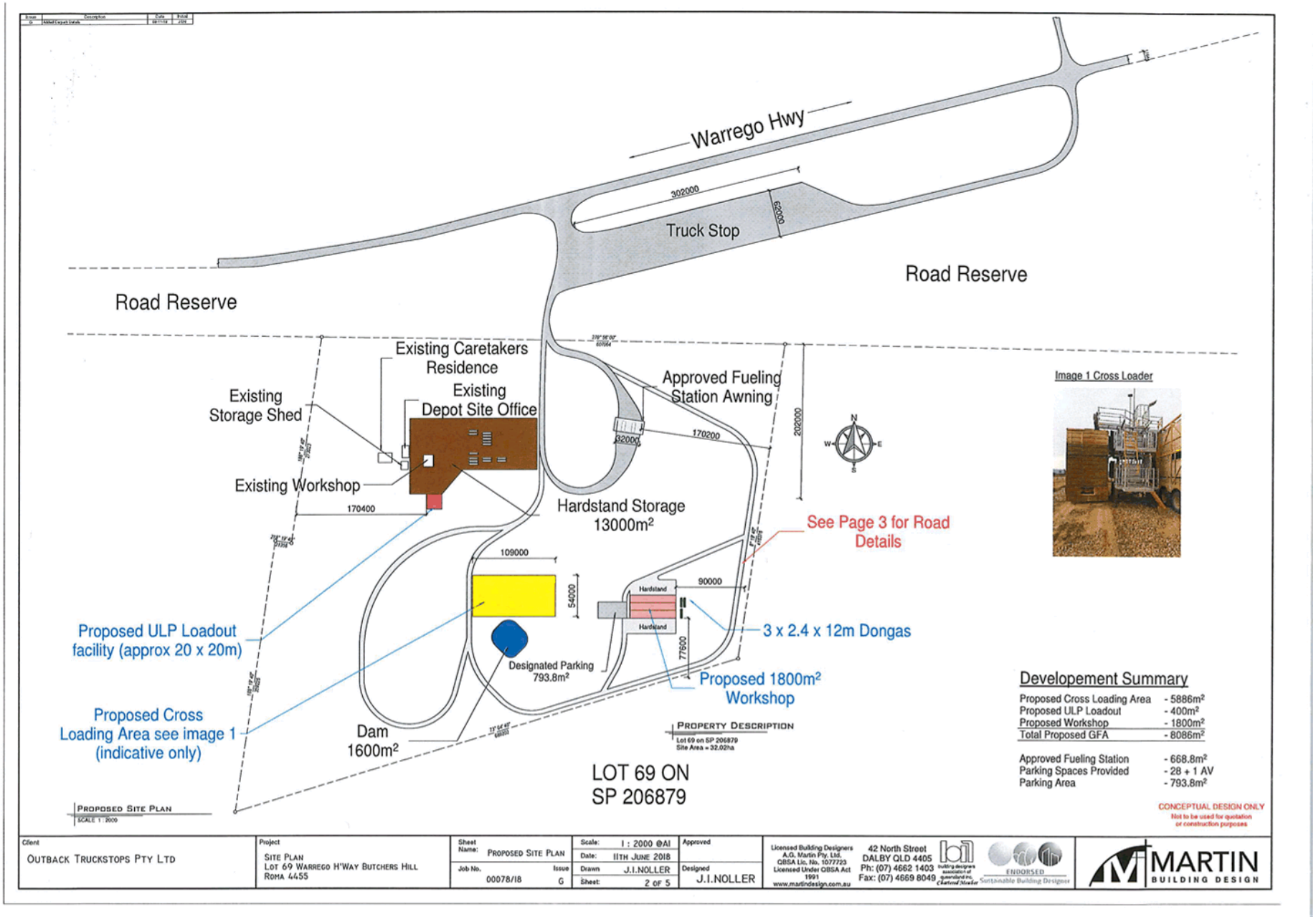
Link to Corporate Plan:
Corporate Plan 2018-2023
Strategic Priority 4: Growing our region
4.2 Encourage additional investment in the Maranoa, developing our local economy and increasing our region's population
4.2.3 Create an environment that is conducive to growth through progressive integration of Council's Planning Scheme, Economic & Community Development Plan and Business & Industry Strategy.

Supporting Documentation:

1⇩	Proposal plans	D19/455
2⇩	Planning assessment	D19/462

Report authorised by:
Manager - Planning & Building Development
Deputy Chief Executive Officer/Director - Development, Facilities & Environmental Services


Warrego Hwy
302000
62000
Truck Stop
Leased Railway Reserve
Leased Railway Reserve
Existing Caretaker's Residence
Existing Depot Site Office
Existing Fueling Station
32000
170200
202000
N
W
E
S
Hardstand Storage approximately 13000m²
Existing Storage Shed
Existing Workshop
Dam
LOT 69 ON SP 206879
PROPERTY DESCRIPTION
Lot 69 on SP 206879
Site Area = 32.02ha
EXISTING SITE PLAN
SCALE 1 : 2000
CONCEPTUAL DESIGN ONLY
Not to be used for quotation or construction purposes
Client
OUTBACK TRUCKSTOPS PTY LTD
Project
SITE PLAN
LOT 69 WARREGO H'WAY BUTCHERS HILL
ROMA 4455
Sheet Name: EXISTING SITE PLAN
Job No. 00078/18
Issue G
Scale: 1 : 2000 @A1
Date: 11TH JUNE 2018
Drawn J.I.NOLLER
Sheet: 1 OF 5
Approved
Designed J.I.NOLLER
Licensed Building Designers
A.G. Martin Pty. Ltd.
QBSA Lic. No. 1077723
Licensed Under QBSA Act 1991
www.martindesign.com.au
42 North Street
DALBY QLD 4405
Ph: (07) 4662 1403
Fax: (07) 4669 8049
ENDORSED
Sustainable Building Designer
MARTIN
BUILDING DESIGN


Warrego Hwy
302000
Truck Stop
62000
Road Reserve
Road Reserve
Existing Caretakers Residence
Existing Depot Site Office
Existing Storage Shed
Existing Workshop
170400
Approved Fueling Station Awning
32000
170200
202000
Hardstand Storage 13000m²
109000
54000
90000
Hardstand
Hardstand
77600
See Page 3 for Road Details
3 x 2.4 x 12m Dongas
Proposed ULP Loadout facility (approx 20 x 20m)
Proposed Cross Loading Area see image 1 (indicative only)
Designated Parking 793.8m²
Proposed 1800m² Workshop
Dam 1600m²
PROPERTY DESCRIPTION
Lot 69 on SP 206879
Site Area = 32.02ha
LOT 69 ON SP 206879
PROPOSED SITE PLAN
SCALE 1 : 2000
Image 1 Cross Loader
Developement Summary
Proposed Cross Loading Area - 5886m²
Proposed ULP Loadout - 400m²
Proposed Workshop - 1800m²
Total Proposed GFA - 8086m²
Approved Fueling Station - 668.8m²
Parking Spaces Provided - 28 + 1 AV
Parking Area - 793.8m²
CONCEPTUAL DESIGN ONLY
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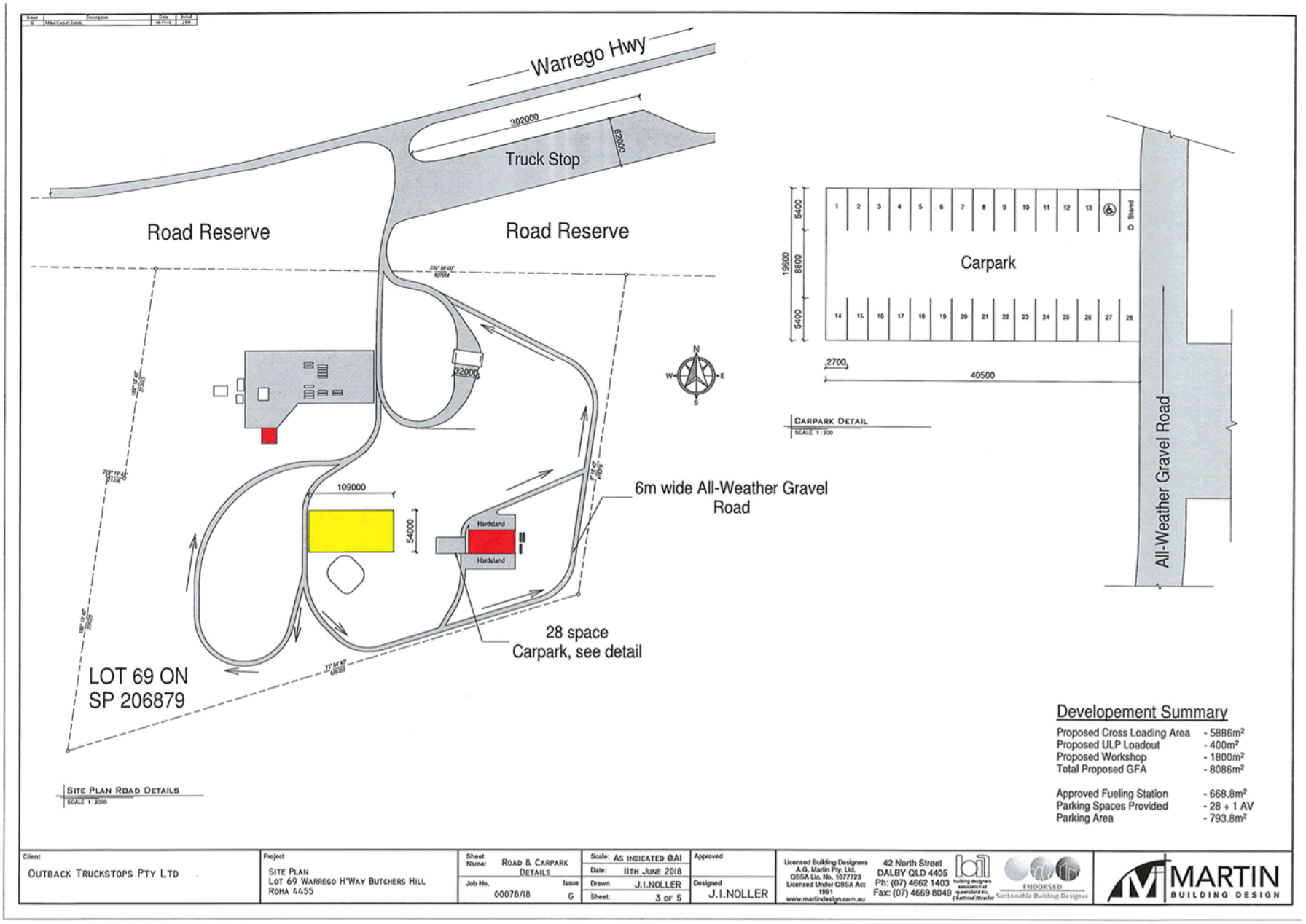
Warrego Hwy
302000
62000
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Road Reserve
92000
109000
54000
Hardstand
Hardstand
6m wide All-Weather Gravel Road
28 space Carpark, see detail
LOT 69 ON SP 206879
SITE PLAN ROAD DETAILS
SCALE 1:2000
N
W
E
S
Carpark
5400
8800
5400
19600
2700
40500
CARPARK DETAIL
SCALE 1:200
All-Weather Gravel Road
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Project
SITE PLAN
LOT 69 WARREGO H'WAY BUTCHERS HILL
ROMA 4455
Sheet Name: ROAD & CARPARK DETAILS
Job No. 00078/18
Issue G
Scale: AS INDICATED @A1
Date: 11TH JUNE 2018
Drawn J.I.NOLLER
Sheet: 3 OF 5
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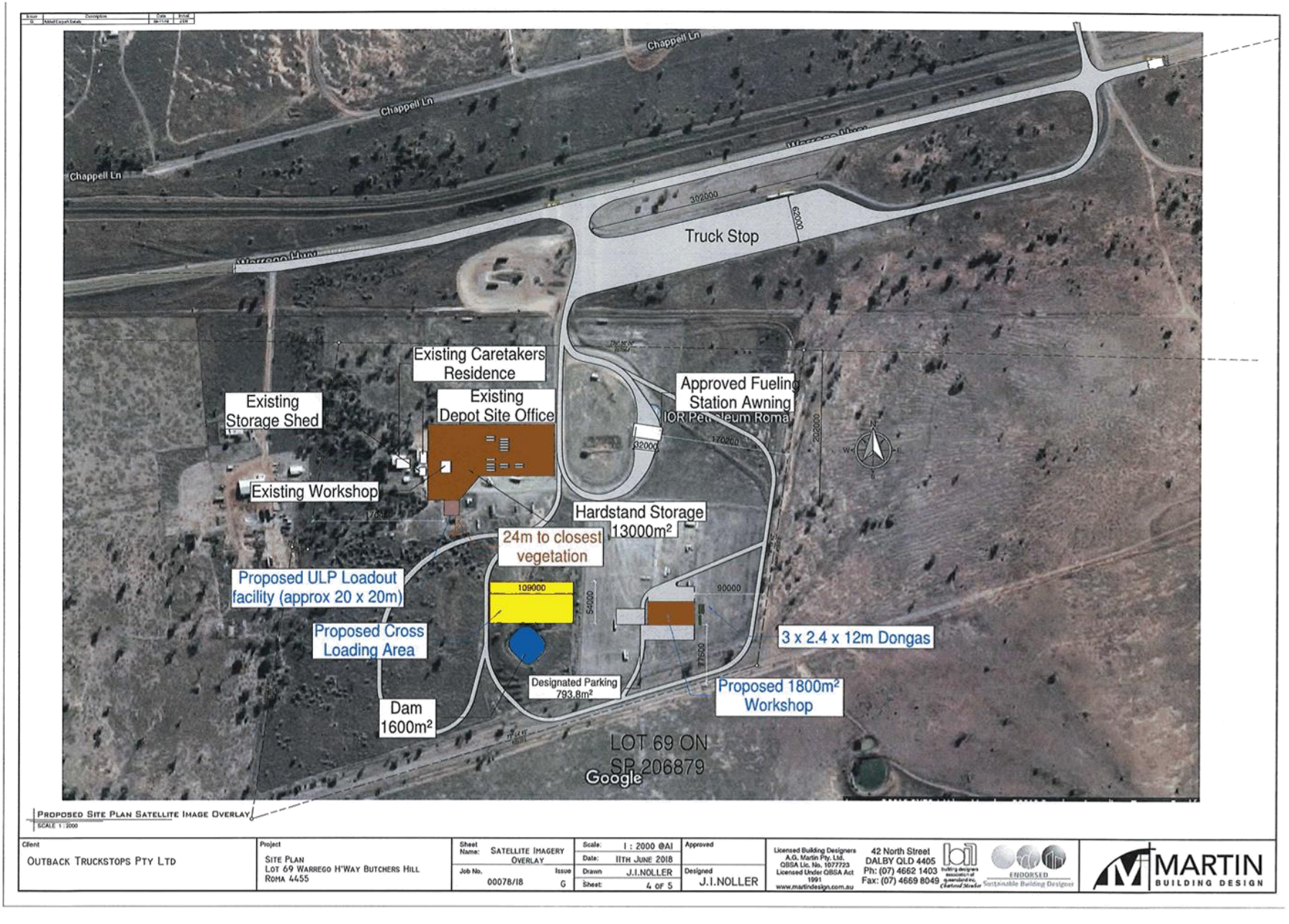
Chappell Ln
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LOT 69 ON SP 206879
Google
PROPOSED SITE PLAN SATELLITE IMAGE OVERLAY
SCALE 1 : 2000
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Project
SITE PLAN
LOT 69 WARREGO H'WAY BUTCHERS HILL
ROMA 4455
Sheet Name: SATELLITE IMAGERY OVERLAY
Job No. 00078/18
Issue G
Scale: 1 : 2000 @A1
Date: 11TH JUNE 2018
Drawn J.I.NOLLER
Sheet 4 OF 5
Approved
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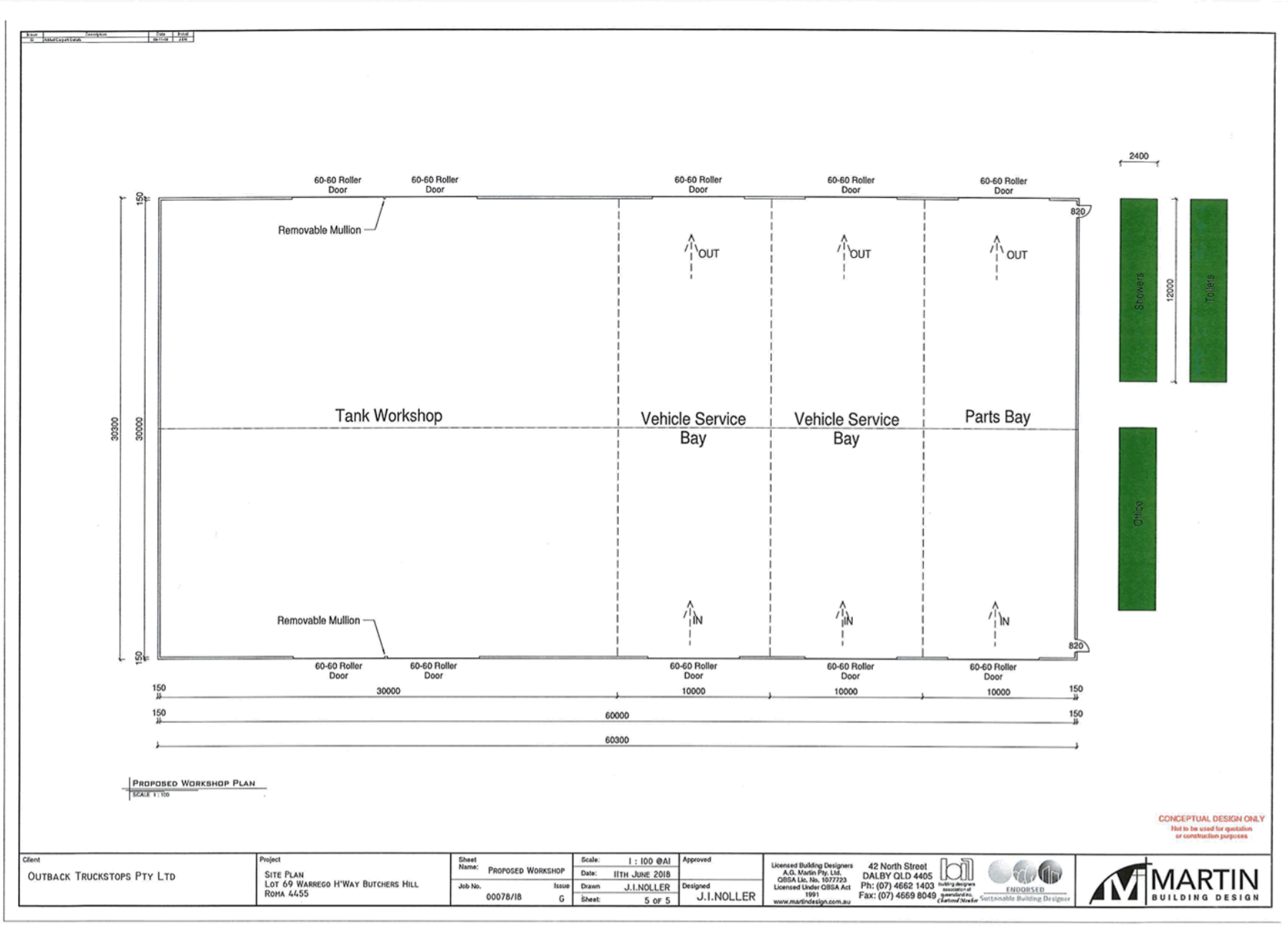
60-60 Roller Door
Removable Mullion
OUT
IN
Tank Workshop
Vehicle Service Bay
Vehicle Service Bay
Parts Bay
Showers
Toilets
Office
2400
12000
820
150
30300
30000
10000
60000
60300
PROPOSED WORKSHOP PLAN
SCALE 1 : 100
CONCEPTUAL DESIGN ONLY
Not to be used for quotation or construction purposes
Client
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Project
SITE PLAN
LOT 69 WARREGO H'WAY BUTCHERS HILL
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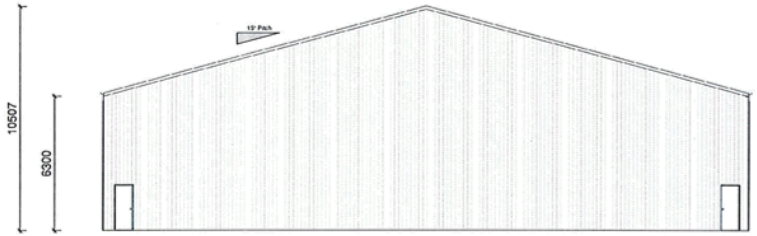
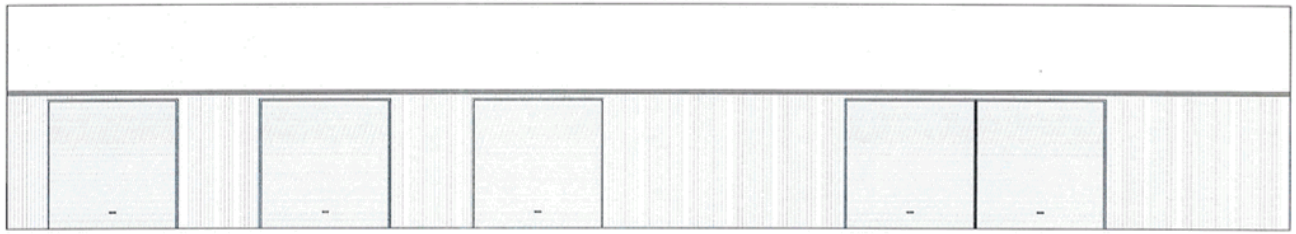
42 North Street DALBY QLD 4405
Ph: (07) 4662 1403
Fax: (07) 4669 8049
ENDORSED Sustainable Building Designer
MARTIN BUILDING DESIGN

Issue	Description	Date	Initial
G	Added Carport Details	08/11/18	JEM



EASTERN ELEVATION
SCALE 1 : 100



NORTHERN ELEVATION
SCALE 1 : 100

CONCEPTUAL DESIGN ONLY
Not to be used for quotation or construction purposes

Client: OUTBACK TRUCKSTOPS PTY LTD	Project: SITE PLAN, LOT 69 WARREGO H'WAY BUTCHERS HILL, ROMA 4455	Sheet Name: WORKSHOP ELEVATIONS	Scale: 1 : 100 @A1	Approved:	Licensed Building Designers A.G. Martin Pty. Ltd. QBSA Lic. No. 1077723 Licensed Under QBSA Act 1991 www.martindesign.com.au
		Job No. 00078/18 Issue G	Date: 11TH JUNE 2018		42 North Street DALBY QLD 4405 Ph: (07) 4662 1403 Fax: (07) 4669 8049
			Drawn: J.I.NOLLER	Designed: J.I.NOLLER	
			Sheet: 6 OF 5		

Attachment 2 - Assessment against the assessment benchmarks

Introduction

This application seeks approval to expand the existing iOR Petroleum facility that is located approximately 5 kilometers west of Roma on the Warrego Highway, being Lot 69 on SP 26879.



Figure 1 – Development site (Source: Google Maps)

The existing facility includes heavy vehicle refuelling facilities, hardstand/laydown areas, office and workshop areas as well as caretaker's accommodation. The proposed expansion includes a new workshop, an additional fuel out area, cattle cross loading facilities and additional staff amenities. A plan showing the proposed expansion in the context of existing activities is provided below.

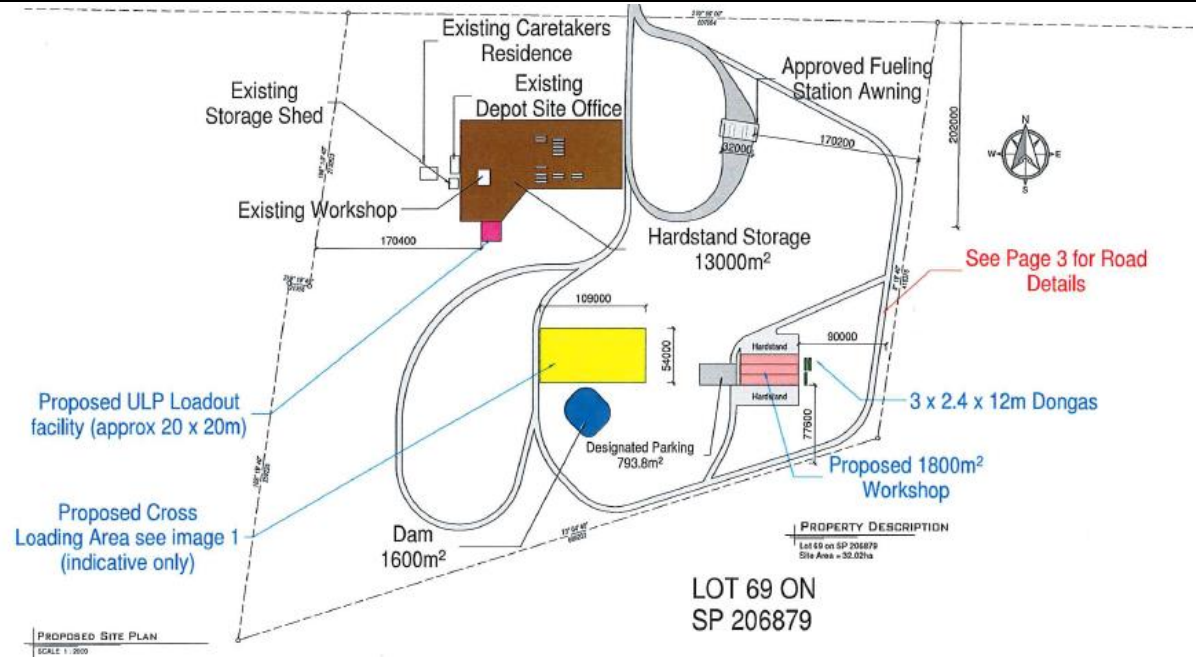


Figure 2 - Proposed site Plan

The proposed development is impact assessable and requires assessment against the assessment benchmarks prescribed by the *Planning Act 2016* and the *Planning Regulation 2017*, being;

- Darling Downs Regional Plan;
- State Planning Policy (to the extent that the applicable sections have not been appropriately integrated in the Planning Scheme);
- Maranoa Planning Scheme; and
- Maranoa Regional Council LGIP.

An assessment of the application against these assessment benchmarks (as applicable) is provided below.

The Darling Downs Regional Plan

The *Darling Downs Regional Plan* was adopted in October 2013 and covers the local government areas of Balonne, Goondiwindi, Maranoa, Southern Downs, Toowoomba and Western Downs.

The intent of the Darling Downs Regional Plan is to provide direction to resolve competing state interests relating to the agricultural and resources sectors, and to enable the growth potential of the region's towns.

The proposed development maintains the intent of the Darling Downs Regional Plan because;

- it is intended to promote, support and strengthen agricultural and resource activity in the region;

- it will not compromise the function of resource activities in the Region; and

- it is intended to contribute to the long-term growth of the region and the agricultural sector.

The State Planning Policy

Council is required to consider the State Planning Policy to the extent that the applicable sections have not been appropriately integrated in the Maranoa Planning Scheme.

As the Maranoa Planning Scheme appropriately integrates all relevant aspects of the State Planning Policy a separate assessment of the application against this document is not required.

The Maranoa Planning Scheme 2017

The following sections of the Planning Scheme are applicable;

- Part 3 Strategic framework
- Part 4 Local Government Infrastructure Plan
- Part 6 Zones
  - Part 6.2.1 Rural zone code
- Part 8 Overlays
  - Part 8.2.1 Agricultural Land Overlay Code
  - Part 8.2.7 Infrastructure Overlay Code
  - Part 8.2.8 Airport Environs Overlay Code

Part 3 – Strategic framework

The Strategic framework sets the policy direction for the Planning Scheme and forms the basis for ensuring appropriate development occurs within the planning scheme area for the life of the planning scheme.

The Strategic framework is structured in the following way;

The Maranoa region including:

(i) the region and the Darling Downs Regional Plan;

(ii) the region and the Maranoa Community Plan 2020

The themes and key policies:

(i) livable communities and housing;

(ii) economic growth;

(iii) environment and heritage;

(iv) hazards and safety; and

(v) infrastructure.

An assessment of the proposed development against the applicable key aspects of the Strategic framework is provided in the table below;

Policy Direction	**Response**
Darling Downs Regional Plan	The proposed development maintains the intent of the Darling Downs Regional Plan because; • it is intended to promote, support and strengthen resource and agricultural activity in the region; and • it is intended to contribute to the long-term growth of the region by supporting the resource and the agricultural sector.
Maranoa Community Plan 2020	The proposed development supports the principles of the Maranoa Community Plan 2020 because it; • is appropriately located where supporting infrastructure networks exist, including reticulated, water and electricity; • is conveniently located and highly accessible by major transport networks; and • is intended to promote and support the agricultural and resource sector in the region.
The themes and key policies	The proposed development is consistent with the applicable themes and key policies of the Strategic framework because it; • is easily accessible and utilises existing resources and infrastructure; • is located outside the significant, high and extreme flood hazard areas; • is co-located to complement the existing uses at the premises;

	• will not prejudice or compete with agricultural uses, retail and commercial uses in traditional centres, mining and extractive resources or tourism; • will not impact negatively on any significant natural feature or areas of cultural significance; • is compatible with existing and surrounding land uses; and • has direct and convenient access to major transport infrastructure.

Part 4 - Local Government Infrastructure Plan

The Maranoa Regional Council Local Government Infrastructure Plan (LGIP) was adopted by Council in 2018. The purpose of the LGIP is, amongst other things, to provide a basis for the imposition of conditions about infrastructure on development approvals.

The proposed development is located outside Council's Priority Infrastructure Areas and will not place any additional demand on Council's trunk infrastructure networks. As such, the LGIP is not inherently applicable to this application.

Part 6.2.1 - Rural zone code

The purpose of the Rural zone is to:

(a) provide for a wide range of rural uses including cropping, intensive horticulture, intensive animal industries, animal husbandry, animal keeping, extractive industry, special industry (explosives manufacturing and storage) and other primary production activities on large lots without affecting urban areas;
(b) provide opportunities for non-rural uses that are compatible with agriculture, the energy sector, the environment, and the landscape character of the rural area where they do not compromise the long-term use of the land for rural purposes;
(c) protect or manage significant natural features, resources, cropping land, and processes, including the capacity for primary production;
(d) ensure primary production is maintained by protecting the productive capacity of all rural land. This includes protecting rural land from alienation and fragmentation that may lead to loss in productivity.
(e) ensure that development in the zone protects and enhances transport infrastructure; and,

(f) ensure that development maintains the integrity and water quality of the Murray-Darling Basin Catchment.

The overall outcomes sought for the Rural zone code are as follows:

(g) areas for use for primary production are conserved and are not fragmented;

(h) the establishment of a wide range of rural pursuits is facilitated, including cropping, intensive horticulture, intensive animal industries, animal husbandry and animal keeping and other compatible primary production uses, ensuring that land use and amenity impacts are minimised at sensitive receptors;

(i) development is designed to incorporate sustainable practices including maximising energy efficiency, water conservation and transport use;

(j) development is reflective of and responsive to the environmental constraints of the land;

(k) development embraces sustainable land management practices and contributes to the amenity and landscape of the area;

(l) residential and other development is appropriate only where directly associated with the rural nature of the zone;

(m) the establishment of outdoor recreation and small-scale tourism facilities in suitable locations is facilitated only where they do not compromise the use of the land for rural activities;

(n) the establishment of outdoor recreation and small-scale tourism facilities in suitable locations is facilitated in a manner that minimises land use conflicts;

(o) natural features such as creeks, gullies, waterways, wetlands and bushland are retained, managed, enhanced and separated from adjacent development where possible;

(p) there is no net loss or degradation of natural wetlands for the life of the planning scheme;

(q) adverse impacts of land use both on-site and from adjoining areas are addressed and any unavoidable impacts are minimised through location, design, operation and management;

(r) visual impacts of clearing, building design and construction, materials, access ways and other aspects of development and land use are consistent with the zone purpose;

(s) the viability of both existing and future rural uses and activities are protected from the intrusion of incompatible uses and development impacts on cropping land are managed to preserve the productive capacity of the land for future generations;

(t) land which is susceptible to flooding or drainage problems, including difficulties associated with high ground water tables is protected from urban or inappropriate uses;

(u) rural land use is reflective of the surrounding character of the area;

(v) low-impact activities such as small-scale eco-tourism, outdoor recreation, and service industry are encouraged within the zone where they do not compromise the long-term use of the land for agricultural purposes; and,

(w) development such as non-resident workforce accommodation to service the energy sector is catered for only on a short term basis for periods not exceeding two years.

The proposed development will not compromise the Purpose and Overall Outcomes of the Rural zone because;

- it will not result in a net loss or degradation of natural wetlands;
- it will not compromise the long-term use of the land for agricultural purposes;
- by implementing appropriate stormwater control measures it will not impact on the integrity and water quality of the Murray-Darling Basin Catchment; and
- it will be co-located with existing non-rural activities, on a small rural block that is no longer viable for rural pursuits.

THE RURAL ZONE CODE	
for all the Rural zone:	
Performance outcomes	**Acceptable outcomes**
PLANNING	
Use, density and built form	
Agricultural land classification – in addition, refer to the Agricultural land overlay code where mapped in the SPP mapping as Class A or Class B Agricultural land.	
PO 1 Scale Non-rural activities are at a scale which protects the amenity of the area.	✓ The proposed use will not impact the amenity of the area because; • It is co-located with existing industrial activities; and • Provides adequate setbacks and mitigation measures to prevent off-property nuisance.
PO 2 Location Non-rural activities must be located where there is convenient access unless the development is for an Extractive Industry (whose location is dependent on the resource) in which case	✓ The proposed development is for the expansion of an existing industrial activity and provides convenient access to major transport networks.

appropriate access will be developed. Uses other than *Rural activities* or *Dwelling house* are located so as: (a) not to prejudice the consolidation of like non-rural uses in other more appropriate areas; (b) to be co-located with other non-rural uses wherever possible; (c) to be located on the major road network rather than local roads. Note: non-rural uses are any uses that are not associated with Rural activities or a Dwelling house.	
PO 3 Density and site coverage. The density of *Accommodation activities* does not impact adversely on the rural amenity or rural activities of the zone.	**N/A -** The proposal is not for Accommodation activities.
PO 4 Setbacks Building setbacks: (a) assist in enhancing the character and amenity of the area; (b) are appropriate to the scale of the development; (c) are sufficient to minimise loss of privacy, overshadowing and overlooking of adjoining premises; and (d) provide adequate separation and buffering between residential and non-residential premises.	✓ Buildings and car parking areas are setback over 77 metres from the closest property boundary.
PO 5 Separation *Rural activities* are sufficiently separated from any existing or planned residential or rural residential area or other *sensitive land use* to avoid any adverse impacts with regard to noise, dust, odour, visual impact, traffic generation, lighting, radiation or other emissions or contaminants. Note: Sensitive land uses are defined in the State Planning Policy.	**N/A** – The proposal does not include Rural activities.
PO 6 Outbuildings Rural amenity is to be maintained.	**N/A** – The proposal does not include any rural outbuildings.

PO 7 Important agricultural areas Important agricultural areas are optimised for the promotion and enabling of increased agricultural production.	✓ The proposed development will not significantly reduce the agricultural capacity of important agricultural areas. The development site is currently used for industrial pursuits and is no longer viable for agricultural pursuits.
PO 8 ALC Class A and Class B agricultural land Avoid locating non-agricultural development on or adjacent to ALC Class A or Class B land.	✓ The proposed development footprint will avoid ALC Class A or Class B land.
PO 9 Sensitive land Rural land uses are "protected from encroaching incompatible land uses".	✓ The development proposes an expansion of existing industrial activities that will be contained with the general footprint of an existing activity. Design and conditions of development approval will ensure that off property impacts are mitigated.
Amenity	
Advertising signs – refer to the Operational works advertising devices code	
Heritage places – in addition, refer to the Heritage overlay code where mapped in the SPP Cultural heritage mapping or listed in the Heritage and character policy	
PO 10 Cultural heritage The physical integrity and significance of cultural heritage discovered during development is retained. Note: Cultural heritage refers to indigenous and non- indigenous cultural heritage.	✓ Conditions of development approval will require that appropriate management measures are undertaken in the event cultural heritage is discovered during construction activities.
Avoiding nuisance	
PO 11 Operating Hours Uses are operated in a manner that ensures that local amenity is protected.	The existing facility operates 24 hours a day. The proposed ULP refuelling station, cattle cross-loader and workshop are all proposed to operate 24 hours a day. Given the isolated location, the distance from sensitive receptors and that there is already established industrial activity on the premises that operates 24 hours a day, there is unlikely to be any significant additional impacts on local amenity.

PO 12 Noise emissions Noise emissions from premises do not cause nuisance to adjoining properties or sensitive land uses.	✓ Significant setbacks in excess of 500m are provided between activities likely to generate noise and nearby receptors. The noise generated from the proposed activities are unlikely to exceed existing levels at the site. Conditions of development approval will ensure that no environmental nuisance is caused to nearby receptors.
PO 13 Lighting Lighting is designed in a manner to ensure ongoing amenity and safety in the activity area, whilst ensuring surrounding areas are protected from undue glare or lighting overspill.	✓ Conditions of development approval will require that lighting does not exceed 8.0 lux at 1.5 metres from beyond the site boundary.
PO 14 Refuse storage Refuse storage areas are screened from the road and adjoining uses.	✓ Conditions of development approval will require that refuse storage areas are shielded from the road frontage and adjoining uses.
ENGINEERING	
Earthworks – refer to the Excavation or filling code	
Infrastructure – refer to the Operational works infrastructure code	
Erosion control	
PO 15 Construction activities Both erosion control and silt collection measures are undertaken to ensure the protection of environmental values during construction.	✓ Conditions of development approval will require that works are undertaken in accordance with *the Capricorn Municipal Development Guidelines*
Provision of services	
PO 16 Electricity supply Premises are provided with an adequate supply of electricity for the activity.	✓ Premises have an electricity supply which is approved by the relevant energy regulatory authority.

PO 17 Water supply To ensure the provision of a potable and fire-fighting water supply: (a) premises are provided with a supply and volume of water adequate for the activity; and (b) access is maintained to the supply for fire-fighting purposes; and (c) access to reticulated water infrastructure is to be maintained for maintenance and replacement purposes	✓ Premises will be conditioned to have an adequate water supply for the activity and firefighting purposes.
PO 18 Effluent disposal To ensure that public health and environmental values are preserved: (a) all premises provide for the effective treatment and disposal of effluent and other waste water; and (b) access to reticulated infrastructure is to be maintained for maintenance and replacement purposes.	✓ Premises will be conditioned to have an on-site effluent disposal system that is adequate for the activity and designed in accordance with *AS/NZS 1547:2012*.
Stormwater and drainage	
PO 19 Stormwater and inter-allotment drainage Stormwater is collected and discharged so as to: (a) protect the stability of buildings and the use of adjacent land; (b) prevent water-logging of nearby land; and, (c) protect and maintain environmental values.	✓ Stormwater and inter-allotment drainage will be conditioned to be collected and discharged in accordance with the stormwater management plan submitted with the application materials.
Roads and Rail	
Infrastructure – refer to the Infrastructure overlay code for development in the proximity of, or potentially affecting State infrastructure.	
PO 20 Protection of State controlled roads Development adjacent to State controlled roads is located to ensure safe and efficient use of the highway, and maintain and enhance the integrity of the highway as a link between centres.	✓ No new access to a State Controlled Roads is proposed.
PO 21 Roads An all-weather road is provided between the premises and the existing road	✓ An all-weather road is provided

network.	between the premises and the existing road network.
Access, parking and manoeuvring	
PO 22 Vehicle access Vehicle access is provided to a standard appropriate for the activity and the zone.	✓ The development will make use of the existing access to the site from the Warrego Highway which is suitable to accommodate the use.
PO 23 Parking and manoeuvring Vehicle parking and service vehicle provision is adequate for the activity, and ensures both safety and functionality for motorists and pedestrians.	✓ The development includes provision for a minimum of 28 onsite parking spaces. The proposed access arrangement allows for vehicles to manoeuvre within the site and exit in forward direction. Conditions of approval will require that vehicle parking and service vehicle manoeuvring be provided with an all-weather surface in accordance with
ENVIRONMENTAL	
Biodiversity – in addition, refer to the Biodiversity areas overlay code where mapped in the SPP mapping as MSES.	
PO 24 Air emissions Air emissions including odour from premises do not cause environmental harm or nuisance to adjoining properties or sensitive land uses.	✓ Conditions of approval can be imposed to prevent environmental nuisance The storage, handling and distribution of fuel will be regulated by Worksafe Queensland.
PO 25 Energy use Non-renewable energy use is minimised through efficient design and the adoption of alternative energy sources.	✓ The development will make use of the existing electricity supply connection to the site. The proposed workshop will be oriented to take advantage of passive solar design principles.
PO 26 Vegetation retention Development retains vegetation not mapped as MSES where it is: (a) adjacent to water courses and protecting water quality (riparian); (b) protecting an identified habitat; or (c) minimising soil erosion.	✓ There will be no clearing of vegetation as a result of the development. The site has previously been extensively cleared and the proposal will be established on existing gravel hardstand areas within the site.
PO 27 Pests Development avoids the introduction of non-native pest species (plant or animal), that pose a risk to ecological integrity.	✓ The primary and existing use of the site as a heavy vehicle refuelling facility poses a risk of non-native plant or animal species being introduced to the site and this may be heightened with

	the development of a cattle cross loading facility on the site. All persons involved in the operation or use of the site have an obligation to take all reasonable and practical measures to prevent or minimise any biosecurity risk under the *Biosecurity Act 2014*. Conditions of any approval should require the development and implementation of a Biosecurity Plan for the site taking into account all existing and approved operations and addressing the risk of spread of Priority Pest Plants.
PO 28 Watercourse buffers Development ensures the maintenance of riparian areas and water quality including protection from off-site transfer of sediment.	✓ The development provides significant setbacks to watercourses (in excess of 500 metres). Conditions of approval will require appropriate treatment and disposal of any onsite stormwater to ensure water quality is protected.
PO 29 Watercourse integrity Bank stability, channel integrity and in-stream habitat is protected from degradation and maintained or improved at a standard commensurate with pre-development environmental conditions. Development ensures that the natural surface water and groundwater hydrologic regimes of watercourses and associated buffers are maintained to the greatest extent possible.	✓ The development will not result in any interference of modification of watercourse channels, banks or riparian and in-stream habitats. Existing natural flows of surface and groundwater will not be altered.
PO 30 Water quality The standard of effluent and/or stormwater runoff from premises ensures the quality of surface water is suitable for: (a) the biological integrity of aquatic ecosystems; (b) recreational use; (c) supply as drinking water after minimal treatment; (d) agricultural use or industrial use; and (e) minimises nuisance or harm to adjoining land owners.	✓ Appropriate measures will be implemented to ensure the standard of effluent and/or stormwater runoff from the development maintains surface water quality.

PO 31 Sloping land Development is undertaken to ensure: (a) vulnerability to landslip erosion and land degradation is minimised; and (b) that the safety of persons and property is not compromised.	✓ Development will not be undertaken on slopes exceeding 15%.
SAFETY AND RESILIENCE TO HAZARDS	
Airport environs – refer to the Airport and aviation facilities overlay code where areas are mapped in the SPP mapping as within an area of interest of an airport.	
Bushfire – refer to the Bushfire hazard areas overlay code where mapped in the SPP mapping as medium bushfire hazard or above.	
Flooding – refer to the Flood hazard overlay code where areas are mapped as within a defined flood area.	
ACCOMMODATION ACTIVITIES - additional requirements Note: Accommodation activities (Dual occupancy, Dwelling house, Dwelling unit, Home based business, Non-resident workforce accommodation, Rural worker's accommodation, Short-term accommodation, Tourist park) are code assessable, accepted development subject to requirements or accepted development in the Rural Zone.	
For Home-based business - see also the Home-based business code.	
For Accommodation activities - see also the Accommodation activities code.	
BUSINESS ACTIVITIES - additional requirements Note: Business activities (Garden centre, Showroom, Veterinary services) are either code assessable, accepted development subject to requirements or accepted development in the Rural Zone.	
PO 32 Business activities (rural) - density, site coverage and location Development must be located where there is convenient access, and where there is sufficient area for the activity.	**N/A** – The development does not involve a business activity or "Veterinary Services".
PO 33 Business activities (rural) - amenity Adequate separation of *Business activities* and *Accommodation activities* is achieved.	**N/A** – The development does not involve a business activity.
PO 34 Business activities (rural) - landscaping Landscaping is designed and established in a manner which achieves high quality frontage and contributes positively to the rural character.	**N/A** – The development does not involve a business activity.
CENTRE ACTIVITIES - additional requirements Note: all centre activities are impact assessable in the Rural Zone.	

COMMUNITY ACTIVITIES - additional requirements *(Community use)* Note: Community activities are either code assessable accepted development subject to requirements in the Rural Zone.	
PO 35 Community use (rural) – landscaping Landscaping is provided on-site to: (a) contribute to a pleasant and functional built form; and (b) contribute to the visual qualities of the locality.	**N/A** – The development does not involve a community use.
ENTERTAINMENT ACTIVITIES - additional requirements Note: Entertainment activities (*Tourist attraction*) is code assessable in the Rural Zone.	
INDUSTRY ACTIVITIES- additional requirements Note: Industry activities are either code assessable or impact assessable in the Rural zone.	
Extractive resources – refer to the Extractive resources overlay code Where the resource area is mapped in the SPP mapping as a Key resource area.	
For Extractive industry - see also the Extractive industry code.	
RECREATION ACTIVITIES - additional requirements Note: Rural activities (*Environment facility, Park*) are code assessable or accepted development in the Rural Zone.	
RURAL ACTIVITIES - additional requirements Note: Rural activities (*Animal husbandry, Animal keeping, Cropping, Intensive Horticulture, Permanent plantation, Roadside stall, Rural industry, Wholesale nursery, Winery*) are either code assessable, accepted development subject to requirements or accepted development in the Rural Zone.	
For Rural activities - see also the Rural activities use code.	
OTHER ACTIVITIES - additional requirements Note: Other activities (*Air services, Landing, Major electricity infrastructure, Roads, Telecommunications Facility, Utility installation, Windfarm*) are either code assessable, accepted development subject to requirements or accepted development in the Rural zone.	
Air services – refer to the Airport environs overlay code Where the resource area is mapped in the SPP mapping as a Key resource area.	
PO 36 Telecommunications facility - location *Telecommunications facilities* must be located where there is convenient access.	**N/A** – The development does not involve a telecommunication facility.

PO 37 Telecommunications facility - visual impact *Telecommunication facilities* are visually integrated with the landscape or townscape so as to not be visually dominant or unduly visually obtrusive.	**N/A** – The development does not involve a telecommunication facility.
PO 38 Utility installation *Utility installations* are positioned unobtrusively, and do not have undue adverse impact on their surrounds.	**N/A** – The development does not involve a telecommunication facility.

Part 8.2.1 Agricultural Land Overlay Code

The purpose of the Agricultural land overlay code is to ensure that agricultural land is protected from development that leads to its alienation, fragmentation or diminished productivity.

The overall outcomes of the Agricultural land overlay code are as follows;

- that the ongoing productive use of Agricultural Land Classification (ALC) Class A and Class B land for agricultural purposes is maintained and protected by ensuring that:-
    - ALC Class A and Class B land is only used for appropriate rural and complementary uses;
    - conflict between farming activities and sensitive land uses is avoided;
    - further fragmentation of ALC Class A and Class B land as a result of reconfiguring a lot is avoided; and
    - development avoids adverse impacts on ALC Class A and Class B land from land degradation and stormwater run-off.

The proposed development complies with the Purpose and Overall Outcomes of the Agricultural land overlay code because;

- it will not result in a conflict between farming activities and sensitive land uses; and
- it is not for a reconfiguration of a lot and therefore will not result in the further fragmentation of ALC Class A and Class B land.

An assessment of the development against the Assessment Benchmarks of the Agricultural Land Overlay Code is provided in the table below.

(a) THE AGRICULTURAL LAND OVERLAY CODE

(b) for agricultural land classification Class A and Class B land identified in the SPP agricultural land mapping	
(c) Performance outcomes	**(d) Response:**
(e) PLANNING	
(f) Use and density	
(g) PO 1 Use (h) Development on ALC Class A and Class B land is limited to:- (i) (a) rural uses that make use of and rely upon the quality of the agricultural land resource; (j) (b) complementary uses that are essential to on-site farming practice.	❩②▭ ✓ **(l)** (m) The development footprint avoids Class A and Class B land. **(n)**
(o) PO 2 Separation – residential uses (p) Development for residential activities and other sensitive land uses does not adversely impact on the ongoing operational efficiency and productive agricultural use of ALC Class A and Class B land. (q) (r) Note: Sensitive land uses are defined in the State Planning Policy.	**(s)** (t) **N/A -** The proposed development does not involve residential or sensitive land uses.
(u) PO 3 Fragmentation - subdivision (v) Reconfiguring a lot involving ALC Class A and Class B land does not result in lot sizes or lot configurations that lead to:- (w) (a) fragmentation of rural land and loss of land for viable rural production; (x) (b) proposed lots intended for general residential or rural residential use; (y) (c) loss of flexibility in the way landholdings are used for agricultural production.	(z) **N/A -** The proposed development is not for a subdivision.
(aa) PO4 Fragmentation – boundary realignment (bb) The boundaries of existing lots containing ALC Class A and Class B land are not rearranged, unless it can be demonstrated that a rearrangement of lot boundaries	(ff) **N/A -** The proposed development is not for a boundary realignment.

would:- (cc) (a) aggregate ALC Class A and Class B land resources and maximise the utility of the land for agricultural purposes; (dd) (b) provide for better land management; and (ee) (c) not give rise to, or worsen, land use conflicts between agricultural and residential land uses.	
(GG) ENGINEERING	
(hh) Stormwater and Drainage	(ii)
(jj) PO5 Stormwater and Drainage (kk) Development for non-agricultural purposes is located, designed and constructed to minimise the impact of sediment and stormwater run-off on ALC Class A and Class B land.	❥③③🗋✓ (mm) (nn) Should the application be approved, conditions of approval will require stormwater runoff from the buildings and vehicle parking areas to be collected and discharged in accordance with the Stormwater Management Plan, which demonstrates no-worsening.

8.2.5 Flood hazard overlay code

The purpose of the Flood hazard overlay code is to ensure that development (carried out under all categories of development or assessment) successfully mitigates the potential impacts of riparian flooding on property, and ensures the safety of people during flood events to the greatest extent possible. 'Property' includes all adjoining and all potentially affected property. The code, through the control of further development in known flood affected areas, also seeks to:

- preserve the existing levels of economic activity during and after flood events in affected towns;
- protect the environment from flood related erosion and pollution; and
- protect emergency services personnel from unnecessary risk during flood events.

The purpose of the code will be achieved through the following overall outcomes:-

Development in the Significant, High and Extreme flood hazard areas shown on the Flood hazard overlay maps:

- maintains and enhances the hydrological function of the land;

- does not involve filling (earthworks) or changes to existing landform or drainage lines that results in a loss of the flood conveyance and flood storage capacity of the land;
- does not include further subdivision,
- is limited to:
  (a) flood proofed *Recreation activities*;
  (b) rural activities where for *Animal husbandry*, *Cropping*, and *Permanent plantation*;
  (c) flood proofed local *Utility installations*;
  (d) conservation and natural area management; and
  (e) replacement of existing lawful development, including *Accommodation activities* where habitable rooms are elevated above the *Defined flood level*.

Development in the Low flood hazard areas shown on the Flood hazard overlay maps:

- minimises risk to life and property;
- elevates habitable rooms for all *Accommodation activities* above the *Defined flood level*; and
- elevates the minimum floor level for all buildings housing uses other than *Accommodation activities* above the *Defined flood level*.

The proposed development complies with the Purpose and Overall Outcomes of the Flood hazard overlay code because;

- The footprint of the proposed development is located outside mapped flood hazard areas.

THE FLOOD HAZARD OVERLAY CODE	
for areas within the defined flood area, or mapped as flood prone by QRA online mapping:	
Performance outcomes	**Acceptable outcomes**
PLANNING	
Use, density and built form	
PO 1 Scale The scale of development within the Defined flood area does not increase.	**N/A** – the development site is not within the Defined flood area.
PO 2 Location Premises are located to: (a) avoid flooding;	✓ The development is located outside the area mapped on SPP mapping as being

(b) protect life and property; and (c) avoid changing the extent and magnitude of flooding. Note: Where no flood hazard map is available, assessment of potential flooding impacts will take account of the QRA online mapping that shows the likely extent of floodplains in the 'Interim Floodplain Assessment Overlay'. This is consistent with the Queensland Reconstruction Authority (QRA) model code within the document: Planning for stronger, more resilient floodplains guidelines.	affected by flooding.
PO 3 Density and site coverage The number of people requiring assistance during flood events is minimised.	✓ Occupied uses are located outside flood affected areas.
Amenity	
PO 4 General amenity Surrounding land does not suffer a reduction in use value as a result of development within the floodplain.	✓ There will be minimal disturbance to terrain and no removal of vegetation as part of the proposed development.
PO 5 Building standards Buildings are designed to be resilient to flooding.	**N/A –** The development site is not located within the Defined flood level area.
PO 6 Building materials and techniques Where construction is below the Defined flood level, materials and building techniques are used that minimise the need for repair after a flood event.	**N/A –** The development site is not located within the Defined flood level area.
PO 7 Essential community infrastructure Essential community infrastructure maintains functionality during and after a Defined flood event.	**N/A –** The development is not for essential community infrastructure.
ENGINEERING	

Floodwater	
PO 8 Flood storage capacity and the Defined flood area Development does not directly, indirectly or cumulatively change flood characteristics in a manner that may cause adverse impacts external to the development site. Note: Where any alteration of patterns of flooding is expected, a flood assessment report will be necessary to demonstrate compliance to the satisfaction of the assessment manager. This flood assessment report should include an assessment of the proposal against these outcomes and may require specific hydraulic and hydrologic investigation to be undertaken by a suitably qualified professional engineer.	**N/A –** The development site is not located within the Defined flood level area.
Access and parking	
PO 9 Access An escape / safety route is identified and maintained for all development within the Defined flood area.	**N/A –** The development site is not located within the Defined flood level area.
PO 10 Parking and manoeuvring Vehicle parking and service vehicle provision may be provided within the Defined flood area where the vehicles can be removed before flooding occurs.	**N/A –** The development site is not located within the Defined flood level area.
ENVIRONMENTAL	
PO 11 Water quality The environment and so too public safety are not affected by the detrimental impacts of hazardous materials released to the environment during a flood event.	**N/A –** The development does not involve the manufacture, storage and use of hazardous materials.
SAFETY AND RESILIENCE TO HAZARDS	
PO 12 Personal safety Development maintains the safety of people during all floods up to and including a Defined Flood Event. Note: A Defined flood event (DFE) is identified first in an adopted flood hazard map under the planning scheme or, in the absence of an adopted flood hazard map, flood mapping prepared and maintained by the Queensland Reconstruction Authority or other Queensland Government Agency.	**N/A –** The development site is not located within the Defined flood level area.
PO 13 Temporary or movable structures For development involving temporary or movable residential structures, clear escape from flooding is available, identified and maintained.	**N/A –** The development proposal does not involve temporary or moveable residential structure/s.
PO 14 Protection of essential services	**N/A –** The development is not for essential service infrastructure.

Essential services infrastructure maintains functionality during and after a Defined flood event. Note: Essential services infrastructure includes, but is not limited to, on-site electricity, gas, water supply, sewerage and telecommunications services.	

8.2.8 Airport environs overlay code

The purpose of the Airport environs overlay code is to protect and maintain the operational efficiency and safety of the Roma Airport and aviation facilities and avoid land use conflicts.

The purpose of the code will be achieved through the following overall outcomes:-

- the safety of aircraft operating within the airport's operational airspace is maintained and enhanced;
  Note—operational airspace includes the areas and vertical dimensions of an airport's obstacle limitation surface (OLS).
- sensitive land uses and other incompatible activities are appropriately located and designed to ensure that these uses and activities do not adversely impact on airport operations;
- the risk of public safety being compromised by incidents in the take-off and landing phases of aircraft operations is minimised;
- development protects aviation facilities including navigation, communication and surveillance facilities from incompatible land uses, buildings, structures and works.

The proposed development complies with the Purpose and Overall Outcomes of the Airport environs overlay code because;

- It is appropriately located and will not compromise aviation facilities including navigation, communication and surveillance facilities.

THE AIRPORT ENVIRONS OVERLAY CODE	
for areas within an area of interest of the SPP strategic airport and aviation facilities mapping	
Performance outcomes	**Acceptable outcomes**
PLANNING	
Use, density and built form	
PO 1 Height - OLS Development does not cause an obstruction or hazard to the safe movement of aircraft by any temporary or permanent intrusion of a	✓ The proposed development will not cause an obstruction or hazard to the safe movement of aircraft because;

physical structures into the airport's operational airspace.	• is located over 5 kilometres from the closest runway; and • there is no significant vegetation proposed.
PO 2 Height – Communications Development ensures that temporary or permanent physical structures located within an aviation facility's building restricted area do not interfere with the safe and continued functioning of the aviation facility.	**N/A** – the site is not located within the building restricted area of an aviation facility.
PO 3 Buffers Development does not cause an obstruction or hazard to the safe movement of aircraft within the airport's operational airspace through the attracting of wildlife, in particular flying vertebrates such as birds or bats, in significant numbers.	✓ The proposed development will not cause an obstruction hazard to the safe movement of aircraft within the airport's operational airspace through the attracting of wildlife because the proposed development; • does not involve the bulk handling or disposal of putrescible waste; • is not for aquaculture, intensive animal industry, animal keeping or industrial uses; • is not an outdoor recreation and entertainment activity; and • any proposed landscaping and drainage works are minor and will not attract large volumes of birds and bats.
Avoiding nuisance	
PO 4 Lighting Development does not cause an obstruction or hazard to the safe movement of aircraft within the airport's operational airspace through the installation of external lighting that could distract or interfere with a pilot's vision, or confuse the visual identification of runway, approach or navigational lighting from the air.	✓ Proposed lighting does not exceed acceptable levels or cause an obstruction or hazard to the safe movement of aircraft within the airport's operational airspace.
PO 5 Particulate release Development does not cause an	✓

obstruction or hazard to the safe movement of aircraft within an airport's operational airspace through the emission of particulates, gases or other materials that may cause air turbulence, reduce visibility or affect aircraft engine performance.	The proposed development is not anticipated to release any gaseous plumes with a velocity exceeding 4.3 metres per second, smoke, dust, ash or steam or emissions with depleted oxygen content.
PO 6 Noise emissions Development and land uses that are sensitive to noise interference or noise nuisance:- (a) avoid noise affected areas surrounding the airport; or (b) are sited, designed and constructed to mitigate noise nuisance to acceptable levels.	**N/A** – the subject site is not located within the ANEF contour for the Roma airport.
Safety and resilience to hazards	
PO 7 Public safety Development within the public safety areas located at the end of airport runways avoids:- (a) a significant increase in the number of people living, working or congregating in those areas; and (b) the use or storage of hazardous materials.	**N/A** – the subject site is not located within the Public Safety Area of the Roma Airport.

Part 8.2.7 Infrastructure Overlay Code

The purpose of the Infrastructure overlay code is to ensure that development is compatible with, and does not adversely affect the viability, integrity, operation and maintenance of, the following existing and planned infrastructure and facilities within the region:

- gas pipelines;
- major electricity infrastructure and electricity substations;
- wastewater treatment plants;
- waste management facilities;
- State controlled roads;
- railways (including cane railways); and
- stock routes.

The purpose of the code will be achieved through the following overall outcomes:-

- development over or near major electricity and existing and planned infrastructure facilities, networks and corridors are protected from incompatible development;
- development in proximity to existing and planned infrastructure facilities, networks and corridors is appropriately located, designed, constructed and operated to:
  - avoid compromising the integrity, operational efficiency and maintenance of infrastructure and facilities;
  - protect the amenity, health and safety of people and property; and
- the number of people exposed to the potential adverse impacts emanating from existing and planned infrastructure facilities, networks and corridors is minimised.

The proposed development complies with the Purpose and Overall Outcomes of the Agricultural land overlay code because;

- It will avoid compromising the integrity, operational efficiency and maintenance of infrastructure and facilities

An assessment of the development against the Assessment Benchmarks of the Infrastructure Overlay Code is provided in the table below.

THE INFRASTRUCTURE OVERLAY CODE	
for development in the proximity of, or potentially affecting infrastructure.	
Performance outcomes	**Acceptable outcomes**
Gas pipelines	
PO 1 Separation Development provides and maintains adequate separation between habitable buildings and a gas pipeline corridor so as to minimise risk of harm to people and property. Note: 'Dial Before You Dig' maintains mapping of all flow, trunk and transmission gas lines for public reference. Note: MinesOnLine Mapping System website available at http:/www.business.qld.gov.au/industry/mining/mining-online-services/minesonlinemaps	✓ The development will not involve the construction of any habitable buildings, or buildings within 100 metres of gas or oil pipeline corridors.
PO 2 Construction and operation Development, including uses and works, is constructed and operated to avoid:- (a) compromising the viability of the gas	✓ The proposed development does not involve any works in proximity

pipeline corridor; or (b) damaging or adversely affecting the existing or future operation of major gas pipelines and the supply of gas.	to gas pipeline corridors.
Bulk water supply infrastructure	
PO 3 Buffers Development within a water supply infrastructure buffer is located, designed and constructed to: (a) protect the integrity of the water supply infrastructure; (b) maintain adequate access for any required maintenance or upgrading work to the water supply infrastructure.	**N/A -** The development does not involve works within a water supply infrastructure buffer.
Major electricity infrastructure and electricity substations	
PO 4 Access Earthworks do not restrict access to and along major electricity infrastructure corridors by the electricity providers, using their normal vehicles and equipment.	✓ The development site is not impacted by major electricity infrastructure. The proposed works will affect only a small portion of the overall site area that is substantially setback from the site boundaries and will not restrict access to electricity infrastructure.
PO 5 Erosion There is no worsening of flooding, drainage or erosion conditions affecting the bulk supply or linear infrastructure.	✓ The proposed development is well separated from bulk electricity supply infrastructure, nonetheless conditions of any development approval granted for the use will ensure appropriate drainage and erosion control measures are implemented.
PO 6 Separation Development maintains a safe clearance from all powerlines. Vegetated buffers adjoining an electricity transmission line easement are maintained to provide: (a) a visual buffer to the easement; and (b) a separation distance from the easement.	✓ Infrastructure associated with the proposed development will be adequately separated from electricity infrastructure.
PO 7 Earthworks Any earthworks are undertaken in a way which: (a) ensures stability of the land on or	**N/A** - The development does not involve any earthworks in proximity to overhead transmission or

adjoining substations and major electricity infrastructure; (b) does not otherwise impact on the safety and reliability of the electricity infrastructure; and does not restrict the placement or use of the electricity provider's equipment.	distribution infrastructure or substations.
PO 6 Other services Other services and infrastructure works (such as stormwater, sewerage, water and the like) do not impact on the safety and reliability of substations or major electricity infrastructure.	✓ All services connections to the development will be compliant with the minimum separation distances to electrical infrastructure.
PO 7 Vegetation Vegetation does not pose a risk to the safety or reliability of electricity infrastructure.	✓ All site landscaping will be appropriately separated from electrical infrastructure so as not to interfere with its function or pose risk to public safety or damage to property.
PO 8 Noise emissions Development avoids noise nuisance from substations.	**N/A -** The development site is not located in proximity to electrical substations.
Wastewater treatment plants	
PO 9 Separation Residential activities and other sensitive land uses are not adversely affected by odour emissions from existing or planned wastewater treatment plants.	**N/A-** The development does not involve residential activities or sensitive land uses.
Waste management facilities	
PO7 Noise emissions Residential activities and other sensitive land uses are not adversely affected by noise emissions from existing or planned waste management facilities.	**N/A -** The development does not involve residential activities or sensitive land uses.
State controlled roads	
PO 8 Transport noise corridors Noise sensitive developments (residential, educational and community) must ensure that road traffic noise levels are appropriately managed to achieve acceptable levels of amenity within the development.	**N/A -** The development does not include a noise sensitive use.
Railways	
PO 9 Rail corridors Development adjacent to rail corridors does not prejudice the safety, speed and	✓ The proposed development will not

intended role of existing and future rail corridors. Note: Noise and vibration sensitive developments (residential, educational and community) must ensure that noise and vibration levels resulting from rail activities are appropriately managed to achieve acceptable levels of amenity within the development.	prejudice the safety, speed and intended role of existing and future rail corridors
Stock routes	
PO 10 Stock routes Protect stock routes from any development that would compromise the network's primary use.	✓ The proposed development will be co-located with an existing industrial development and fully contained within the development site boundaries. The operational efficiency and safety of the stock route network will not be compromised by the proposed development

PLANNING & BUILDING DEVELOPMENT REPORT

Meeting: General 23 January 2019 **Date:** 2 January 2019

Item Number: 13.3 **File Number:** D19/170

SUBJECT HEADING:	Development applications for domestic outbuildings in flood hazard areas
Classification:	Open Access
Officer's Title:	Lead Town Planner

Executive Summary: Domestic outbuildings (sheds) proposed in flood hazard areas are made impact assessable under the *Maranoa Planning Scheme 2017* and require a development approval to be issued by Council prior to construction. The required development application fee is $2,060.00 and the process can take up to six months from the time an application is received.

Generally, a shed associated with an existing residential dwelling which is able to achieve compliance with the overarching zone code provisions (i.e. setbacks, size, and height) is accepted development and would not requrie a development permit from Council.

Several residents who own residential properties in a flood hazard area and are wanting to build a shed have questioned the reasonableness of the development application process and the associated fees.

Officer's Recommendation:

That Council;

a) authorise Planning Officers to prepare a Temporary Local Planning Instrument (TLPI) that provides planning policies specific to the assessment of domestic outbuildings in flood hazard areas identified in Council's adopted flood hazard mapping contained in the Maranoa Planning Scheme 2017; and

b) waive the town planning application fees for domestic outbuildings associated with a residential dwelling in a flood hazard area until such time as a decision is made regarding the TLPI.

Individuals or Organisations to which the report applies:

Are there any individuals or organisations who stand to gain a benefit, or suffer a loss, (either directly or indirectly) depending on the outcome of consideration of this matter?

(Note: This is to assist Councillors in identifying if they have a Material Personal Interest or Conflict of Interest in the agenda item - i.e. whether they should participate in the discussion and decision making).

Council's decision regarding this matter is likely to affect residents who own or occupy properties in flood hazard areas.

Acronyms:

Are there any industry abbreviations that will be used in the report?
Note: This is important as particular professions or industries often use shortened terminology where they refer to the matter on a regular basis. However, for individuals not within the profession or industry it can significantly impact the readability of the report if these aren't explained at the start of the report).

Acronym	Description
TLPI	Temporary Local Planning Instrument

Context:

Why is the matter coming before Council?

A determination on this matter sits outside the scope of Officer Delegations and a decision is required to be made by Council resolution.

Background:

Has anything already happened in relation to this matter?
(Succinct overview of the relevant facts, without interpretation)

With the introduction of new planning legislation in 2016 and the adoption of the *Maranoa Planning Scheme* in 2017, the development application process for domestic outbuildings in flood hazard areas has become more complex and, in some instances, significantly more expensive for development proponents. For some proponents the application process and associated costs are proving to be an unreasonable imposition on development.

Domestic outbuildings proposed to be constructed in flood hazard areas are impact assessable (which is the highest level of assessment), and attract an application fee of $2,060.00. Impact assessable applications are required to be publicly notified and a decision made by Council resolution. A more streamlined assessment process could be implemented to reduce community frustrations with the current planning provisions.

One way that Council may be able to address the community's concerns about the development application process, whilst retaining a level of control over the construction of sheds in flood areas, is to lower the level of assessment to code assessment and introduce specific planning policies (acceptable outcomes) related to shed developments.

This outcome could be achieved quickly through the adoption of a Temporary Local Planning Instrument (TLPI). A TLPI is an interim planning instrument. It could include assessment criteria for sheds in the immediate to short-term and enable longer term planning provisions to be shaped while it is in effect (an amendment to the Planning Scheme follows a statutory process that can take upwards of 18 months).

Legislation, Local Laws, State Policies & Other Regulatory Requirements:

What does the legislation and other statutory instruments include about the matter under consideration?(Include an extract of the relevant section's wording of the legislation – please do not just quote the section number as that is of no assistance to Councillors)

A TLPI is an interim response that is put in place quickly to set out planning and development assessment policies to protect all or part of a local government area from adverse impacts in urgent or emergent circumstances.

Section 23 of the *Planning Act 2017 (*Making or amending TLPIs) states that;

1) *A local government may make a TLPI if the local government and Minister decide –*

   a) *there is significant risk of serious adverse cultural, economic, environmental or social conditions happening in the local government area; and*

   b) *the delay involved in using the process in sections 18 to 22 to make or amend another local planning instrument would increase the risk; and*

   c) *the making of the TLPI would not adversely affect State interests.*

2) *A local government may amend a TLPI if the Minister decides the amendment of the TLPI would not adversely affect State interests.*

3) *A TLPI may suspend or otherwise affect the operation of another local planning instrument, but does not amend or repeal the instrument.*

4) *The local government may make or amend a TLPI by following the process in the Minister's rules.*

5) *The rules must provide for –*

   (a) *the Minister to approve a TLPI or amendment before the TLPI or amendment is made; and*

   (b) *the local government to publish a public notice about the making of a TLPI or amendment.*

6) *The TLPI, with or without an amendment, has effect for 2 years after the effective day, or a shorter period stated in the TLPI, unless repealed sooner.*

7) *A TLPI—*

   a) *does not create a superseded planning scheme; and*

   b) *is not an adverse planning change.*

Council Policies or Asset Management Plans:

Does Council have a policy, plan or approach ordinarily followed for this type of decision? What are relevant sections of the policy or plan?
(Quote/insert the relevant section's wording / description within the report)

Council does not have a policy, plan or approach ordinarily followed for this type of decision. The *Planning Act 2016* and the Minister's Guidelines and Rules provide the framework for preparing, assessing and deciding a TLPI.

Input into the Report & Recommendation*:*

Have others' views or input been sourced in developing the report and recommendation to Council? (i.e. other than the report author?) What did each say? (Please include consultation with the funding body, any dates of critical importance or updates or approvals required)

Manager, Planning & Building Development (internal)
GHD (external)

Funding Bodies*:*

Is the project externally funded (or proposed to be)? If so, are there any implications in relation to the funding agreement or grant application. (Please do not just include names)

The project is not externally funded nor is it proposed to be.

This Financial Year's Budget:

Will the matter under consideration impact how much Council collects in income or how much it will spend? How much ($)? Is this already included in the budget? (Include the account number and description).
If the matter under consideration has not been included in the budget, where can the funds be transferred from? *(Include the account number and description)* ***What will not be done as a result?***

Should Council approve the Officer recommendation to waive the development application fees for domestic outbuildings in flood hazard areas whilst the TLPI is being prepared, it will forfeit $2,060.00 per application for a domestic outbuilding in a flood area that is received during this period.

It would be appropriate for any costs associated with the preparation and implementation of the TLPI to be costed to GL2011.2095.2001 *Planning & Development: Planning Scheme – Materials and Services.* (The TLPI involves the development of planning policy which is expected to inform future amendments to the Maranoa Planning Scheme)

Future Years' Budgets:

Will there need to be a change in future years' budgets to cater for a change in income or increased expenditure as a result of Council's decision? How much ($)? (e.g. estimate of additional maintenance or operating costs for a new or upgraded project)

The outcome of Council's decision on this matter should not have any implications to future year budgets.

Impact on Other Individuals or Interested Parties:

Is there anyone who is likely to be particularly interested in or impacted by the decision, or affected by the recommendation if adopted? What would be their key interests or concerns? (Interested Parties Analysis - IS9001:2015)

Proponents of other types of development in flood hazard areas may seek similar fee concessions.

Risks:

What could go wrong if Council makes a decision on this matter? (What is the likelihood of it happening and the consequence if it does) (List each identified risk in a table)

Risk	Description of likelihood & consequences
N/A	

Advice to Council:

What do you think Council should do, based on your skills, qualifications and experience, your knowledge of this and related matters, and the facts contained in the report?

(A summary of what the employee thinks Council needs to hear, not what they think individual Councillors want to hear – i.e. employees must provide sound and impartial advice – the employee's professional opinion)

Council endorse the officer recommendation.

The TLPI can be put into place quickly and can set out planning and development assessment policies for domestic outbuildings in flood hazard areas in the short term without the need to amend the planning scheme (which is a statutory process that can take a considerable period of time). The TLPI will enable longer term planning provisions to be shaped while it is in effect. Waiving the development application fees for domestic outbuildings in flood areas in the interim is considered reasonable pending the outcome/decision on longer term policy changes.

Recommendation:

What is the 'draft decision' based on the advice to Council?

Does the recommendation suggest a decision contrary to an existing Council policy? If so, for what reason?

(Note: recommendations if adopted by Council become a legal decision of government and therefore must be clear and succinct about the action required by employees (unambiguous)).

Council authorise Planning Officers to prepare a TLPI for domestic outbuildings in flood areas

The TLPI will apply to the assessment of domestic outbuildings in flood areas instead of the relevant provisions of the Planning Scheme. There may be slight inconsistencies between the TLPI and the Planning Scheme however the overall intent of the Planning Scheme will be maintained.

Link to Corporate Plan:

Corporate Plan 2018-2023

Strategic Priority 4: Growing our region

4.2 Encourage additional investment in the Maranoa, developing our local economy and increasing our region's population

4.2.3 Create an environment that is conducive to growth through progressive integration of Council's Planning Scheme, Economic & Community Development Plan and Business & Industry Strategy.

Supporting Documentation:

Nil

Report authorised by:

Manager - Planning & Building Development

Deputy Chief Executive Officer/Director - Development, Facilities & Environmental Services

OFFICER REPORT

Meeting: General 23 January 2019 **Date:** 12 December 2018

Item Number: 13.4 **File Number:** D18/99067

SUBJECT HEADING: Regional Pool Report November 2018

Classification: Open Access

Officer's Title: Support Officer - Facilities

Executive Summary:
Across the region, Council maintain five swimming pool complexes and the Great Artesian Spa complex.

Contractors operate the pools under Management Agreements, and provide monthly reports to Council identifying attendance, pool temperatures, chemical levels, maintenance issues and consumables.

Reports are presented for the month of November 2018 for the Mitchell Swimming Pool, Great Artesian Spa, Injune Swimming Pool, Surat Swimming Pool and Wallumbilla Swimming Pool.

The Roma Denise Spencer Pool report had not been submitted by the contractor at the time of writing this report.

Officer's Recommendation:
That Council receive the Regional Swimming Pool reports for the month of November 2018.

Individuals or Organisations to which the report applies:

Are there any individuals or organisations who stand to gain a benefit, or suffer a loss, (either directly or indirectly) depending on the outcome of consideration of this matter?
(Note: This is to assist Councillors in identifying if they have a Material Personal Interest or Conflict of Interest in the agenda item - i.e. whether they should participate in the discussion and decision making).

Nil

Acronyms:

Are there any industry abbreviations that will be used in the report?
Note: This is important as particular professions or industries often use shortened terminology where they refer to the matter on a regular basis. However, for individuals not within the profession or industry it can significantly impact the readability of the report if these aren't explained at the start of the report).

Acronym	Description
AED	Automatic External Defibrillator

Context:

Why is the matter coming before Council?

Due to the high risk and nature of public pools, this report is presented to Council to keep Councilors informed of any ongoing issues with our regional pools.

Background:

Has anything already happened in relation to this matter?
(Succinct overview of the relevant facts, without interpretation)

Issued maintenance requests and current actions tabled below:

LOCATION	ISSUE/REQUEST	ACTION/OUTCOME
WALLUMBILLA POOL	**Consumables** Order.	REQ – 07596 – At Roma Depot waiting for collection from Manager
	First Aid - AED Pediatric Pads.	Delivered to Mel on 6 Dec 2018.
	Safety Extra lighting for night use.	Referred to Wallumbilla State School for purchase and Installation
	Cracking in cement around concourse.	Referred to Wallumbilla State School for repair
	Pool Hoist.	Future budget consideration
SURAT POOL	**First Aid** - AED Pediatric Pads.	Delivered to Mel on 6 Dec 2018.
	Consumables - Chemical order - 2x 40kg Chlorine granular.	Only 1x 40kg Chlorine granular was requested – Ordered on 5 Dec 2018
	Maintenance Leaking Seal on sand filter.	Part of capital upgrade on Wading Pool
	Sharp spot on hand rail.	“Aqua Need It” has been placed over the sharp edges on the handrail
	Wading Pool – Opening and closing value to be replaced.	Part of capital upgrade on Wading Pool
	Wading pool – valve on filter leaking while backwashing.	Part of capital upgrade on Wading Pool
	Wading pool – drain pipe replacement.	Part of capital upgrade on Wading Pool
	Rust coming through the wall of the 25m pool.	Requires fiber glassing to copying tile to prevent further decay of pool. This will require capital upgrade. Proposed 2019/20 budget
	Holes and gaps appearing around the concourse of	Steve Misen is to undertake an inspection on 10.12.18

	the 25m pool.	and provide advice on what's causing the holes and gaps to appear around the 25m pool
	Safety No dry area/ shade for patrons.	Surat pool has no shade or shelter if it rains. Identified in previous pool audits. Proposed 2019/20 budget consideration
	Concreated BBQ area.	Future budget consideration
	Water laying in the back gate area when it rains.	The run off from the recreation reserve behind the pool causes water to gather along the back gate area of the pool. Proposed 2019/20 budget consideration
	First Aid room	Quotes requested for future budget considerations.
GREAT ARTESIAN SPA	**Consumables** Order.	Order at stores – ready for collection
	First Aid - Supplies	None Required
	Maintenance Buzzer.	Council has been speaking with Macrosphere (company who installed the buzzer) they offered to assist in troubleshooting or to set up a shared desktop.
	Cracked fan housing.	Part arrived and AJW collected and installed
	Pool Depth Signage.	Signs are at the spa to be installed
	Hydra lift requires a new cover.	Has arrived and ready to be installed
MITCHELL MEMORIAL POOL	**First Aid –** Tweezers	To be supplied by Erisk
	Consumables	None Required
	Maintenance or Safety Issues	None Required
INJUNE POOL	**First Aid** Equipment	None Required
	Consumables	None Required
	Maintenance or Safety Issues	None Required

At its General Meeting on 22 August 2018, Council resolved to extend the Mitchell Swimming Pool Management agreement until the close of the 2018/19 swimming season. Tender documents are currently being drafted with a view to advertising the management agreement in February 2019.

Legislation, Local Laws, State Policies & Other Regulatory Requirements:

What does the legislation and other statutory instruments include about the matter under consideration?(Include an extract of the relevant section's wording of the legislation – please do not just quote the section number as that is of no assistance to Councillors)

Royal Lifesaving Australia – Guidelines for Safe Pool Operation.
Queensland Health – Swimming and Spa Pool Water Quality and Operational Guideline 2004.

Council Policies or Asset Management Plans:

Does Council have a policy, plan or approach ordinarily followed for this type of decision? What are relevant sections of the policy or plan?
(Quote/insert the relevant section's wording / description within the report)

Nil

Input into the Report & Recommendation*:*

Have others' views or input been sourced in developing the report and recommendation to Council? (i.e. other than the report author?) What did each say? (Please include consultation with the funding body, any dates of critical importance or updates or approvals required)

Melissa Sutton – Surat & Wallumbilla Swimming Pool
Booringa Action Group – Great Artesian Spa
Katrina Mansfield – Mitchell Memorial Swimming Pool
Kevin Wolski – Injune Swimming Pool
Stacey Robertson – Denise Spencer Pool, Roma

Funding Bodies*:*

Is the project externally funded (or proposed to be)? If so, are there any implications in relation to the funding agreement or grant application. (Please do not just include names)

Nil

This Financial Year's Budget:

Will the matter under consideration impact how much Council collects in income or how much it will spend? How much ($)? Is this already included in the budget? (Include the account number and description).
If the matter under consideration has not been included in the budget, where can the funds be transferred from? *(Include the account number and description)* ***What will not be done as a result?***

Nil. Council allocates funds in the Facilities Pool Operations and Maintenance budget to undertake minor repairs and maintenance. Larger projects are proposed for budget consideration

Future Years' Budgets:

Will there need to be a change in future years' budgets to cater for a change in income or increased expenditure as a result of Council's decision? How much ($)? (e.g. estimate of additional maintenance or operating costs for a new or upgraded project)

A number of larger value requests will be tabled for Councilor's consideration in 2019/20 budget deliberations.

Impact on Other Individuals or Interested Parties:

Is there anyone who is likely to be particularly interested in or impacted by the decision, or affected by the recommendation if adopted? What would be their key interests or concerns?
(Interested Parties Analysis - IS9001:2015)

Melissa Sutton – Surat & Wallumbilla Swimming Pools
Booringa Action Group – Great Artesian Spa
Katrina Mansfield – Mitchell Memorial Swimming Pool
Kevin Wolski – Injune Swimming Pool
Stacey Robertson – Denise Spencer Pool, Roma

Risks:

What could go wrong if Council makes a decision on this matter? (What is the likelihood of it happening and the consequence if it does) (List each identified risk in a table)

Risk	Description of likelihood & consequences
Nil.	Monthly reports assist Council in managing risks associated with the pools.

Advice to Council:

What do you think Council should do, based on your skills, qualifications and experience, your knowledge of this and related matters, and the facts contained in the report?
(A summary of what the employee thinks Council needs to hear, not what they think individual Councillors want to hear – i.e. employees must provide sound and impartial advice – the employee's professional opinion)

Report is provided to Council for information purposes.

Recommendation:

What is the 'draft decision' based on the advice to Council?
Does the recommendation suggest a decision contrary to an existing Council policy? If so, for what reason?
(Note: recommendations if adopted by Council become a legal decision of government and therefore must be clear and succinct about the action required by employees (unambiguous)).

Does this recommendation suggest a decision contrary to an existing Council policy?
If so, for what reason?

That Council receive the Regional Swimming Pool reports for the month of November 2018.

Link to Corporate Plan:

Corporate Plan 2018-2023
Strategic Priority 4: Growing our region
4.9 Manage Council's land and buildings that contribute to the provision of a range of services across the region and are used by residents, visitors, business, industry and Council
4.9.4 Manage the region's 6 swimming pools.

Supporting Documentation:

1⇩ Surat Pool - Monthly Report November 2018 D18/97191

2⇩	Wallumbilla Pool - Monthly Report November 2018	D18/97193
3⇩	Great Artesian Spa - Monthly Report November 2018	D18/99027
4⇩	Mitchell Pool Monthly Report November 2018	D18/99691
5⇩	Injune Pool - Monthly Report November 2018	D18/101099

Report authorised by:
Deputy Chief Executive Officer/Director - Development, Facilities & Environmental Services

Maranoa Regional Council

SURAT POOL MANAGEMENT REPORT

Month of November, 2018.

1) Pool Entries

	General Entry	Schools	Race Night	Squad	Learn to Swim	Aqua Ducks	Total
Adult	164	61	42	-	-	20	**287**
Children	271	371	105	111	337	-	**1195**
						Total	**1482**

Comments: Teelba school camp and Surat school carnival went really well.

---

2) Pool Chemical Log

25m Pool	Averages	Chlorine PPM	PH	Total Alkalinity	Calcium	Pool Temperature
	Week 1	3.50	7.55	90	200	27˚
	Week 2	3.50	7.50	90	160	26˚
	Week 3	3.50	7.50	85	280	27˚
	Week 4	3.50	7.55	90	200	27˚
Wading Pool	**Averages**	**Chlorine PPM**	**PH**	**Total Alkalinity**	**Calcium**	**Pool Temperature**
	Week 1	1-5.	7.5-7.8	80	200	23˚
	Week 2	1-5.	7.5-7.8	80	200	23˚
	Week 3	1-5.	7.5 -7.8	80	200	24˚
	Week 4	1-5.	7.5 -7.8	80	200	22.5˚

Comments:- Water clarity is excellent. As per last report I have been manually dosing for the 25m pool due to the Prominent box malfunctioning. Ajan from Pacific Water treatment came on 19/11/18 and installed a new box, it appeared to ok for a few days then I was adjusting ORP setpoint all the time. I sent photo of readings to Arjan and he sent out a new ORP probe to install. I have installed that and will see how it goes over the next few days. In the mean time I have been dosing pool manually.

Wading pool is still leaking like a sieve so hard to maintain a steady reading. Daily tests as follows;
6am – 6ppm, 9am – 2.5ppm, 12pm – under 1ppm so add 150-200g granular chlorine at closing then at 3pm -2.5ppm, 6pm-1ppm then I add 400g of granular chlorine on closing.

---

3) First Aid Kit Check/ Oxygen Resuscitation Kit - Replacement Supplies Required (please list):-

AED Defib Pads FOR Cardiac Science Powerheart G5 1 x paediatric pads REF# XELAED003A expiry 28/11/18 ***Ros has Ordered***

4) Consumables - Items required *e.g. Toilet paper, hand towel, soap* (please list):-
2 x 40kg chlorine granular,

5) Maintenance Issues (please list):-

1. Leaking seal on Sand filter. (photo below) reported 10/01/18
2. Sharp point on hand rail. A patron came across it on 1/12/17 and notified me. (have put putty over it)
3. Wading pool – opening and closing valve needs replacing.
4. Wading pool - valve on the filter leaks after doing a backwash.

5. Wading Pool – drain pipe will need to be replaced in the off season.
6. Rust coming though in 25m pool – *pictured below.*
7. There are holes and gaps appearing around the concourse. Some have been there a long time and have been checked and cleared however I think it's time to have them rechecked as there are new holes appearing. Note: I rang Rob Hayward on the 28/11/18 to explain how the concourse has sagged taking photos of it doesn't really show how bad it has gotten.
8. Hand rail on ladder located deep end West side is rusted out.

6) Safety Issues (Please list)

9. Shade/ shelter area as identified in the audit. Surat Pool has no shelter for patrons to stand under when it rains.
10. HEALTH HAZZARD in October I had problems with the ladies amenities blocking and have discovered that the septic and storm water is all connected. I had faeces coming up in the change room and over flowing in the BBQ area. I have moved the BBQ outside the fenced area until we can make the BBQ area hygienic again. I have suggested concreting the area that way if the drain trap (DT) overflows again we can wash the area down with sanitiser. Emailed Facilities 26/10/17. UPDATE: new toilets and pipes have been put in, can we lay a cement pad down for hygiene?
11. Mosquito breeding ground at the back gate every time it rains as there is no drainage between the Rec oval and the pool. *Picture below.*
12. First aid room. Identified in the audit.

7) Safety and Maintenance Issues Resolved this month

Peter Horribin came and fixed the flow meter. Arjan from PWTS came and installed dosing box.

---

8) Incidents (please ensure all incidents are reported to council the same day they occur on council's incident form)

1. Oxygen given to a lady 23/11/18. Incident report filled out and sent to Tanya Mansfeild MRC Facilities on the same day.

---

9) Issues with unruly patrons ect (Drunk, abusive, violation of pool rules)

None to report

---

10) Any other issues that should be reported to council

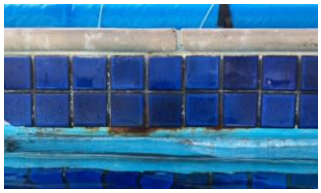
I have been working with Arjan from PWTS to try and get the chlorine automated.

Photos

- Leaking seal on Sand filter.



- Rust – there is rust coming through at the shallow end of 25m pool



- Gaps in concourse - Hard to see in the photo.









- Hand rail rusted out.



- Mosquito breeding ground



Off Season Jobs

- Wading Pool – drain pipe will need to be replaced in the off season. April 2018

- Pest control - to spray all buildings and sheds. Sprayed May 2017
- Service mowers, whipper snipper, blower – 1 x ride on, 1 x push mower, 1 x whipper snipper, 1 x blower
- Service dosing pumps – August is a good time to do this. Last serviced 19/09/2017

Wish List

- Covered area for shelter and shade. There is a small area at the entrance of the facility that people can take shelter if it rains. (Patrick measured this up when he was here)
- Tables and chairs for the sheltered area
- Office/first aid room – on Ros Waldron's pool visit (26/10/17) we spoke about my lack of room and how much I am cramming into a small space. I have previously had in my monthly reports about turning the front room (adjacent the kiosk, though the wall of picture 3) into an office. If we can put a double door through that wall it can be a first aid and office combined ticking off on issues brought up in our audit.
  When Ricky Jones was here measuring up the amenities I asked if he could look at the possibility of doing this. Firstly he said it could be done, secondly he said that the brick wall is a load bearing wall and that there will need to be electrical work done as in rerouting wiring and split system air conditioner.

1 2 3





Name & Signature of Pool Manager

Name:- Mel Sutton – Outback Swim School - Manager Surat Pool

Signed:-

M N SUTTON

Date : 05.12.2018

Maranoa Regional Council

WALLUMBILLA POOL MANAGEMENT REPORT

For the Month of November, 2018.

1. Pool Entries

	General Entry	Schools	Race Night	Squad	Learn to Swim	AquaFit	Total
Adult	193	0	0	0	0	0	193
Children	252	0	0	0	0	0	252
						Total	**445**

Comments: I do not have numbers for school swimming or club nights.

---

2. Pool Chemical Log

Averages	Chlorine PPM	PH	Total Alkalinity	Calcium	Pool Temperature
Week 1	2 - 3	7.60	200	100	24˚
Week 2	2 - 3	7.75	135	100	25˚
Week 3	1 - 3	7.70	135	100	25˚
Week 4	1 - 3	7.80	140	100	26˚

Comments:- Water clarity is great.
from my last report I and my team have been working hard to balance and work out the pool water levels. After a nightmare start we are on track. We are keeping the TDS between 4.2 and 4.6. I'm happy to say we have also cut back on acid to approximately 40L per week (down from 140+L per week in the past). I am running the pH higher as the town water pH is higher and making adjustments to CaH and T/A to balance the water. I have cut out alkalinity up (bicarb soda) altogether as I use town water to raise the alkalinity due to it being so high.

---

3. First Aid Kit Check/ Oxygen Resuscitation Kit - Replacement Supplies Required (please list):-

One adult mask and tubing for oxygen.
AED Defib Pads FOR Cardiac Science Powerheart 1 x paediatric pads REF# XELAED003A expiry 28/11/18 ***received adult pads still waiting on Paediatric pads***

4. Consumables - Items required *e.g. Toilet paper, hand towel, soap* (please list):-
Mop bucket, mop, Goji hand cleaner (this maybe at the depot)
School; pallet of acid, 2 x Calcium hardness

6. Maintenance request (please list):-

NA

7. Safety Issues (Please list)

- Pool hoist as there is no steps for older people to enter the water. This was also identified by a patron as their friend couldn't come to the pool as she couldn't enter or exit the pool.
- Cracking in cement around concourse
- Extra lighting for night use (photo below)

8. Safety Issues Resolved

NA

---

9. Incidents (please ensure all incidents are reported to council the same day they occur on council's incident form)

Non to report

10. Issues with unruly patrons ect (Drunk, abusive, violation of pool rules)

No

11. Any other issues that should be reported to council

The kiosk is not lined and has no air conditioning and really is a hot box. We took the thermometer in there and it was 36 degrees with everything open. Could you approach school and see if they would like to go halves in lining it. Christmas holidays last year Kirsten York (swim club) made mention of wanting to get it done.

Photos

- Needs more lighting for night use.



Off Season Jobs

- Pest control - to spray all buildings and sheds.
- Service mowers, whipper snipper, blower – 1 x ride on, 1 x push mower, 1 x whipper snipper
- Service dosing pumps

Name & Signature of Pool Manager

Signed:- M N SUTTON

Date : 04.12.2018

Maranoa Regional Council

Monthly Pool Management Report

For the Month of November 2018

Pool Name – Great Artesian Spa

1. Pool Entries

	General Entry	School Group	Swimming Club	Learn to Swim	Other
Adult	439				182
Children	Combined with adults				

Comments:-

Friday Morning Tea – 38, Sunday Breakfast – 20, Vital Health – 20

2. Gymnasium Use :

Comments:

336 entries into the gym and a total of 60 for yoga.

3. Cold Pool Chemical Log

Averages	Chlorine PPM	PH	Total Alkalinity	Calcium
Week 1	3.63	7.63	2.2AF	1.6CF
Week 2	3.68	7.57	2.0AF	1.6CF
Week 3	3.14	7.57	2.0AF	2.5CF
Week 4	3.63	7.65	2.2AF	1.6CF

Comments:-

4. Hot Pool Chemical Log

Averages	Chlorine PPM	PH	Total Alkalinity	Calcium
Week 1	3.39	7.66	1.4AF	1.0CF
Week 2	2.89	7.49	1.4AF	1.6CF
Week 3	3.50	7.39	0.7AF	1.8CF
Week 4	2.26	7.44	1.4AF	1.6CF

Comments:-

5. **Cold Pool Temperature**

	Daily Average
Week 1	28.6
Week 2	28.6
Week 3	26.0
Week 4	28.3

Comments:-

6. **Hot Pool Temperature**

	Daily Average
Week 1	40.3
Week 2	39.8
Week 3	39.5
Week 4	39.9

Comments:-

7. **First Aid Kit Check**

Replacement Supplies Required (please list):-

No items required

8. **Consumables**

Items required eg. Toilet paper, hand towel, soap (please list):-

27L Bin Liners, Dust Pan & Brush Set, 82L Heavy Duty Bin Liners, Medium Gloves, Small Gloves, Extra Large Gloves, Jumbo Toilet Rolls, GOJO Hand Soap, 240L Garbage Bags, Sudzee, Laundry Powder.

9. Maintenance Issues (please list):-

While the outdoor clock is working the associated buzzer is still not working correctly. At the present time staff are reminding clients of the need to limit prolonged immersion in the hot pool.

Pool depth signage is still to be re-instated (the new signs are at the Spa)

The Hydralift requires a new cowling (cover) for the base wiring. This has been tagged "out of order" by Council WH&S staff.

The fan cowling in the southernmost pool heater requires replacement.

10. Any other Issues Requiring Reporting

During the past month an incident was recorded involving a small leakage of liquid chlorine from a fresh pallet of drums. We are currently reviewing and re-writing our procedure for the safe receival and secure storage of pool chemicals.

Name & Signature of Pool Manager

Signed:-



Date : December 12, 2018

Maranoa Regional Council

Monthly Pool Management Report

For the Month of November 2018.

Pool Name – Mitchell Memorial Swimming Pool

1. Pool Entries

	General Entry	Average per day pool is open	School Group	Swimming Club	Learn to Swim	Other
Adult	75	3.13	N/A	N/A	N/A	N/A
Children	108	4.5	MSS 514 Mungallala 22 Dunkeld 12	391	122	N/A
Family (2Adults&2Children)	11		N/A	N/A	N/A	N/A

Comments:-

Pool Chemical Log

Averages	Chlorine PPM	PH	Total Alkalinity	Calcium
Week 1	2.62	7.73	95	40
Week 2	2.58	7.77	98	40
Week 3	2.19	7.71	84	100
Week 4	1.50	7.66	95	100

Comments:-

2. Pool Temperature

	Daily Average
Week 1	26.1
Week 2	27.1
Week 3	26.3
Week 4	26.1

Comments:-

3. First Aid Kit Check/ Oxygen Resuscitation Kit - Replacement Supplies Required (please list):-

Version 3. 03/06/15 Maranoa Regional Council

- Tweezers

4. **Consumables**

Items required eg. Toilet paper, hand towel, soap (please list)

_____
_____

5. **Maintenance Issues (please list):**

_____
_____

7. **Safety Issues (Please list)**

_____
_____

8. **Safety Issues Resolved**

_____
_____

9. **Incidents (please ensure all incidents are reported to council the same day they occur on council's incident form)**

_____
_____

10. **Issues with unruly patrons ect (Drunk, abusive, violation of pool rules)**

_____
_____

11. **Any other issues that should be reported to Council**

_____
_____

Name & Signature of Pool Manager

Signed:- Katrina Mansfield

Date :- 6 December 2018

Version 3. 03/06/15 Maranoa Regional Council

Maranoa Regional Council

Monthly Pool Management Report

For the Month of November 2018

Pool Name – Injune Swimming Pool

1. Pool Entries

	General Entry	School Group	Swimming Club	Learn to Swim	Other
Adult	316	18	54	18	
Children	384	76	83	61	

Comments Water aerobics recommenced for the new swimming season, well patronised with up to 14 ladies in some classes.

Pool Chemical Log

Averages	Chlorine PPM	PH	Total Alkalinity	Calcium
Week 1	5.1	7.6	79	270
Week 2	4.2	7.4	71	310
Week 3	3.9	7.6	76	280
Week 4	1.7	7.7	72	250

Comments:

_____

2. Pool Temperature

	Daily Average
Week 1	28.2
Week 2	27.1
Week 3	27.3
Week 4	26.8

Comments:-

_____

3. First Aid Kit Check/ Oxygen Resuscitation Kit - replacement Supplies Required (please list):-

4. Consumables Items required eg. Toilet paper, hand towel, soap (please list):

7.Safety Issues (Please list) Issues with unruly patrons ect (Drunk, abusive, violation of pool rules)

Safety Issues Resolved incidents (please ensure all incidents are reported to council the same day they occur on council's incident form

8. Any other issues that should be reported to council

Name & Signature of Pool Manager

Signed:- _K. Wolski_____

Version 3. 03/06/15 Maranoa Regional Council

Date : 17/12/18

Version 3. 03/06/15 Maranoa Regional Council

OFFICER REPORT

Meeting: General 23 January 2019 **Date:** 4 January 2019

Item Number: 13.5 **File Number:** D19/642

SUBJECT HEADING: Regional Pool Report December 2018

Classification: Open Access

Officer's Title: Support Officer - Facilities

Executive Summary:
Across the region, Council maintains five swimming pool complexes and The Great Artesian Spa complex.

Contractors operate the pools under Management Agreements, and provide monthly reports to Council identifying attendance, pool temperatures, chemical levels, maintenance issues and consumables.

Reports presented for the month of December 2018 include Great Artesian Spa, Mitchell Memorial Pool, Surat Pool and Wallumbilla Pool.

Injune Pool & Denise Spencer Pool Roma monthly report has not yet been submitted by the Contractor at the time of writing this report.

Officer's Recommendation:
That Council receive the Regional Swimming Pool reports for the month of December 2018.

Individuals or Organisations to which the report applies:

Are there any individuals or organisations who stand to gain a benefit, or suffer a loss, (either directly or indirectly) depending on the outcome of consideration of this matter?
(Note: This is to assist Councillors in identifying if they have a Material Personal Interest or Conflict of Interest in the agenda item - i.e. whether they should participate in the discussion and decision making).

Nil

Acronyms:

Are there any industry abbreviations that will be used in the report?
Note: This is important as particular professions or industries often use shortened terminology where they refer to the matter on a regular basis. However, for individuals not within the profession or industry it can significantly impact the readability of the report if these aren't explained at the start of the report).

Acronym	Description
Nil	Nil

Context:

Why is the matter coming before Council?

Due to high risk and nature of public pools, this report is presented to Council to keep Councillor's informed of any ongoing issues with our regional pools.

Background:

Has anything already happened in relation to this matter?
(Succinct overview of the relevant facts, without interpretation)

Issued maintenance requests and current actions tabled below:

LOCATION	ISSUE/REQUEST	ACTION/OUTCOME
WALLUMBILLA POOL	First Aid Equipment	None Required
	Consumables Order	At Roma Depot waiting for collection from Manager
SURAT POOL	First Aid Equipment	None Required
	Consumables Order	Consumables Ordered – PO Number 134163
	Maintenance Leaking Seal on sand filter	Part of capital upgrade on Wading Pool
	Sharp spot on hand rail	'Aqua Need It" has been placed over the sharp edges on hand rail until further maintenance
	Wading Pool – Opening and closing value to be replaced	Part of capital upgrade on Wading Pool
	Wading Pool – Valve on filter leaking while backwashing	Part of capital upgrade on Wading Pool
	Wading Pool – Drain pipe replacement	Part of capital upgrade on Wading Pool
	Rust coming through the wall of the 25m pool	Requires fibre glassing to copying tile to prevent further decay of pool. This will require capital upgrade. Proposed 2019/20 budget
	Holes and gaps appearing around the concourse of the 25m pool.	Steve Mizen is to undertake an inspection, and provide advice on what is causing this to occur
GREAT ARTESIAN SPA	First Aid Equipment	None Required
	Consumables	None Required
	Chemical Consumables	Chemicals have been ordered
	Plastic fan cowling on pool heater cracked	AJW Electrical installed new fan cowling
	Cold pool deep water depth sign broken (request for new ones)	1x Pool Depth sign ordered 1x Pool Depth at Spa to be put in
	Hot pool shallow water	2x 1.4m shallow depths

	depth signs 1.4m are faded need replacing (request for 2 new ones)	sign have been ordered
	One side of inner front door jammed	To be investigated and repaired
	Stove in the hall kitchen	AJW Electrical have been asked to inspect the stove in the kitchen on 3/1/19
	Roof leaks along the joins above the bar on the deck	Plumbers have attended – drains were blocked, waiting for another down pour of rain to see if the problem is fixed
	Hall kitchen dish washer is not working properly, Safety switch keeps flicking	AJW Electrical have been contacted to inspect and repair.
	Request for new pathway/ entry into hot pool, becomes slippery when wet	Recommended to use *slippery when wet* signs until a long term solution can be implemented
MITCHELL POOL	First Aid – Tweezers	To be supplied by Erisk – Emailed to have them sent out
	Consumables	None Required
	Maintenance- Trolley Tyre to be fixed. (Chemical transport trolley)	To be taken to the Tyre Centre for repairs

Legislation, Local Laws, State Policies & Other Regulatory Requirements:

What does the legislation and other statutory instruments include about the matter under consideration?(Include an extract of the relevant section's wording of the legislation – please do not just quote the section number as that is of no assistance to Councillors)

Royal lifesaving Australia – Guidelines for Safe Pool Operation.
Queensland Health – Swimming and Spa Pool Water Quality and Operational Guidelines 2004.

Council Policies or Asset Management Plans:

Does Council have a policy, plan or approach ordinarily followed for this type of decision? What are relevant sections of the policy or plan?
(Quote/insert the relevant section's wording / description within the report)

No

Input into the Report & Recommendation*:*

Have others' views or input been sourced in developing the report and recommendation to Council? (i.e. other than the report author?) What did each say? (Please include consultation with the funding body, any dates of critical importance or updates or approvals required)

Melissa Sutton – Surat & Wallumbilla Pool
Stacey Robertson – Denise Spencer Pool Roma

Katrina Mansfield – Mitchell Memorial Pool
Booringa Action Group – Great Artesian Spa
Kevin Wolski – Injune Pool

Funding Bodies*:*

Is the project externally funded (or proposed to be)? If so, are there any implications in relation to the funding agreement or grant application. (Please do not just include names)

Nil

This Financial Year's Budget:

Will the matter under consideration impact how much Council collects in income or how much it will spend? How much ($)? Is this already included in the budget? (Include the account number and description).
If the matter under consideration has not been included in the budget, where can the funds be transferred from? *(Include the account number and description)* ***What will not be done as a result?***

Nil. Council allocates funds in the Facilities Pool Operations and Maintenance budget to undertake minor repairs and maintenance. Larger projects are proposed for budget consideration.

Future Years' Budgets:

Will there need to be a change in future years' budgets to cater for a change in income or increased expenditure as a result of Council's decision? How much ($)? (e.g. estimate of additional maintenance or operating costs for a new or upgraded project)

A number of larger value requests will be tabled for Councillor's consideration in the 2019/2020 budget deliberations.

Impact on Other Individuals or Interested Parties:

Is there anyone who is likely to be particularly interested in or impacted by the decision, or affected by the recommendation if adopted? What would be their key interests or concerns?
(Interested Parties Analysis - IS9001:2015)

Melissa Sutton – Surat and Wallumbilla Pool
Stacey Robertson – Denise Spencer Pool Roma
Katrina Mansfield – Mitchell Memorial Pool
Booringa Action Group – Great Artesian Spa
Kevin Wolski – Injune Pool

Risks:

What could go wrong if Council makes a decision on this matter? (What is the likelihood of it happening and the consequence if it does) (List each identified risk in a table)

Risk	Description of likelihood & consequences
Nil	Monthly reports assist Council in managing risk associated with the pools

Advice to Council:

What do you think Council should do, based on your skills, qualifications and experience, your knowledge of this and related matters, and the facts contained in the report?
(A summary of what the employee thinks Council needs to hear, not what they think individual Councillors want to hear – i.e. employees must provide sound and impartial advice – the employee's professional opinion)

Report is provided to Council for information purposes.

Recommendation:

What is the 'draft decision' based on the advice to Council?
Does the recommendation suggest a decision contrary to an existing Council policy? If so, for what reason?
(Note: recommendations if adopted by Council become a legal decision of government and therefore must be clear and succinct about the action required by employees (unambiguous)).

Does this recommendation suggest a decision contrary to an existing Council policy? If so, for what reason?

That Council receive the Regional Swimming Pool reports for the month of December 2018.

Link to Corporate Plan:

Corporate Plan 2018-2023
Strategic Priority 4: Growing our region
4.9 Manage Council's land and buildings that contribute to the provision of a range of services across the region and are used by residents, visitors, business, industry and Council
4.9.4 Manage the region's 6 swimming pools.

Supporting Documentation:

1⇩	Wallumbilla Monthly Pool Report - December 2019	D19/1693
2⇩	Surat Monthly Pool Report - December 2019	D19/1691
3⇩	Great Artesian Spa Monthly Pool Report - December 2019	D19/977
4⇩	Mitchell Monthly Pool Report - December 2019	D19/936

Report authorised by:

Deputy Chief Executive Officer/Director - Development, Facilities & Environmental Services

Maranoa Regional Council

WALLUMBILLA POOL MANAGEMENT REPORT

For the Month of December, 2018.

1. **Pool Entries**

	General Entry	Schools	Race Night	Squad	Learn to Swim	AquaFit	Total
Adult	227	0	0	0	0	0	227
Children	257	0	0	0	0	0	257
						Total	**484**

Comments: I do not have numbers for school swimming or club nights.

---

2. **Pool Chemical Log**

Averages	Chl PPM	PH	T/A	CaH	Temp	TDS	SI
Week 1	2 - 3	8.00	120	125	24˚	12.4	0
Week 2	2 - 3	8.00	120	125	25˚	12.4	0
Week 3	1 - 3	8.00	120	125	25˚	12.4	0
Week 4	1 - 3	8.00	120	125	26˚	12.4	0

Comments:- Water clarity is great.
Happy to report that the pool is perfectly balanced and that the consumption of Pool acid has dropped by 96% and a 100% reduction Alkalinity up.

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3. **First Aid Kit Check/ Oxygen Resuscitation Kit - Replacement Supplies Required (please list):-**
   None required
4. **Consumables - Items required *e.g. Toilet paper, hand towel, soap* (please list):-**
   Mop bucket, mop, Goji hand cleaner (this maybe at the depot)
   School; pallet of acid, 2 x Calcium hardness
5. **Maintenance request (please list):-**
   Automatic Vacuum Cleaner is going around in circles.
   Removal of trees – there are gum trees around the pool that create a huge mess daily and the flowers are hard to get rid of as they float on top of the water.
   Removal of contaminated dirt and top dressing with feed lot manure to establish grass. Is there a grant that could help with this?

7. Safety Issues (Please list)

- Pool hoist as there is no steps for older people to enter the water. This was also identified by a patron as their friend couldn't come to the pool as she couldn't enter or exit the pool.
- Extra lighting for night use (photo below)

8. **Safety Issues Resolved**

NA

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9. **Incidents (please ensure all incidents are reported to council the same day they occur on council's incident form)**

None to report

10. Issues with unruly patrons ect (Drunk, abusive, violation of pool rules)

No

11. Any other issues that should be reported to council

The kiosk is not lined and has no air conditioning and really is a hot box. We took the thermometer in there and it was 36 degrees with everything open. Could you approach school and see if they would like to go halves in lining it. Christmas holidays last year Kirsten York (swim club) made mention of wanting to get it done.

Photos

- Needs more lighting for night use.



Off Season Jobs

- Pest control - to spray all buildings and sheds.
- Service mowers, whipper snipper, blower – 1 x ride on, 1 x push mower, 1 x whipper snipper
- Service dosing pumps

Name & Signature of Pool Manager

Signed:- M N SUTTON

Date : 09.01.2019

Maranoa Regional Council

SURAT POOL MANAGEMENT REPORT

Month of December, 2018.

1) Pool Entries

	General Entry	Schools	Race Night	Squad	Learn to Swim	Aqua Ducks	Total
Adult	168	12	12	-	-	20	**212**
Children	379	80	32	24	65	-	**580**
						Total	**792**

Comments: .

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2) Pool Chemical Log

25m Pool	Averages	Chl PPM	PH	T/A	CaH	Temp	TDS	SI
	Week 1	3.50	7.60	75	200	28°	1900	-.1
	Week 2	3.50	7.60	80	200	28°	1900	-.1
	Week 3	3.50	7.60	80	200	29°	1900	-.1
	Week 4	3.50	7.55	90	200	29°	1900	-.1
Wading Pool	**Averages**	**Chl PPM**	**PH**	**T/A**	**CaH**	**Temp**		
	Week 1	1-5.	7.5-7.8	80	200	26°	1000	-.1
	Week 2	1-5.	7.5-7.8	80	200	26°	1000	-.1
	Week 3	1-5.	7.5 -7.8	80	200	26°	1000	-.1
	Week 4	1-5.	7.5 -7.8	80	200	26°	1000	-.1

Comments:- Water clarity is excellent.

Wading pool is still leaking like a sieve so hard to maintain a steady reading. Daily tests as follows; 6am – 6ppm, 9am – 2.5ppm, 12pm – under 1ppm so add 400g granular chlorine at closing then at 3pm -2.5ppm, 6pm-1ppm then I add 500g of granular chlorine on closing. The pool has used close to 40kg of chlorine in the last month. As of the 3rd of January I turned the pump off and letting the pool drain out due to excess chlorine usage and potential damage to sand filter. Pool is now empty.

---

3) First Aid Kit Check/ Oxygen Resuscitation Kit - Replacement Supplies Required (please list):-
None required

4) Consumables - Items required *e.g. Toilet paper, hand towel, soap* (please list):-
1 x 40kg chlorine granular, mop bucket, 500L Hypochlorite (ordered). Vacuum head (speaking to Jason Day at Aquatic Elements about getting a large one)

5) Maintenance Issues (please list):-

1. Leaking seal on Sand filter. (photo below) reported 10/01/18
2. Sharp point on hand rail. A patron came across it on 1/12/17 and notified me. (have put putty over it)
3. Wading pool – opening and closing valve needs replacing.
4. Wading pool - valve on the filter leaks after doing a backwash.
5. Wading Pool – drain pipe will need to be replaced in the off season.
6. Rust coming though in 25m pool – *pictured below.*
7. There are holes and gaps appearing around the concourse. Some have been there a long time and have been checked and cleared however I think it's time to have them rechecked as there are new holes appearing.

Note: I rang Rob Hayward on the 28/11/18 to explain how the concourse has sagged taking photos of it doesn't really show how bad it has gotten.

8. Hand rail on ladder located deep end West side is rusted out.

6) Safety Issues (Please list)

9. Shade/ shelter area as identified in the audit. Surat Pool has no shelter for patrons to stand under when it rains.
10. HEALTH HAZZARD in October I had problems with the ladies amenities blocking and have discovered that the septic and storm water is all connected. I had faeces coming up in the change room and over flowing in the BBQ area. I have moved the BBQ outside the fenced area until we can make the BBQ area hygienic again. I have suggested concreting the area that way if the drain trap (DT) overflows again we can wash the area down with sanitiser. Emailed Facilities 26/10/17. UPDATE: new toilets and pipes have been put in, can we lay a cement pad down for hygiene?
11. Mosquito breeding ground at the back gate every time it rains as there is no drainage between the Rec oval and the pool. *Picture below.*
12. First aid room. Identified in the audit.

7) Safety and Maintenance Issues Resolved this month

Nothing to report

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8) Incidents (please ensure all incidents are reported to council the same day they occur on council's incident form)

1. Oxygen given to a lady 23/11/18. Incident report filled out and sent to Tanya Mansfeild MRC Facilities on the same day.

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9) Issues with unruly patrons ect (Drunk, abusive, violation of pool rules)

None to report

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10) Any other issues that should be reported to council

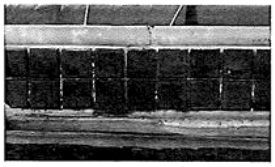
Nothing to report.

Photos

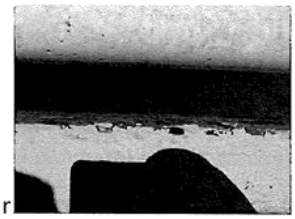
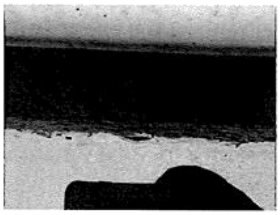
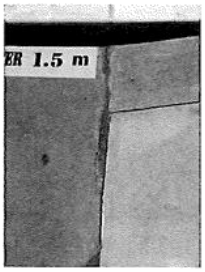
- Leaking seal on Sand filter.

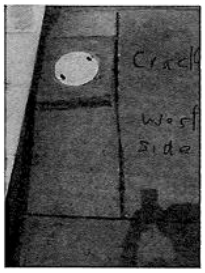


- Rust – there is rust coming through at the shallow end of 25m pool



- Gaps in concourse - Hard to see in the photo.

r   



- Hand rail rusted out.



- Mosquito breeding ground



Off Season Jobs

- Wading Pool – drain pipe will need to be replaced in the off season. April 2018
- Pest control - to spray all buildings and sheds. Sprayed May 2017
- Service mowers, whipper snipper, blower – 1 x ride on, 1 x push mower, 1 x whipper snipper, 1 x blower
- Service dosing pumps – August is a good time to do this. Last serviced 19/09/2017

Wish List

- Covered area for shelter and shade. There is a small area at the entrance of the facility that people can take shelter if it rains. (Patrick measured this up when he was here)
- Tables and chairs for the sheltered area
- Office/first aid room – on Ros Waldron's pool visit (26/10/17) we spoke about my lack of room and how much I am cramming into a small space. I have previously had in my monthly reports about turning the front room (adjacent the kiosk, though the wall of picture 3) into an office. If we can put a double door through that wall it can be a first aid and office combined ticking off on issues brought up in our audit.
  When Ricky Jones was here measuring up the amenities I asked if he could look at the possibility of doing this. Firstly he said it could be done, secondly he said that the brick wall is a load bearing wall and that there will need to be electrical work done as in rerouting wiring and split system air conditioner.

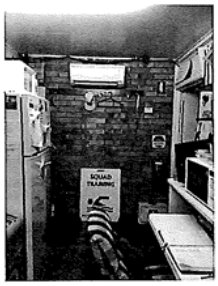
1



2



3



Name & Signature of Pool Manager

Name:- Mel Sutton – Outback Swim School - Manager Surat Pool

Signed:- M N SUTTON

Date : 09.01.2019

Maranoa Regional Council

Monthly Pool Management Report

For the Month of December 2018

Pool Name – Great Artesian Spa

1. Pool Entries

	General Entry	School Group	Swimming Club	Learn to Swim	Other
Adult	460				109
Children	Combined with adults				

Comments:-

Friday Morning Tea – 3, Sunday Breakfast – 15, Vital Health – 24.

2. Gymnasium Use :

Comments:

222 entries into the gym and a total of 20 for yoga.

3. Cold Pool Chemical Log

Averages	Chlorine PPM	PH	Total Alkalinity	Calcium
Week 1	2.10	7.56	2.2	1.9
Week 2	2.26	7.75	2.2	1.9
Week 3	3.83	7.67	2.2	1.5
Week 4	3.92	7.58	2.0	2.1

Comments:-

4. Hot Pool Chemical Log

Averages	Chlorine PPM	PH	Total Alkalinity	Calcium
Week 1	1.57	7.26	0	2.1
Week 2	1.76	7.82	1.1	1.5
Week 3	3.47	7.14	1.4	1.0
Week 4	2.96	7.34	0.7	1.8

Comments:-

5. **Cold Pool Temperature**

	Daily Average
Week 1	28.7
Week 2	26.8
Week 3	29.1
Week 4	29.2

Comments:-

6. **Hot Pool Temperature**

	Daily Average
Week 1	40.2
Week 2	41.4
Week 3	38.6
Week 4	39

Comments:-

7. **First Aid Kit Check**

Replacement Supplies Required (please list):-

No items required

8. **Consumables**

Items required eg. Toilet paper, hand towel, soap (please list):-

Chemical Consumables required, DPD No 1, DPD No3. (Order form attached).

9. Maintenance Issues (please list):-

Booringa Action Group Inc. - Great Artesian Spa
Outstanding Maintenance Report
All Transactions

Date	Num	Short Description
01/08/2018	32	The plastic Fan Cowling on the pool heater is cracked
01/08/2018	34	Cold pool deep water depth sign has broken off on one of it's corners
30/08/2018	38	Hot pool shallow water depth signs 1.4m are both very faded. Request for 2 new ones.
05/09/2018	40	Request for inspection of new concrete pathway and entry into the hot pool.
10/12/2018	53	One side of the inner front door of the hall seems to be jammed.
10/12/2018	54	Stove in the Hall Kitchen needs maintenance and repairs.
13/12/2018	57	There appears to be a bad leak all along the joins right above the bar on the deck.
04/01/2019	58	Chemical consumables as per attached Order Form No. 121802
07/01/2019	59	Reports of one of the hall toilets not flushing.
07/01/2019	60	Hall Kitchen Dish Washer not working properly, safety switch keeps flicking on for no reason.

10. Any other Issues Requiring Reporting

NIL

Name & Signature of Pool Manager

Signed:-



Jeff Watson

Date : 07/01/2019

Maranoa Regional Council

Monthly Pool Management Report

For the Month of December 2018.

Pool Name – Mitchell Memorial Swimming Pool

1. Pool Entries

	General Entry	Average per day pool is open	School Group	Swimming Club	Learn to Swim	Other
Adult	144	5.76	N/A	N/A	N/A	N/A
Children	206	8.24	MSS 401 Mungallala 11 Dunkeld 12	136	135	N/A
Family (2Adults&2Children)	21		N/A	N/A	N/A	N/A

Comments:-

Mitchell State School held their 'Big Day Out' activities at the pool this year with the pool, play park, jumping castle and water slide available for the children to enjoy. The program is designed as a reward for students with good behaviour all year.

The Pool has hosted 3 birthday parties for children throughout the month of December.

25 Children participated in the learn to swim intensive program held at the Mitchell Swimming Pool from the 16th December until the 18th December 2018.

Pool Chemical Log

Averages	Chlorine PPM	PH	Total Alkalinity	Calcium
Week 1	1.56	7.78	109	30
Week 2	1.74	7.68	97	70
Week 3	1.92	7.72	97	40
Week 4	1.61	7.73	68	50

Comments:-

_____

_____

2. Pool Temperature

	Daily Average
Week 1	27.2
Week 2	27.9
Week 3	30.8

Version 3. 03/06/15 Maranoa Regional Council

Week 4	26.3

Comments:-

3. **First Aid Kit Check/ Oxygen Resuscitation Kit - Replacement Supplies Required (please list):-**
   - Tweezers
4. **Consumables**

Items required eg. Toilet paper, hand towel, soap (please list)

5. **Maintenance Issues (please list):**
   - Trolley used for transporting chemicals needs the tyre fixed.

7. **Safety Issues (Please list)**

8. **Safety Issues Resolved**

9. **Incidents (please ensure all incidents are reported to council the same day they occur on council's incident form)**

On Saturday 29th December 2018 an incident occurred in the pool pump shed where a pipe broke, plumbers were notified and the issue was rectified with limited disruption to the pool opening hours.

10. **Issues with unruly patrons ect (Drunk, abusive, violation of pool rules)**

11. **Any other issues that should be reported to Council**

Name & Signature of Pool Manager

Signed:- Katrina Mansfield

Date :- 3 January 2019

Version 3. 03/06/15 Maranoa Regional Council

OFFICER REPORT

Meeting: General 23 January 2019 **Date:** 9 January 2019

Item Number: 13.6 **File Number:** D19/1682

SUBJECT HEADING: User Agreement Renewal - Queensland Blue Light Association Inc - Bendemere Bluelight Shed

Classification: Open Access

Officer's Title: Facility Lease Management & Housing Officer/Team Coordinator

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Executive Summary:
Council has been advised by Queensland Blue Light Association Inc. - Bendemere Blue Light Shed that they would like to renew their User Agreement for the building known as the Bendemere Blue Light Shed, located in Perry Street in Yuleba.

Officer's Recommendation:
That Council enter into an agreement with the Queensland Blue Light Association Inc. - Bendemere Blue Light Shed for the use of the Bendemere Blue Light Shed for a period of (5) five years.

Individuals or Organisations to which the report applies:

Are there any individuals or organisations who stand to gain a benefit, or suffer a loss, (either directly or indirectly) depending on the outcome of consideration of this matter?
(Note: This is to assist Councillors in identifying if they have a Material Personal Interest or Conflict of Interest in the agenda item - i.e. whether they should participate in the discussion and decision making).

Queensland Blue Light Association Inc. - Bendemere Blue Light Shed

Acronyms:

Are there any industry abbreviations that will be used in the report?
Note: This is important as particular professions or industries often use shortened terminology where they refer to the matter on a regular basis. However, for individuals not within the profession or industry it can significantly impact the readability of the report if these aren't explained at the start of the report).

Acronym	Description
Nil	Nil

Context:

Why is the matter coming before Council?

Queensland Blue Light Association Inc. - Bendemere Blue Light Shed has advised Council advising they wish to enter into another agreement for the use of the Bendemere Blue Light Shed in Yuleba. The previous agreement expired on 30 November 2018.

Background:

Has anything already happened in relation to this matter?
(Succinct overview of the relevant facts, without interpretation)

Bendemere Blue Light Shed have scheduled activities approximately 6 times a year but are trying to increase these numbers, they are a valuable group for the community and their activities are always well attended.

Legislation, Local Laws, State Policies & Other Regulatory Requirements:

What does the legislation and other statutory instruments include about the matter under consideration?(Include an extract of the relevant section's wording of the legislation – please do not just quote the section number as that is of no assistance to Councillors)

Nil

Council Policies or Asset Management Plans:

Does Council have a policy, plan or approach ordinarily followed for this type of decision? What are relevant sections of the policy or plan?
(Quote/insert the relevant section's wording / description within the report)

Nil

Input into the Report & Recommendation*:*

Have others' views or input been sourced in developing the report and recommendation to Council? (i.e. other than the report author?) What did each say? (Please include consultation with the funding body, any dates of critical importance or updates or approvals required)

Bec Sherrin - Yuleba Police
Manager - Facilities (Land, Buildings & Structures)

Funding Bodies*:*

Is the project externally funded (or proposed to be)? If so, are there any implications in relation to the funding agreement or grant application. (Please do not just include names)

Nil

This Financial Year's Budget:

Will the matter under consideration impact how much Council collects in income or how much it will spend? How much ($)? Is this already included in the budget? (Include the account number and description).
If the matter under consideration has not been included in the budget, where can the funds be transferred from? *(Include the account number and description)* ***What will not be done as a result?***

Nil

Future Years' Budgets:

Will there need to be a change in future years' budgets to cater for a change in income or increased expenditure as a result of Council's decision? How much ($)? (e.g. estimate of additional maintenance or operating costs for a new or upgraded project)

Nil

Impact on Other Individuals or Interested Parties:

Is there anyone who is likely to be particularly interested in or impacted by the decision, or affected by the recommendation if adopted? What would be their key interests or concerns?
(Interested Parties Analysis - IS9001:2015)

Nil

Risks:

What could go wrong if Council makes a decision on this matter? (What is the likelihood of it happening and the consequence if it does) (List each identified risk in a table)

Risk	Description of likelihood & consequences
Nil	Nil

Advice to Council:

What do you think Council should do, based on your skills, qualifications and experience, your knowledge of this and related matters, and the facts contained in the report?
(A summary of what the employee thinks Council needs to hear, not what they think individual Councillors want to hear – i.e. employees must provide sound and impartial advice – the employee's professional opinion)

It is advised that Council renew the agreement.

Recommendation:

What is the 'draft decision' based on the advice to Council?
Does the recommendation suggest a decision contrary to an existing Council policy? If so, for what reason?
(Note: recommendations if adopted by Council become a legal decision of government and therefore must be clear and succinct about the action required by employees (unambiguous)).

Does this recommendation suggest a decision contrary to an existing Council policy?
If so, for what reason?

Nil

Link to Corporate Plan:

Corporate Plan 2018-2023
Strategic Priority 4: Growing our region
4.9 Manage Council's land and buildings that contribute to the provision of a range of services across the region and are used by residents, visitors, business, industry and Council
4.9.3 Develop and implement agreements for the long term use of facilities (including leases, management agreements, user agreements).

Supporting Documentation:

1⇩	Queensland Blue Light Association - Insurance Certificate of Currency - Expiry 14 July 2019	D19/1647
2⇩	Executed User Agreement - Queensland Blue Light Association In. 28/4/2016 - Bendemere Bluelight Shed	D19/1684

Report authorised by:

Deputy Chief Executive Officer/Director - Development, Facilities & Environmental Services

HOSTSURE
UNDERWRITING AGENCY

Lvl 5, 97–99 Bathurst Street, Sydney NSW 2000
PO Box A2016, Sydney South NSW 1235
Ph: (02) 9307 6600 Fax: (02) 9307 6699

CERTIFICATE OF CURRENCY
BROADFORM LIABILITY

This certificate is provided for information purposes and is accurate based on our records at the time it is issued. We are under no obligation to inform you of any subsequent changes to the insurance contract or our records. This certificate confers no rights on the certificate holder and is not intended to amend, extend or alter the coverage provided by the policy in any way.

The Insured:	Queensland Blue Light Association		
Policy Number:	LE-152671		
Period of Insurance:	**From**	14 July 2018	(at 4pm local time)
	To	14 July 2019	(at 4pm local time)
Business:	Principally Organisation, Promotion and Management of Drug and Alcohol Free Discos and Dance Parties for Children under 18 Years, Movie Nights, Camps, Hiring of Equipment including Fitness Equipment, Canoes, Kayaks and their associated Trailer and Audio Visual Equipment. Indoor Rock Climbing, Skating,Obstacle Course Navigation, Netball, Soccer, Indoor and Outdoor Games, e.g. Duck Duck Goose, Statutes, Limbo, Basketball, Volleyball, Relay Races, Boxing Coaching and BMX Training and Racing. Use of decomissioned pre-school at Halifex for Blue Light related activities as per insured advice, Mud Run, Boxercise, Hall Hire and Blue Edge Fitness program. Also including fundraising events with up to 500 attendees.		
Limit of Liability:	Public Liability	$30,000,000	Any one Occurrence
	Products Liability	$30,000,000	In the aggregate for all claims during any one Period of Insurance
Territorial Limits:	Worldwide excluding United States of America or Canada, their territories or protectorates.		
Insurer:	Certain Underwriters at Lloyd's (100%)		
Additional Insured:	It is hereby agreed that the persons and/or entities scheduled below are added as Additional Insureds. The Duke of Edinburgh's International Award Award Activities The term Additional Insured means a party who is insured with respect to claims caused by the acts or failure to act of the Named Insured, where that party is held vicariously liable for the action of the Insured. Such coverage is provided in accordance with all the terms and		

conditions of this Policy and only with respect to premises, work, products and/or services which are insured under this Policy.

Signed:



Hostsure Underwriting Agency Pty Ltd
ABN 44 108 154 829 AFSL 268726
On behalf of Certain Underwriters at Lloyd's

Date: 17 July 2018

winsure UNDERWRITING

Winsure Underwriting Pty Ltd

A.B.N 68 169 336 252
AFSL 459637

www.winsure.com.au

Tuesday, July 17 2018

CERTIFICATE OF CURRENCY

The Insured:	Queensland Blue Light Association Inc
Effected With:	Certain Underwriters at Lloyd's
Class:	Public and Products Liability
Other Interests Noted:	Duke of Edinburg
Policy Wording:	GL0413v2 Wording
Policy Number:	CGL-5418
Period of Insurance:	14-07-2018 to 14-07-2019 at 4:00pm Local Time
Insured's Business:	Organization of youth camp activities only (Always facilitated by licensed, qualified and insured third parties and consisting of flying fox, high ropes courses, canyoning, abseiling and go karting). Annual Billy Kart Darby (non-motorised) Owner/Operator of roller skating rink / hall at Nanango QLD. High ropes activity for the EDGE Program (Always facilitated by licensed, qualified and insured third party) only.
Limits of Liability:	Public Liability: A $30,000,000.00 any one occurrence Products Liability: A $30,000,000.00 any one occurrence and in the aggregate
Extensions:	As per policy wording and schedule

Signed on behalf of certain underwriters at Lloyd's by Winsure Underwriting Pty Ltd

Kind regards,

Simon Lightbody
Winsure Underwriting Pty Ltd

Level 5, 99 Bathurst Street, Sydney NSW 2000
PO Box A2016, Sydney South NSW 1235

Phone: 02 9307 6600
Fax: 02 9307 6699

USER AGREEMENT

Parties

Maranoa Regional Council

and

Queensland Blue Light Association Incorporated

maranoa REGIONAL COUNCIL

DATE 30 November 2015

1.0 THE LANDLORD

Name: Maranoa Regional Council
Address: PO Box 42, Mitchell Qld 4465
Ph: 1300 007 662
Fax: (07) 4624 6990

2.0 THE TENANT

Name: Queensland Blue Light Association – Bendemere Branch
Address: C/- Yuleba Police Station
Stephenson Street, Yuleba QLD 4427
Ph: 0429 720 265
Contact: Officer in Charge
Senior Constable Luke Matthews
Email; matthews.luken@police.qld.gov.au

3.0 THE PREMISES

Description: Building known as the Bendemere Bluelight Shed.
Address: Garden Street, Yuleba
Lot on Plan: Part of Lot 7Y22118 (8 Perry Street, Yuleba)

4.0 TERM

Term of Agreement: 3 Year Commencing 30 November 2015
Expiry: 29 November 2018

5.0 OPTION FOR FURTHER TERM

Option and Option Term: Nil

6.0 RENT

$0.00

7.0 PERMITTED USE

Youth Centre

8.0 PERCENTAGE OF OUTGOINGS

0%.

Council agrees to pay all outgoings including building insurance and rates. Council will also maintain the gardens surrounding the property.

9.0 DEPOSIT

$0.00

11.0 LANDLORD'S AGENT

Agent: Tanya Mansfield
Address: P O Box 42, Mitchell QLD 4465

12.0 SPECIAL CONDITIONS

- The User must take out and maintain public liability insurance for the amount of not less than $10 million.
- The User is responsible for all their own equipment and daily requirements.

maranoa REGIONAL COUNCIL

13.0 MAINTENANCE

Council shall be responsible for all routine maintenance of the Facility including fire fighting equipment, and annual pest control spraying for cockroaches, household ants and spiders.

All maintenance shall be reported to Council's Building and Structures team for action by phoning 1300 007 662.

14.0 DAMAGE or DESTRUCTION

All building maintenance will be the responsibility of Council, except when the manner of the Users undertakings causes damage to Councils Facility or when a deliberate act of vandalism is committed by the User. Any damage that is intentionally caused to the Facility by the User will be replaced or repaired with the User to incur the full cost.

15.0 USER OBLIGATIONS

15.1 The User shall ensure the terms and conditions of this Agreement have been made known to all persons prior to entering the Facility.

15.2 The User shall ensure that all persons who enter the Facility are made aware that they enter at their own risk.

15.3 The User shall ensure that all persons using the Facility do so in an orderly and well behaved manner, which includes –

- No alcohol/drugs; and
- No smoking within the Facility

15.4 The User shall remove, or cause to be removed, any persons from the Facility whose behaviour is inappropriate, disruptive or causes any danger or threat to any other person or property.

15.5 The User shall not place, leave or permit to be placed or left any debris or rubbish in any part of the Facility and shall ensure that all trash and garbage are placed in proper receptacles.

15.6 The User shall not erect any structure or permanent fixture at the Facility without the written consent of Council.

15.7 The User shall not cause any nails, tacks, adhesives, or other articles to be driven into or on the floor, walls or ceilings of the Facility without the written consent of Council.

15.8 The User shall not dismantle, remove or replace any structure or permanent fixture at the Facility without the written consent of Council.

15.9 The User shall ensure after each use, the Facility is appropriately and adequately secured and that all security devices installed are properly engaged.

15.10 The User shall upon demand, in writing, from Council return all keys held by or on behalf of the User to Council.

15.11 The User shall comply with all reasonable directions of authorised Council staff in its use of the Facility.

maranoa REGIONAL COUNCIL

EXECUTION

EXECUTED as an agreement.

EXECUTED by **Maranoa Regional Council:**

A/Chief Executive Officer — ROB HAYWARD

Signature of Witness — Name (BLOCK LETTERS) JULIE REITANO

ERIN TOMPKINS — 24/4/16

Name (BLOCK LETTERS) — Date signed

SIGNED by **Queensland Blue Light Association Incorporated**

In the presence of:

Signature

Signature of Witness — Name (BLOCK LETTERS) S/C LUKE MATTHEWS

Sandra Lee Carter — 23/3/16

Name (BLOCK LETTERS) — Date signed

Licenced Insurance Brokers
Established 1980

Rostand Pty Ltd ABN 43 926 465 523 AFSL 245562 T/as

TONY BEMROSE INSURANCE BROKERS

Level 9, 269 Wickham Street I PO Box 300 I Fortitude Valley Q. 4006

Ph (+617) 3252 5254 I Fax (+617) 3252 9076 I www.tbib.com.au I tbib@tbib.com.au

Member Steadfast Group Limited I Member Council of Queensland Insurance Brokers

Company: Queensland Blue Light Association Incorporated

CERTIFICATE OF INSURANCE

From: Sean Bemrose

We hereby confirm that we have arranged the insurance cover mentioned below:

Queensland Blue Light Association Inc.
Attention: Sgt Paul Lincoln
GPO Box 1440
BRISBANE QLD 4001

Date: 14/07/2015
Our Reference: BLUE L
RENEWAL

Class of Policy: Liability Insurance
Insurer: Lloyds Of London
100% Lloyds Of London
ABN:
The Insured: Queensland Blue Light Association Inc.
As Detailed In The Schedule

Policy No: IA215126602
Invoice No: 95602
Period of Cover:
From 14/07/2015
to 14/07/2016 at 4:00 pm

Details:

See attached schedule for a description of the risk insured

IMPORTANT INFORMATION

The Proposal/Declaration:

- ☐ is to be received and accepted by the Insurer
- ☐ has been received and accepted by the Insurer

The total premium as at the above date is:

- ☐ to be paid by the Insured
- ☐ part paid by the Insured
- ☐ paid in full by the Insured
- ☐ paid by Monthly Direct Debit

Premium Funding

- ☐ This policy is Premium Funded

Please note that the policy defined above is subject to the receipt of the Proposal Declaration and acceptance by the Insurer (if not already completed and accepted) and subject to the full receipt and clearance of the total premium payable by the insured.

Schedule of Insurance

Class of Policy:	Liability Insurance	**Policy No:**	IA215126602
The Insured:	Queensland Blue Light Association Inc. As Detailed In The Schedule	**Invoice No:**	95602
		Our Ref:	BLUE L

BROADFORM LIABILITY INSURANCE

Underwriter:	Certain underwriters at Lloyd's & W.R. Berkley Insurance (Europe) Ltd via Hostsure Insurance Solutions Pty Limited
Policy wording:	SHLLIAB (03/13) plus Mandatory Conditions, Endorsements and Optional Benefits as described in this Schedule.
Insured:	Queensland Blue Light Association Incorporated and subsidiary or controlled entities now or previously extisting hereafter formed or acquired
Occupation:	Principally Organisation, Promotion and Management of drug and alcohol free discos and dance parties for children under 18 years, movie nights, camps, boxing coaching for up to 50 children, and the hiring of equipment including canoes, kayaks and their associated trailer and Audio Visual equipment and their associated trailer, BMX training and racing, Indoor rock climbing, skating, obstacle course navigation, netball, soccer, indoor and outdoor games.Senior Fun Nights and Mum's n Bubs Mornings.Boxercise for adults Use of decomissioned pre-school @ Halifex for Blue Light related activities as per insured advice and confirmation from insurer. Taisha Paterson-Burr & Larissa Di Bella (singing/guitarist duo) performing under Blue Light banner Boxercise and Mud run to be held in August.
Territorial Limit:	Worldwide excluding United States of America or Canada, their territories or protectorates
Jurisdiction:	Australia and New Zealand
Law:	Australia
Interest Insured:	All sums which You shall become legally liable to pay compensation in respect of Personal Injury or Damage to Property, which happens during the Period of Insurance, and is caused by an Occurrence in connection with the Business.
Limits of Liability:	Public Liability - any one occurrence $20,000,000

This certificate is not a substitute for the Policy of Insurance issued to you. The Policy, not this certificate, details your rights and obligations and the extent of your insurance cover.

MIRAMAR
UNDERWRITING AGENCY PTY LTD

www.miramaruw.com.au

31 July 2015

Certificate of Currency

Policy Number:	10070215
Insured:	Qld Blue Light Association Inc
Period of Cover:	From 4.00pm on 14 July 2015 to 4.00pm 14 July 2016
Class of Business:	Public & Products Liability
Limits of Liability:	AUD $10,000,000 any one occurrence and in the aggregate where specified in underlying In excess of AUD In excess of underlying $20,000,000 Hostsure Policy BU146800458 any one occurrence and in the aggregate where specified in underlying
Policy Wording:	Miramar Excess Liability (M2014.1)
Insurer:	Certain Underwriters at Lloyds of London (100%)

Cover Details

Occupation Details:	Organisation, Promotion & Mgement of Drug & Alcohol Free Discos & Dance Parties for Children under 18 Years, Movie Nights, Adventure Activities & Camps, Hiring of Equipment - Canoes, Kayaks & their associated trailer & Audio Visual Equipment. Indoor Rock Climbing, Skating, Obstacle Course Navigation, Netball, Soccer, Indoor & Outdoor Games, Flying Fox & Boxing Coaching for up to 50 Children. Senior Fun Nights Mum's n Bubs Mornings, BMX racing and training, Use of decommissioned pre-school @ Halifex for Blue Light and Taisha Paterson-Burr & Larissa Di Bella (singing/guitarist duo) performing under Blue Light banner, Boxercies for adults, Mud Run to be held in August
Situation:	Australia Wide
Place of Issue:	Sydney, Australia
Date of Issue:	31 July 2015

Address: PO Box A2016 Sydney South NSW 1235
Telephone: 02 9307 6600
Facsimile: 02 9307 6699
www.miramaruw.com.au
ABN: 97 111 534 797 AFSL: 314176

Policy Number: 10070215 www.miramaruw.com.au

Signed:

Simon Lightbody
for Miramar Underwriting Agency Pty Ltd as agents for the Insurer

MIRAMAR UNDERWRITING AGENCY
Address: PO Box A2016 Sydney South NSW 1235
Telephone: 02 9307 6600
Facsimile: 02 9307 6699
www.miramaruw.com.au
ABN: 97 111 534 797 AFSL: 314176

Transaction ID: 42349

OFFICER REPORT

Meeting: General 23 January 2019 **Date:** 11 January 2019

Item Number: 13.7 **File Number:** D19/2132

SUBJECT HEADING: Use of Council Facilities by Roma Performing Arts

Classification: Open Access

Officer's Title: Regional Grants & Council Events Development Coordinator

Executive Summary:
Council has received a request from the Roma Performing Arts to assist with their 2019 performance, which is their 50th anniversary year. The assistance relates to the extended use of Council facilities – the Cultural Centre and the Hibernian Hall – in the lead-up to the production in May.
It is recommended that Council assist with this request.

Officer's Recommendation:
That Council:

1. Approve the request from the Roma Performing Arts Society for extended use of Council facilities in the lead-up for their production in May 2019, noting it is a larger production to mark their 50th anniversary year:
a) Use of the Hibernian Hall for the first Sunday of the month from February – May.
b) Exclusive use of the auditorium in the Cultural Centre from 24 April – 21 May.
2. Recognise that as a not-for-profit organisation, there is no charge or bond applicable for the hire of these facilities under the 2018/19 Fees and Charges.
3. Work with the Roma Performing Arts Society to formulate a User Agreement to cover performances in future years.

Individuals or Organisations to which the report applies:

Are there any individuals or organisations who stand to gain a benefit, or suffer a loss, (either directly or indirectly) depending on the outcome of consideration of this matter?
(Note: This is to assist Councillors in identifying if they have a Material Personal Interest or Conflict of Interest in the agenda item - i.e. whether they should participate in the discussion and decision making).

Members and volunteers of the Roma Performing Arts.

Acronyms:

Are there any industry abbreviations that will be used in the report?
Note: This is important as particular professions or industries often use shortened terminology where they refer to the matter on a regular basis. However, for individuals not within the profession or industry it can significantly impact the readability of the report if these aren't explained at the start of the report).

Acronym	Description
RPA	Roma Performing Arts Society

Context:

Why is the matter coming before Council?

Council has received a request from the RPA for use of Council facilities for rehearsals in the lead-up for the performance in their 50th anniversary year. The performance will be *'Legally Blonde the Musical'* and will be performed at the Roma Cultural Centre on 16-18 May 2019.
The performance will be bigger than usual, both in terms of the production and cast numbers, and will require additional times for rehearsals and setting up the lights. As the auditorium will be required for a lengthy period, this report will inform Councillors and staff of the situation.

The facilities required are:

- Hibernian Hall for the first Sunday of the month February – May.
- Roma Auditorium from Wednesday, 24 April to Tuesday, 21 May consecutively, including the dates of the performance 16-18 May.

Background:

Has anything already happened in relation to this matter?
(Succinct overview of the relevant facts, without interpretation)

Bookings have been held for both facilities for the dates requested.

Legislation, Local Laws, State Policies & Other Regulatory Requirements:

What does the legislation and other statutory instruments include about the matter under consideration?(Include an extract of the relevant section's wording of the legislation – please do not just quote the section number as that is of no assistance to Councillors)

N/a.

Council Policies or Asset Management Plans:

Does Council have a policy, plan or approach ordinarily followed for this type of decision? What are relevant sections of the policy or plan?
(Quote/insert the relevant section's wording / description within the report)

As the RPA is a not-for-profit group, there are no hire fees or bonds applicable for the hire of the Roma Auditorium, or the Hibernian Hall, as per the 2018/19 Fees and Charges.

Input into the Report & Recommendation*:*

Have others' views or input been sourced in developing the report and recommendation to Council? (i.e. other than the report author?) What did each say? (Please include consultation with the funding body, any dates of critical importance or updates or approvals required)

Request from Tracey O'Brien – President – Roma Performing Arts
Facility Lease Management and Housing Officer – receptive to developing a user agreement to minimise impact on RPA volunteers booking the auditorium for future performances.
Customer Service – enquiries already received from other groups wanting to book the auditorium during this period.

Funding Bodies*:*

Is the project externally funded (or proposed to be)? If so, are there any implications in relation to the funding agreement or grant application. (Please do not just include names)

N/a

This Financial Year's Budget:

Will the matter under consideration impact how much Council collects in income or how much it will spend? How much ($)? Is this already included in the budget? (Include the account number and description).
If the matter under consideration has not been included in the budget, where can the funds be transferred from? *(Include the account number and description)* ***What will not be done as a result?***

There may be an impact on income, if the facilities are unavailable for hire.
There would be no impact on income if the potential hirers were not-for-profit organisations, who would also access the facilities without charge.

Future Years' Budgets:

Will there need to be a change in future years' budgets to cater for a change in income or increased expenditure as a result of Council's decision? How much ($)? (e.g. estimate of additional maintenance or operating costs for a new or upgraded project)

N/a

Impact on Other Individuals or Interested Parties:

Is there anyone who is likely to be particularly interested in or impacted by the decision, or affected by the recommendation if adopted? What would be their key interests or concerns?
(Interested Parties Analysis - IS9001:2015)
Potential users of Auditorium during this period.

Risks:

What could go wrong if Council makes a decision on this matter? (What is the likelihood of it happening and the consequence if it does) (List each identified risk in a table)

Risk	Description of likelihood & consequences
Risk of jeopardising performance.	Volunteer members of the RPA are involved in setting up the stage and lighting for rehearsals and performance. Due to their time constraints, it is not possible to continually reset stage and lighting, so exclusive use of the auditorium is requested.
Extended hire period.	This will result in the auditorium being unavailable to other groups, organisations or community members from 24 April until 21 May 2019.

Advice to Council:

What do you think Council should do, based on your skills, qualifications and experience, your knowledge of this and related matters, and the facts contained in the report?
(A summary of what the employee thinks Council needs to hear, not what they think individual Councillors want to hear – i.e. employees must provide sound and impartial advice – the employee's professional opinion)

This is a milestone performance for the Roma Performing Arts, and the volunteers are looking to make it bigger and better than ever, both in terms of the scale of the production and the number of participants. Providing assurance that the venue is available for rehearsals and lighting set up will reduce the impact on the volunteers, and contribute to the success of the performance.
Any potential income foregone for the hire of the auditorium over this period is likely to be minimal.

Recommendation:

What is the 'draft decision' based on the advice to Council?
Does the recommendation suggest a decision contrary to an existing Council policy? If so, for what reason?
(Note: recommendations if adopted by Council become a legal decision of government and therefore must be clear and succinct about the action required by employees (unambiguous)).

Does this recommendation suggest a decision contrary to an existing Council policy?
If so, for what reason?

That Council:

1. Approve the request from the Roma Performing Arts Society for extended use of Council facilities in the lead-up for their production in May 2019, noting it is a larger production to mark their 50th anniversary year:
   c) Use of the Hibernian Hall for the first Sunday of the month from February – May.
   d) Exclusive use of the auditorium in the Cultural Centre from 24 April – 21 May.
2. Recognise that as a not-for-profit organisation, there is no charge or bond applicable for the hire of these facilities under the 2018/19 Fees and Charges.
3. Work with the Roma Performing Arts Society to formulate a User Agreement to cover performances in future years.

Link to Corporate Plan:

Corporate Plan 2018-2023
Strategic Priority 4: Growing our region
4.10 Foster arts and culture within our communities and help preserve our local history
4.10.3 Provide opportunities for community groups to apply for financial and inkind assistance from Council for arts and cultural initiatives.

Supporting Documentation:

1⇩ Letter from Roma Performing Arts - Requesting use of Auditorium and Hibernian Hall - April - May 2019 — D19/787

Report authorised by:

Manager - Economic & Community Development
Deputy Chief Executive Officer/Director - Development, Facilities & Environmental Services

ROMA PERFORMING ARTS

To whom it may concern,

We, Roma Performing Arts Society, are a non-for-profit organisation dedicated to providing an experience of life through theatre. As we go into our 50th Anniversary year in 2019, we are keen to celebrate our accomplishments and use the time to look back on our rich history. As one of Roma's oldest community groups, we are hoping to do something bigger and better this year!

This year, Roma Performing Arts have decided to present *Legally Blonde the Musical* to the Maranoa community. This show will take over 30 cast members, 2 stage-hands, and an entire directing team. We are working tirelessly to put this project into motion.

For decades now, we have presented a variety of dramas, comedies, pantomimes and musicals. Our members, performers, stage crew, front of house team, and committee are all enthusiastic volunteers who are driven by their passion for local theatre. We welcome anyone who may also like to contribute to the life of our theatre. We invite everyone to join us, onstage and off, to become part of our family.

Many of our shows have been housed at Roma's premier performance venue, the Roma Bungil Cultural Centre. Our main studio is located at the Roma Community Arts Centre on Hawthorne Street. This year, due to us wanting to go bigger and better, we are seeking a space that can fit our large cast and ambitions.

We are asking if the Maranoa Regional Council would be generous enough to allow our organisation to use your Auditorium and Hibernian Hall once again free of charge. The dates for the Hibernian Hall specifically are as follows: Sunday February 3rd, Sunday March 3rd, Sunday April 7th and Sunday May 5th 2019. The dates for the Auditorium at the Roma Bungil Cultural Centre are Wednesday 24th April to Tuesday 21st of May consecutively. Our show dates are Thursday 16th, Friday 17th and Saturday 18th of May.

We thank you in advance for your consideration.

Sincerely,

Tracey O'Brien
President of Roma Performing Arts Society
PO Box 47, Roma QLD 4455

Customer Reference Number: 2762 (Auditorium) and 2759 (Hibernian Hall)

OFFICER REPORT

Meeting: General 23 January 2019 **Date:** 16 January 2019

Item Number: 13.8 **File Number:** D19/3071

SUBJECT HEADING: Funding Available through Australian Government 'Communities Combating Pests and Weed Impacts During Drought' Program

Classification: Open Access

Officer's Title: Regional Grants & Council Events Development Coordinator

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Executive Summary:
Council is one of the 202 drought-affected local councils who are eligible to apply for the Australian Government's '*Communities Combating Pests and Weed Impacts During Drought'* Program.
It is recommended that Council apply for funding, noting there is no co-contribution required.

Officer's Recommendation:
That Council:

1. Apply for funding for a weeds eradication program under the Australian Government's '*Communities Combating Pests and Weed Impacts During Drought'* Program.
2. Authorise the Chief Executive Officer, or delegate, to sign the funding agreement if the application is successful.

Individuals or Organisations to which the report applies:

Are there any individuals or organisations who stand to gain a benefit, or suffer a loss, (either directly or indirectly) depending on the outcome of consideration of this matter?
(Note: This is to assist Councillors in identifying if they have a Material Personal Interest or Conflict of Interest in the agenda item - i.e. whether they should participate in the discussion and decision making).

N/a

Acronyms:

Are there any industry abbreviations that will be used in the report?
Note: This is important as particular professions or industries often use shortened terminology where they refer to the matter on a regular basis. However, for individuals not within the profession or industry it can significantly impact the readability of the report if these aren't explained at the start of the report).

Acronym	Description
<Insert Acronym>	<Provide details>

Context:

Why is the matter coming before Council?

Council is one of the 202 drought-affected local councils who are eligible to apply for the Australian Government's 'Communities Combating Pests and Weed Impacts During Drought' Program. The Australian Government has announced a total of $15m in the 2018/19 financial year for the program, with $9m to be spent in Queensland – $7m on wild dog fencing, and $2m on pests and weed management.

About the Program:

- There is no minimum amount to be applied for, however, grants cannot exceed $1m.
- There is no financial contribution required from Council.
- One of the objectives is to stimulate economic activity and increase local employment.
- Funding must be spent on materials and labour associated with pest and weed management activities.
- Applications close 15 February 2019
- Assessment process takes 4 weeks, with activity due to commence in June 2019.
- Expected completion date is 12 months after commencement ie June 2020.

Background:

Has anything already happened in relation to this matter?
(Succinct overview of the relevant facts, without interpretation)

Council officers are considering a project – 'Crush the Cactus'. The project aims to undertake extensive control of priority weeds pests, Harrisia Cactus and Mother of Millions in areas of high infestation, particularly:

- Mitchell – Mungallala areas
- Yuleba -Jackson – Wandoan
- Yuleba – Surat road

The project will also aim to treat an outbreak of Rivernia Pear on the riverbank at Mitchell, and Opuntia Sulphurea (no common name) in the Wallumbilla area, as well as some initial control activates against blue agave and Queen of The Night cactus throughout the region.

The project is seeking funds to engage 2 people for a 12 month contract, plus plant hire, to undertake an intensive control program, to prevent the spread of these weeds onto nearby agricultural land.

The estimated cost is $210,000.

Legislation, Local Laws, State Policies & Other Regulatory Requirements:

What does the legislation and other statutory instruments include about the matter under consideration?(Include an extract of the relevant section's wording of the legislation – please do not just quote the section number as that is of no assistance to Councillors)
The legislative requirement for the weed control works is council's General Biosecurity Obligation under the Biosecurity Act 2014.

23 What is a *general biosecurity obligation*

(1)This section applies to a person who deals with biosecurity matter or a carrier, or carries out an activity, if the person knows or ought reasonably to know that the biosecurity matter, carrier or activity poses or is likely to pose a biosecurity risk.
(2)The person has an obligation (a ***general biosecurity obligation***) to take all reasonable and practical measures to prevent or minimise the biosecurity risk.
(3)Also, the person has an obligation (also a ***general biosecurity obligation***)—
(a)to prevent or minimise adverse effects on a biosecurity consideration of the person's dealing with the biosecurity matter or carrier or carrying out the activity; and
(b)to minimise the likelihood of causing a biosecurity event, or to limit the consequences of a biosecurity event caused, by dealing with the biosecurity matter or carrier or carrying out the activity; and
(c)not to do or omit to do something if the person knows or ought reasonably to know that doing or omitting to do the thing may exacerbate the adverse effects, or potential adverse effects, of the biosecurity matter, carrier or activity on a biosecurity consideration.

Examples of things that may exacerbate the adverse effects, or potential adverse effects, of biosecurity matter, a carrier or an activity—

- failing to isolate an infected animal from a herd
- failing to wash footwear before leaving a property on which anthrax is present
- inappropriately disposing of leaf litter containing a plant virus or disease
- failing to take reasonable steps to reduce contaminants in plants and animals, including, for example, by allowing designated animals (not including bees) to graze on land contaminated with heavy metals or by using water that may contain a contaminant to irrigate crops
- failing to manage the impact of invasive plants and animals on a person's land

Council Policies or Asset Management Plans:

Does Council have a policy, plan or approach ordinarily followed for this type of decision? What are relevant sections of the policy or plan?
(Quote/insert the relevant section's wording / description within the report)

Council's Pest Management Plan:

The following is an extract from the pest management plan

1.3 OBJECTIVES

The key objectives of this plan is to:
 Reduce the economic, environmental and social impacts of priority pests within the Maranoa Regional Council area.
 Partner with landholders and land managers to achieve cohesive control practices.
 Improve the use of resources and expertise available for managing pests within the Council.
 Prevent the establishment of new pests and minimize the spread of current pests.
 Improve the protection of environmentally significant areas.

Input into the Report & Recommendation*:*

Have others' views or input been sourced in developing the report and recommendation to Council? (i.e. other than the report author?) What did each say? (Please include consultation with the funding body, any dates of critical importance or updates or approvals required)

Rural Land Services and Funding Officer – recommended Council apply for funding for weed program as no co-contribution required. Recommended a weed program rather than fencing due to the tight timeframes for project commencement.
Program Guidelines – noted criteria, closing date of 15 February, and commencement date of June 2019.
Manager, Environment, Health, Waste & Rural Land Services – in support of a funding application.

Funding Bodies*:*

Is the project externally funded (or proposed to be)? If so, are there any implications in relation to the funding agreement or grant application. (Please do not just include names)

This project is proposed to be fully funded under the Australian Government's '*Communities Combating Pests and Weed Impacts During Drought'* Program.
If successful, Council will have to enter into a funding agreement with the Australian Government, and adhere to timeframes, acknowledgement and activities as set out in the guidelines.

This Financial Year's Budget:

Will the matter under consideration impact how much Council collects in income or how much it will spend? How much ($)? Is this already included in the budget? (Include the account number and description).
If the matter under consideration has not been included in the budget, where can the funds be transferred from? *(Include the account number and description)* ***What will not be done as a result?***

No impact on Council's 2018/19 budget.

Future Years' Budgets:

Will there need to be a change in future years' budgets to cater for a change in income or increased expenditure as a result of Council's decision? How much ($)? (e.g. estimate of additional maintenance or operating costs for a new or upgraded project)

As the project would be fully funded, there is not expected to be any impact on future budgets.

Impact on Other Individuals or Interested Parties:

Is there anyone who is likely to be particularly interested in or impacted by the decision, or affected by the recommendation if adopted? What would be their key interests or concerns? (Interested Parties Analysis - IS9001:2015)

Landholders in relevant areas of infestation – may be potential for combined activities.
Local Landcare groups– may be potential for combined activities.

Risks:

What could go wrong if Council makes a decision on this matter? (What is the likelihood of it happening and the consequence if it does) (List each identified risk in a table)

Risk	Description of likelihood & consequences
Missed opportunity for controlling infestation	The funding is an opportunity for additional weed control across the region.

Advice to Council:

What do you think Council should do, based on your skills, qualifications and experience, your knowledge of this and related matters, and the facts contained in the report?
(A summary of what the employee thinks Council needs to hear, not what they think individual Councillors want to hear – i.e. employees must provide sound and impartial advice – the employee's professional opinion)

This is an opportunity to conduct weed control at strategic areas across the region at no cost to Council, as well as provide additional employment opportunities. The fund is restricted competitive to specific drought-declared councils, so the opportunity to apply for funding is encouraged.

Recommendation:

What is the 'draft decision' based on the advice to Council?
Does the recommendation suggest a decision contrary to an existing Council policy? If so, for what reason?
(Note: recommendations if adopted by Council become a legal decision of government and therefore must be clear and succinct about the action required by employees (unambiguous)).

Does this recommendation suggest a decision contrary to an existing Council policy? If so, for what reason?

That Council:

1. Apply for funding for a weeds eradication program under the Australian Government's '*Communities Combating Pests and Weed Impacts During Drought'* Program.
2. Authorise the Chief Executive Officer, or delegate, to sign the funding agreement if the application is successful.

Link to Corporate Plan:

Corporate Plan 2018-2023
Strategic Priority 4: Growing our region
4.8 Assist in protecting the rural industry through administration and regulation of the region's natural environment
4.8.7 Work in partnership with landholders and other local governments to apply for funding and implement approved programs.

Supporting Documentation:

Nil

Report authorised by:

Deputy Chief Executive Officer/Director - Development, Facilities & Environmental Services

OFFICER REPORT

Meeting: General 23 January 2019 **Date:** 17 January 2019

Item Number: 13.9 **File Number:** D19/3381

SUBJECT HEADING: Approval for Variation to Works for Queensland Funded Projects

Classification: Open Access

Officer's Title: Regional Grants & Council Events Development Coordinator

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Executive Summary:
Council has previously received $1.35m in non-contestable funding under the Queensland Government's Works for Queensland program 2017-19. One of the projects is under budget, and it is proposed that a variation be requested from the Department to allocate these funds to another approved project.
It is recommended that Council approve this request.

Officer's Recommendation:
That Council:

1. Request a variation from the Department of Local Government for projects under the Works for Queensland 2017-19 Program:
   a) Re-allocate the budget surplus (approximately $30,000) from the Bore 12 Reservoir and Booster project to the Metering Unmetered Connections in Roma project.
2. Authorise the Chief Executive Officer to sign the variation form.

Individuals or Organisations to which the report applies:

Are there any individuals or organisations who stand to gain a benefit, or suffer a loss, (either directly or indirectly) depending on the outcome of consideration of this matter?
(Note: This is to assist Councillors in identifying if they have a Material Personal Interest or Conflict of Interest in the agenda item - i.e. whether they should participate in the discussion and decision making).

N/a.

Acronyms:

Are there any industry abbreviations that will be used in the report?
Note: This is important as particular professions or industries often use shortened terminology where they refer to the matter on a regular basis. However, for individuals not within the profession or industry it can significantly impact the readability of the report if these aren't explained at the start of the report).

Acronym	Description
W4Q	Works for Queensland Program 2017-19

Context:

Why is the matter coming before Council?

The Bore 12 Reservoir and Booster project, funded through the W4Q program, was originally estimated to cost $400,000. The project has been delivered under budget at approximately $370,000, with a saving of around $30,000. It is recommended that this money be re-allocated towards another W4Q funded project, Metering Unmetered Connections in Roma, which was originally allocated $65,000.
The Department of Local Government requires council approval to submit the variation form.

Background:

Has anything already happened in relation to this matter?
(Succinct overview of the relevant facts, without interpretation)

Council has previously been allocated $1.35m in non-contestable funding through the Queensland Government's Works for Queensland 2017-19 Program.
At its meeting on 26 July 2017, Council resolved to allocate the funding as follows:

That Council:
1. Submit the following projects under the State Government Works for Queensland Program:
Lighting for Roma Netball Courts $100,000
Road Projects (Regional Floodway Program 1-9) $585,000
Water Projects (Bore 12 Reservoir & Booster) $400,000
Water Projects (Metering unmetered connections) $65,000
Water Projects (Golf Link Fire Flow Augmentation) $200,000
Total $1,350,000
2. Commit to completing the works by the due date of 30 June 2019.
3. Authorise the Chief Executive Officer to sign the submission form, and any further agreements with the State Government as required. (Resolution No. GM/07.2017/51)

The Bore 12 project has been completed, and savings of approximately $30,000 have been identified. The money for the Metering project has also been expended, however, the scope of the project can easily be extended with the extra $30,000.

Legislation, Local Laws, State Policies & Other Regulatory Requirements:

What does the legislation and other statutory instruments include about the matter under consideration?(Include an extract of the relevant section's wording of the legislation – please do not just quote the section number as that is of no assistance to Councillors)

N/a

Council Policies or Asset Management Plans:

Does Council have a policy, plan or approach ordinarily followed for this type of decision? What are relevant sections of the policy or plan?
(Quote/insert the relevant section's wording / description within the report)

In line with Council's Water Network Asset Management Plan.

Input into the Report & Recommendation*:*

Have others' views or input been sourced in developing the report and recommendation to Council? (i.e. other than the report author?) What did each say? (Please include consultation with the funding body, any dates of critical importance or updates or approvals required)

Manager Water, Sewerage & Gas – recommends that the variation occur. The metering project can continue immediately – there is no need for extra design work – and can be delivered within the existing work program by 30 June 2019.

Funding Bodies*:*

Is the project externally funded (or proposed to be)? If so, are there any implications in relation to the funding agreement or grant application. (Please do not just include names)

Discussions have been held with the funding body, and they are receptive to the variation being officially requested.

This Financial Year's Budget:

Will the matter under consideration impact how much Council collects in income or how much it will spend? How much ($)? Is this already included in the budget? (Include the account number and description).
If the matter under consideration has not been included in the budget, where can the funds be transferred from? *(Include the account number and description)* ***What will not be done as a result?***

The project is fully funded externally, so there is no impact on Council's budget.

Future Years' Budgets:

Will there need to be a change in future years' budgets to cater for a change in income or increased expenditure as a result of Council's decision? How much ($)? (e.g. estimate of additional maintenance or operating costs for a new or upgraded project)

N/a. Projects must be completed by 30 June 2019.

Impact on Other Individuals or Interested Parties:

Is there anyone who is likely to be particularly interested in or impacted by the decision, or affected by the recommendation if adopted? What would be their key interests or concerns? (Interested Parties Analysis - IS9001:2015)

N/a.

Risks:

What could go wrong if Council makes a decision on this matter? (What is the likelihood of it happening and the consequence if it does) (List each identified risk in a table)

Risk	Description of likelihood & consequences
Timeframes not met	If the request for the variation is not approved, there is a risk that the money may be requested to be returned to the Department. All monies and projects must be completed by 30 June 2019 – this project can be completed in this timeframe.

Advice to Council:

What do you think Council should do, based on your skills, qualifications and experience, your knowledge of this and related matters, and the facts contained in the report?
(A summary of what the employee thinks Council needs to hear, not what they think individual Councillors want to hear – i.e. employees must provide sound and impartial advice – the employee's professional opinion)

Based on the timeframes with the funding (all projects must be completed and monies spent by 30 June 2019), it is recommended that Council approve the variation request. The extra $30,000 for continuing the metering project can be

delivered within this time. Approval for the project (with a smaller scope) has already been gained from the Department in the original application.

Recommendation:

What is the 'draft decision' based on the advice to Council?
Does the recommendation suggest a decision contrary to an existing Council policy? If so, for what reason?
(Note: recommendations if adopted by Council become a legal decision of government and therefore must be clear and succinct about the action required by employees (unambiguous)).

Does this recommendation suggest a decision contrary to an existing Council policy? If so, for what reason?

That Council:

1. Request a variation from the Department of Local Government for projects under the Works for Queensland 2017-19 Program:
    b) Re-allocate the budget surplus (approximately $30,000) from the Bore 12 Reservoir and Booster project to the Metering Unmetered Connections in Roma project.
2. Authorise the Chief Executive Officer to sign the variation form.

Link to Corporate Plan:

Corporate Plan 2018-2023
Strategic Priority 1: Getting the basics right
1.1 Supply water to our towns
1.1.5 Monitor the condition of the water network, plan and undertake maintenance, renewal and upgrade works through the 10 year asset management plan and annual budget process.

Supporting Documentation:

Nil

Report authorised by:

Manager - Economic & Community Development
Deputy Chief Executive Officer/Director - Development, Facilities & Environmental Services

OFFICER REPORT

Meeting: General 23 January 2019 **Date:** 16 January 2019

Item Number: 13.10 **File Number:** D19/3177

SUBJECT HEADING: Locomotive Mitchell Memorial Park community consultation outcome

Classification: Open Access

Officer's Title: Local Development Officer - Mitchell

Executive Summary:
The Queensland Pioneer Railway restoration committee has previously approached Council requesting that they acquire the C17 locomotive from Mitchell Memorial Park, to be relocated and restored at the the Queensland Pioneer Steam Railway in Ipswich.
Council resolved at their meeting on May 23, 2018 to undertake community consultation regarding this request, which occurred in October 2018.
This report provides an update on the results of the consultation.

Officer's Recommendation:
That Council:

1. Accept the results from the Mitchell community consultation and allow the C17 Locomotive, currently located in the Mitchell Memorial Park, to be removed for restoration purposes by the Queensland Pioneer Steam Railway committee, and relocated at the Queensland Pioneer Steam Railway in Ipswich.
2. Investigate options for a replacement for the locomotive, and take back to the Mitchell community for further consultation.

Individuals or Organisations to which the report applies:

Are there any individuals or organisations who stand to gain a benefit, or suffer a loss, (either directly or indirectly) depending on the outcome of consideration of this matter?
(Note: This is to assist Councillors in identifying if they have a Material Personal Interest or Conflict of Interest in the agenda item - i.e. whether they should participate in the discussion and decision making).

Queensland Pioneer Steam Railway stand to gain benefit if Council agree to allow them to restore the C17 locomotive.

Acronyms:

Are there any industry abbreviations that will be used in the report?
Note: This is important as particular professions or industries often use shortened terminology where they refer to the matter on a regular basis. However, for individuals not within the profession or industry it can significantly impact the readability of the report if these aren't explained at the start of the report).

Acronym	Description
QPSR	Queensland Pioneer Steam Railway
C17 locomotive	Class of Steam Engine

Context:

Why is the matter coming before Council?

At its meeting on 23 May, 2018 Council resolved as follows:

That Council:
1. Lead consultation with the Mitchell community to:
a) Canvas their willingness to see the locomotive currently located in the Mitchell Memorial Park relocated to the Queensland Pioneer Steam Railway Co-operative in Ipswich to be used as a working engine.
b) Assess the level of support for developing a Mitchell Railway Precinct incorporating a sleeping car, and assistance with Queensland Rail to obtain tenure over the Mitchell Railway Station to be used for Tourism development purposes.
2. Investigate costs and responsibilities involved with the development of a Mitchell Railway Precinct, should the community engagement prove positive. (Resolution No. GM/05.2018/46)

This report will table the results of the community consultation regarding the removal of the locomotive. Feedback was gained from an engagement session, held at the Mitchell Shire Hall on 30 October 2018, and a two-week period for the community to submit feedback forms via the website, or at the council office.

Background:

Has anything already happened in relation to this matter?
(Succinct overview of the relevant facts, without interpretation)

Council received a proposal from the Queensland Pioneer Steam Railway Co-operative to remove or exchange the C17 railway engine currently located in the Mitchell Memorial Park. The engine would be relocated to the Queensland Pioneer Steam Railway Co-operative in Ipswich to be restored and used as a working engine. In exchange for the locomotive an option to receive a refurbished sleeping car could be provided and situated in Mitchell as a tourism point of interest, and possible unique accommodation venue (options to be explored in future).

Following Council's decision in May 2018 to proceed to community consultation, the QPSR members made several trips to Mitchell to ensure the locomotive was suitable for restoration to an operational level. The following conclusions were reached upon inspection of the boiler:

- The plate work on the locomotive is beginning to fail quite noticeably especially on the tender and the floor of the cab near the drag box.
- Spares for almost all of the missing parts are available at QPSR or the patterns are on hand for construction of new.
- A restoration to steam would not differ overly from a static restoration, noticeably the reinstallation of brass parts and super heating elements. Likely, it would not exceeded $100,000 for a 10-year service life at 25kph (estimated turn around 4 years). Should funding be available from the Queensland Government (currently in negotiations) up to $70,000 would be set aside for a restoration to mainline standards (80+kph) within 1-2 year turn around.

- Currently the locomotive presents possibly the best chance in Queensland of feasibly returning an engine to steam utilising a mostly original component rather than a “grand-father’s axe” rebuild where only the number plates are original.
- If the deterioration of the drag box and tender continue within a 2 year span, major work will likely be required to the sub frame (replacement)

Following confirmation from the QPSR that the locomotive was suitable for their purposes, Council organised community consultation. A consultation session was held at the Mitchell Shire Hall on 30 October 2018, at which Rob Shearer from QPRS presented. 42 people attended. The outcome from the meeting was that the majority were in favour of the train being removed for restoration and becoming operational – ‘bringing it back to life.’

Further feedback opportunities were available to the community via feedback forms, which were available via the website or at the council office. During the two-week period, 37 surveys were received.

The following question was asked as Question 1 on the survey;
Are you in support of the locomotive currently located in the Mitchell Memorial Park being relocated to the Queensland Pioneer Steam Railway Co-operative in Ipswich to be used as a working engine? Yes/No.
78% of surveys recorded Yes – they would like to see the locomotive relocated and operational.

Based on community consultation received, there is a strong support for the locomotive to be restored to become operational on the QPSR tracks at Ipswich. The QPSR volunteer group, led by Robert Shearer are more than willing to work with Council and community to come up with the best alternate solution in place of the locomotive. Some of the suggested options are;

- Mini train play-ground equipment installed at Memorial Park
- Bed and breakfast options at the Major Mitchell Caravan Park
- Tea rooms
- Community study/education area
- Display at the Booringa Heritage museum
- Extension to the library to provide quiet reading areas
- Community meeting area
- Education centre driver reviver
- Community emergency shelter
- QPSR also advised that there may be a mini-train which could be available for location in the park, with ‘working’ levers etc. This would provide an opportunity for children playing on the train to ‘drive’ – a more interactional and safer experience than the current static display.

Survey answers (attached) provide Council with some ideas of how the community would like to see the space utilised.

During the community engagement session, it was identified by some community members that there should be another meeting to review options for a replacement for the train, whether it be the sleeping car and how it would be used, or a 'mini' train for the park.

Legislation, Local Laws, State Policies & Other Regulatory Requirements:

What does the legislation and other statutory instruments include about the matter under consideration? (Include an extract of the relevant section's wording of the legislation – please do not just quote the section number as that is of no assistance to Councillors)

Nil

Council Policies or Asset Management Plans:

Does Council have a policy, plan or approach ordinarily followed for this type of decision? What are relevant sections of the policy or plan?
(Quote/insert the relevant section's wording / description within the report)

Council does not have an Asset Management Plan for the locomotive.

Input into the Report & Recommendation*:*

Have others' views or input been sourced in developing the report and recommendation to Council? (i.e. other than the report author?) What did each say? (Please include consultation with the funding body, any dates of critical importance or updates or approvals required)

Rob Shearer from QPSR presented a 30-page document (attached) to the community outlining key facts about C17 locomotive.

Points to be noted are;

- Locomotive was reboilered in November '68 and decommissioned April '69 (it was never in service around Mitchell or Western Queensland.)
- Locomotive has been on plinth at Mitchell since 1970.
- Tender body is rusted through due to leaves from gum trees. Evidence of minor compacted rust under footplate floor, this can lead to floor giving way completely if left untreated. QPSR believe this could happen soon if left untreated along with a number of other issues.

Jeff Watson, Booringa Action Group – would like to see an alternative option for the train.

Funding Bodies*:*

Is the project externally funded (or proposed to be)? If so, are there any implications in relation to the funding agreement or grant application. (Please do not just include names)

Nil.

This Financial Year's Budget:

Will the matter under consideration impact how much Council collects in income or how much it will spend? How much ($)? Is this already included in the budget? (Include the account number and description).
If the matter under consideration has not been included in the budget, where can the funds be transferred from? *(Include the account number and description)* ***What will not be done as a result?***

At its meeting on 23 May 2018, Council resolved to ***allocate costs involved with the community consultation to the Mitchell General Operations budget WO 14827.2539.2001 (Local Development Mitchell Operations)*** ***(*Resolution No. GM/05.2018/46)**

Future Years' Budgets:

Will there need to be a change in future years' budgets to cater for a change in income or increased expenditure as a result of Council's decision? How much ($)? (e.g. estimate of additional maintenance or operating costs for a new or upgraded project)

If Council resolve to keep the locomotive, costs will be incurred to fence the surrounding precinct for safety reasons and install appropriate signage deterring persons from climbing on the locomotive.

In the QPSR presentation, an estimate of $50,000 was put forward for static restoration. This is based on having access to expert tradespeople and parts, as available at the QPSR site. '*Comparatively much of the work required for static restoration would be near to $50 000 based on the major repair works to the tender, cab floor, subsidence of track under the tender, removal of plant life, installation of safety steps and guard rails. This work would be required to prevent risk of cuts or abrasions of persons climbing on it.'*

If Council resolve to allow the locomotive to be removed for restoration, budget implications will occur regarding what to install in its place.

Impact on Other Individuals or Interested Parties:

Is there anyone who is likely to be particularly interested in or impacted by the decision, or affected by the recommendation if adopted? What would be their key interests or concerns? (Interested Parties Analysis - IS9001:2015)

Queensland Pioneer Steam Railway – they are requesting the locomotive for restoration to make it a working engine on the Ipswich Railway.
Mitchell community – option has been given to the community to name the engine to reflect its origins eg; "Booringa" "Major Mitchell" "The Mitchell" etc.
People from the Mitchell postcode would enjoy 50% off daylight trains at QPSR as well as visitation rights or just checking in to see the progress on the restoration of the Locomotive.
Mitchell Community / Major Mitchell Caravan Park / Booringa Museum – offer to house a carriage from the Westlander Stalwart; Carriage 1540. The options for this carriage are not limited to, but may include;

- Bed and breakfast options at the Major Mitchell Caravan Park
- Tea rooms
- Community study/education area
- Display at the Booringa Heritage museum
- Extension to the library to provide quiet reading areas
- Community meeting area
- Education centre driver reviver
- Community emergency shelter

Risks:

What could go wrong if Council makes a decision on this matter? (What is the likelihood of it happening and the consequence if it does) (List each identified risk in a table)

Risk	Description of likelihood & consequences
If Council decide to keep the locomotive, serious safety concerns are in place for the steam engine.	The likelihood of a person of any age falling through or hurting themselves by climbing on to the engine is high. In recent months sharps have been found inside the boiler.
If Council decide to keep the locomotive, a permanent fence will need to be installed.	Upgrade the existing fence and signage would be required. A 6-foot security fence would need to be installed to prevent people climbing the fence. This will detract from the beautification of the locomotive, but will be necessary to eliminate the risk of serious injury.
Risk of restoring locally	QPSR estimate the cost of restoration for a static display of around $50,000, depending on having the necessary expert skills, parts and machinery. There is also the risk of costly mistakes from unskilled workmanship.
Risk of further deterioration if action is not taken.	QPSR estimate if the deterioration at the drag box and tender continue within a 2 year span, major work will likely be required to the sub frame (replacement of frame sections and drag box), once this begins the option of restoration begins to drop exponentially and costs become prohibitive. The risk of public injury also increases.

Advice to Council:

What do you think Council should do, based on your skills, qualifications and experience, your knowledge of this and related matters, and the facts contained in the report?
(A summary of what the employee thinks Council needs to hear, not what they think individual Councillors want to hear – i.e. employees must provide sound and impartial advice – the employee's professional opinion)

Based on the presentation from QPSR and community feedback, it is recommended that the C17 locomotive be removed and restored by QPSR. This would prevent the engine from deteriorating further in the park, and enable it to be restored to working condition – 'brought back to life'.

Replacement options include:

1. Investigate the opportunity of installing a mini train at the Memorial Park in place of the C17, to allow children something safe to climb and play on in a much smaller version. This may be possible through QPSR in exchange for the locomotive.
2. Install the sleeping car at the caravan park as a unique accommodation option. This would have the benefit of being managed (booked, cleaned, serviced etc) through an existing accommodation provider, and would not detract, rather it would enhance, a local business.

Recommendation:

What is the 'draft decision' based on the advice to Council?

Does the recommendation suggest a decision contrary to an existing Council policy? If so, for what reason?
(Note: recommendations if adopted by Council become a legal decision of government and therefore must be clear and succinct about the action required by employees (unambiguous)).

Does this recommendation suggest a decision contrary to an existing Council policy? If so, for what reason?

That Council:

1. Accept the results from the Mitchell community consultation and allow the C17 Locomotive to be restored and operational on the Ipswich railway line by the Queensland Pioneer Steam Railway committee.
2. Investigate options for a replacement for the locomotive, and take back to the Mitchell community for further consultation.

Link to Corporate Plan:
Corporate Plan 2018-2023
Strategic Priority 1: Community Leadership & Accountability
1.5 Community Engagement (Inform, Consult, Involve, Collaborate, Empower)
1.5.4 Project specific engagement

Supporting Documentation:

1⇩	C17 Locomotive presentation from QPSR	D19/3249
2⇩	Locomotive in Mitchell Memorial Park	D19/3301
3⇩	Summarised Feedback regarding Locomotive in Mitchell Memorial Park - Without Names - January 2019	D19/5601

Report authorised by:
Regional Grants & Council Events Development Coordinator
Manager - Economic & Community Development
Deputy Chief Executive Officer/Director - Development, Facilities & Environmental Services

Locomotive C17 ~ 761

Currently Located in Mitchell (Since 1970)

Requested for Restoration to Steam 2018 by Queensland Pioneer Steam Railway

About Queensland Pioneer Steam Railway

- Founded in 1978
- Queensland's oldest continuously operating heritage railway now in its 40th Year
- Entirely operated and managed by volunteers with no paid employees
- Operate a 9km scenic branch line at Swanbank near Ipswich
- Volunteers Maintain 4km of Track to Mainline standard
- Over 150 volunteers and members aged from 12 to 91 years.





- Many former Ipswich Railway Workshop Workers use QPSR as a base to teach new generations old skills of keeping the trains running.
- Is a completely non for profit organization with any money that comes from operations going straight back in to restorations or maintenance of existing rollingstock.
- Is a preferred hirer (one of only three) of Queensland Railways Heritage Locomotives which augment our own fleet during high passenger periods.
- Carries 900 passengers a month on a number of different services
- Exceptional Safety record

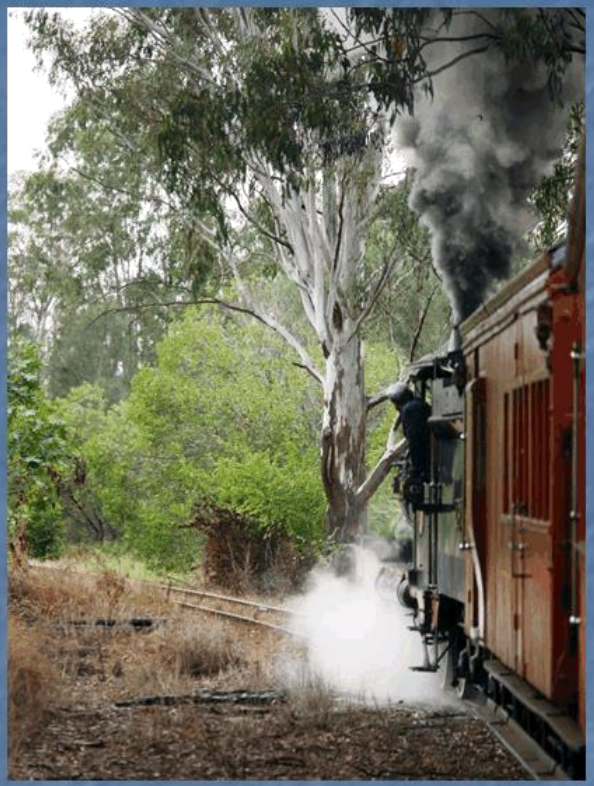




Queensland Pioneer Steam Railway ~ Track

- Queensland's oldest continuous operating branch line, started by T Lewis of Blackstone in 1877
- Leaving from Bundamba Racecourse the train line winds through the scenic foothills of the Blackstone region, past old mining sites, through a working gas fired power station, through lush bush land and arriving at Swanbank Station By the lake
- 50% of the track is owned and operated by QR who allow QPSR the use of it from Bundamba to Box Flat Yards





- Volunteers Maintain 4km of Track from Box Flat To Swanbank to Mainline standard
- The train line also meets with a heritage bus line which allows for passengers to extend their journey to the Cooneana Homestead Mining Museum
- It is the only heritage Railway in Australia that passes through a working Power Station and allows children to see how a power station works
- The only heritage Railway in Queensland that operates to a Lakeside picnic ground which are open to families at anytime



Queensland Pioneer Steam Railway
Roads To Restoration

- Over 50 volunteer restorers ranging from boiler makers, to turners, to painters, to carpenters, to sheeties, to welders, engineers and fitters.
- New Techniques are adopted for some components which are now impossible to make
- Old skills which can continue to be used are passed down from former QR staff in aging and near extinct techniques
- Trains when completed operate at low speeds with low loads to improve and extend service life and reduce wear and tare on locomotives and carriages
- Entirely volunteer funded restorations
- Modern fittings adapted where period fittings no longer available
- QPSR has a ready stock of spare parts that were salvaged at the end of steam to maintain its existing fleet.

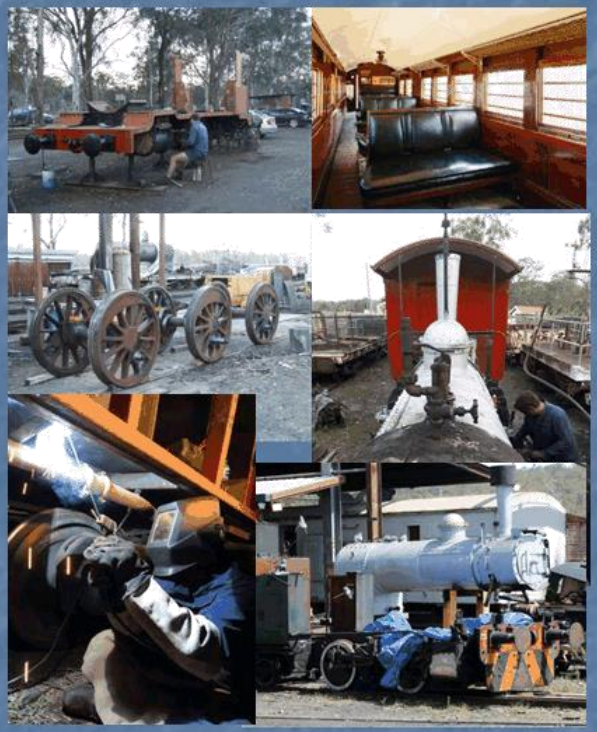


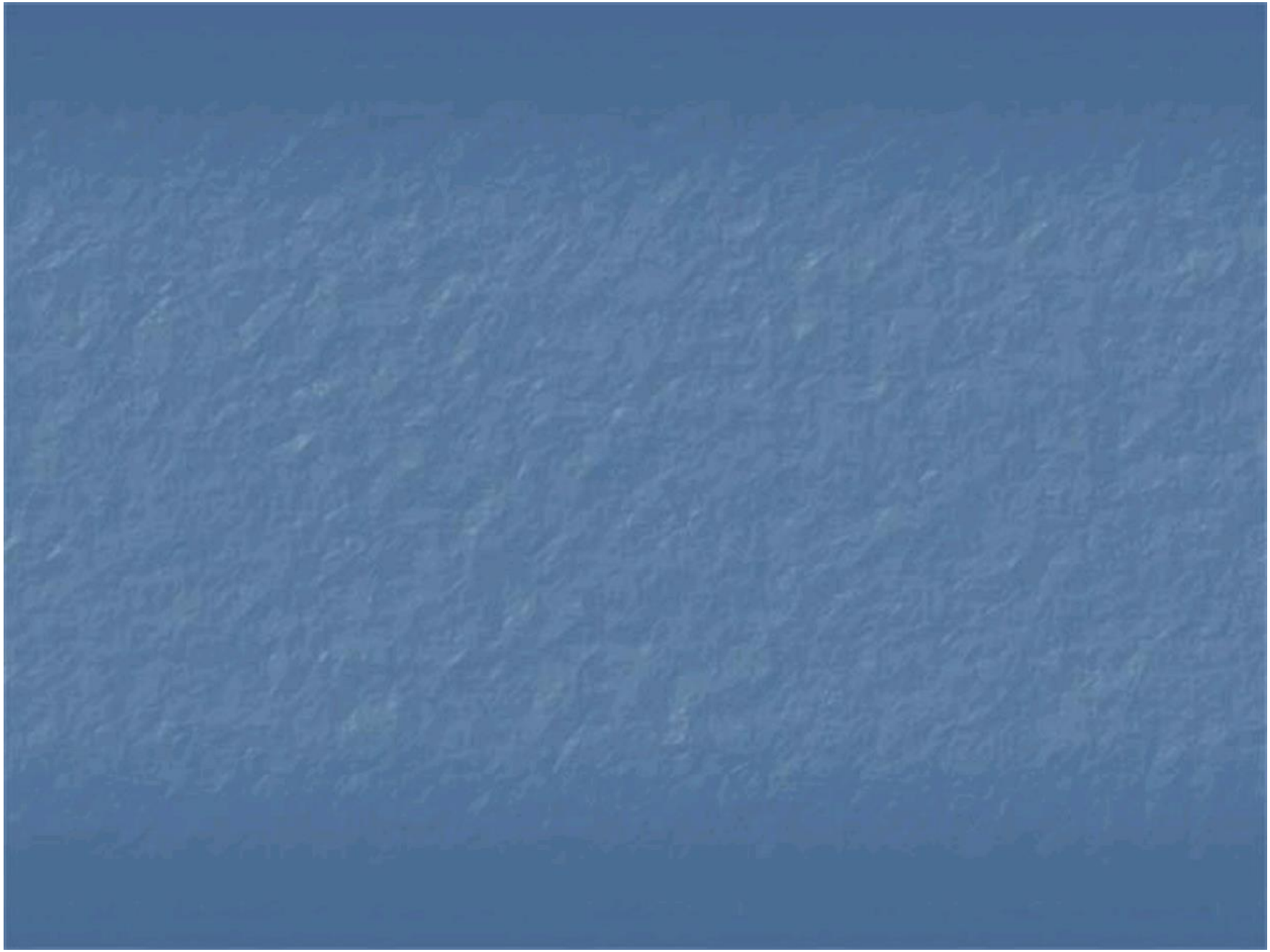


- Indepth restorations where quality is more important then speed of restoration.
- Many 3rd Generation restorers within the organization. Many 4th generation railway workers also form part of the restoration team
- Takes a realistic stance on restoration potential of locomotives and rollingstock so that projects that are obtained are completed in a reasonable turn around.
- Undertakes indepth assessment of vehicles before accepting them for restoration.
- Restorations are informed by the history of the vehicle while taking into account the real world aspects of having an operational steam locomotive.



- Has won multiple awards for its restoration of coaches (most noticeably off the former Sunlander and Westlander)
- Has undertaken Two Major Locomotive restorations and the restoration of an entire train (The Queensland Pioneer) as well as the continued up keep of the timber carriage fleet.
- Maintains QR steam locomotives when on loan for special events.
- Undertakes mostly medium to heavy steam restorations when they are due to high standards
- Where out sourcing is required, local business are used who have worked on these projects previously and many of which are run by former Railway men.





Key Facts about 761 in original service

- One of the more then 200+ C17 Class built by QGR for use on goods traffic
- A 1927 "700 series model"
- Built by Walkers of Maryborough
- Spent 10 years of its life in Townsville
- Spent 15 years of its life in Rockhampton
- Spent the final 10 years of its working life in Ipswich working the coal lines (most noticeably the Swanbank Line)
- In 1960 it had a second sand dome and large tender headlight (still in place) fitted to work specifically on the Bundamba – Redbank line (part of which is currently operated by QPSR)





Key Facts about 761 in Mitchell



- Locomotive was reboilered in November '68 and decommisioned April '69
- Locomotive has been plinth at Mitchell since 1970.
- Cowling has been removed (this has preserved external shell of the boiler)
- Superheaters removed
- Brick Arch & Grate have Removed (this will require re manufacture but has preserved inner fire box)
- Safety valves removed (will require remanufacture or spares sourced)
- Brake equipment removed (replacements on hand)
- Wash out plugs and mud rings removed (will require remanufacture)
- Tender body has rusted through due to dropping of leaves from near by new gums
- Evidence of minor compacted rust under footplate floor, this can if left untreated rust floor from underneath allowing it to give way at any point

Important Notes For Restoration To Service

A Series of inspections have been undertaken of C17 761 (the reports of which follow), this coupled with accessing the history cards of the locomotive and boiler has informed the following notes:



- The removing of Cladding and miscellaneous small fittings early on coupled with the dry climate of Mitchell has meant the locomotives boiler (the heart) is actually in superb condition.
- The motion and wheels were overhauled 9 months before it was decommissioned while some wastage is present in grease bowls these are easily rectified and the motion and wheels are in salvage able condition for operation
- While a number of parts were previously removed by other groups to restore other locomotives, QPSR has obtained spares from its donor locomotive (sadly its boiler and frame had wasted too far for economic restoration of the donor) and from members private collections and now has enough spares to get 761 in to operation operational in quick turn around.

Initial Assessment of Locomotive - Boiler

- On visual inspection the boiler of 761 appears in probably the best condition of any remaining C17 locomotive.
- Its replacement in 1968 with 254's refurbished boiler (that had new fire box, 2 barrel sections, foundation ring and tubes) combined with the dry climate of the Maranoa and continual protective paint has meant that "visually" the boiler is in the same condition it left Ipswich Workshops
- The removal of the fire grate has meant that the ash pan and inner fire box has not wasted.
- Stay Thickness is well above condemning mark as is tube thickness
- Wall thickness appears to be sound
- The washout plates and blowdown take off have received some damage from the post preservation removal of parts however this is repairable.
- Backhead is sound
- front tube plate is sound
- Some evidence of Baked on asbestos behind Westinghouse pump (see photo)
- Stuffing Box Removed (Spare Available)
- Regulator removed (Spare Available)
- Safety valves and wash out plugs missing (Spares Available)
- Valves missing (Spare Available)
- Main mount missing (Spare Available)
- Injectors Missing (Spare Obtainable)
- Clacks Missing (Spare can be fabricated)
- Lubricator missing (spare on hand)
- It is recommended the boiler be thickness tested out of frame to ascertain thickness in known weak spots of the boiler however using modern pad welding techniques this should not be prohibitive in restoration. It is the view of the Boiler inspector B Watson (40 years experaince) that this is probably the best "preserved" boiler on a locomotive in QLD







Initial Assessment of Locomotive – Motion

- On visual inspection of 761, it appears that the wheel sets and axels are in very good condition
- The Walsharts valve gear is sound and in tact though one motion pin on the drivers side cross head has been partially removed and the nut is missing (spares at box flat)
- It is noted that oiler points have begun to fill with compost and this is beginning to cause rusting which will become terminal if left un checked.
- The axel boxes on loco are in sound condition
- Frames are sound though there is some evidence of impacted rust near the drag box under the cab
- Drivers side cylinder has evidence of crack but this appears in the history cards 1945 in the heavy general overhaul and was solved by way of a sleeve
- History cards have cylinders bored at 17 3/64" and 17 20/64" (near final boring)
- Tyers turned to 1 5/8"





Initial Assessment of Locomotive – Tender

- All white metal bearings removed (spares on hand, axel to be inspected for major damage or uneven points) axels may require turn down
- Body of tender has eroded for 1ft around the base of the tank on one side, this can most likely be restored by cutting in a 1 ½' section of 4mm plate or construction of new tank to original design if the interior baffels and uprights are failing.
- Braking gear intact
- Water fittings appear in tact
- Draw gear divided will re quire manufacture of new.





Initial Assessment of Locomotive – Brake Equipment

- No4 & AF independent brake missing (spares on hand)
- Distributer missing (spares on hand)
- Pump in place
- Triples in place
- Pistons in place
- Auxiliary reservoir missing (spares on hand)
- Governor missing
- Regulator missing (spares on hand)
- Main Reservoir in place and sound
- Some rodding in place, but streatchers have been removed, most brake blocks have previously been removed (patterns available)
- Gauges removed (but on spares on hand)





Overall Findings of Initial Assessment of Locomotive

- Over all the locomotive is in exceptional condition
- Both the boiler and the running gear is in exceptional condition
- The plate work on the locomotive is beginning to fail quite noticeably especially on the tender and the floor of the cab near the drag box
- Spares for almost all of the missing parts are available at QPSR or the patterns are on hand for the construction of new.
- A restoration to steam would not differ overly from a static restoration, noticeably the reinstallation of brass parts (spare currently held) and superheating elements. Likely it would not exceeded $100,000 for a 10 year service life at 25kph (estimated turn around 4-5 years). Should funding be available from state (in negotiations) up to $700 00 would be set aside for a restoration to mainline standards (80+Kph) within 1-2 years turnaround.
- Comparatively much of the work required for static restoration would be near to $50 000 based on the major repair works to the tender, cab floor, subsidence of track under the tender, removal of plant life, installation of safety steps and guard rails. This work would be required to prevent risk of cuts or abrasions of persons climbing on it.
- At the present time the locomotive presents possibly the best chance in Queensland of feasibly returning an engine to steam utilizing a mostly original components rather then a "grand fathers axe" rebuild where only the number plates are original.
- If the deterioration at the drag box and tender continue with in a 2 year span, major work will likely be required to the sub frame (replacement of frame sections and drag box), once this begins the option of restoration begins to drop exponentially and costs become prohibitive. Likewise the risk of public injury increases



If 761 Stays in Mitchell

When 761 was placed in the memorial park 50 years ago she had just had a major overhaul, so unlike many other engines who's thin platework had begun to fail in the 80's and 90's it enjoyed comparatively a trouble free time. But time and water catch up with metal and Mitchell's loco has now caught up with her sisters and patch welding is not going to remain a viable option.

- While the boiler and loco frame are in good nick, the tender (which appears to have remained full at some point) has all but failed, with the cab floor following in very quick procession. If the trees are not trimmed back or removed, the motion work and running boards will begin to fail soon there after.
- Obviously there are also the laceration risks on the already exposed rust areas that are appearing and it has been noted that the locomotive is becoming a hot spot for stray needles.
- If it stays in the park the tender is going to reach a point very soon (1 year at max) where it will be structurally unsound. All that takes is the baffles and uprights, which are nearing wafer thin, to let go and it will collapse. The only way forward will be the construction of a new tender tank (Current costs are in the vicinity of $35 000 not including labour) a simple bog and tack job will only hide the problem for a few extra years at most.
- There is inherent risks of children falling of the engine or falling through the holes in the cab floor (which also appear to be growing) are increasing as old steps are beginning to show sign of rust build up.
- WHS is tightening up on parks as is the overwhelming desire to "sue for a quick buck", it is forseeable that at some point soon if she does not move from the park she will need to be fenced in with 6ft wire to stop persons accessing it and injuring themselves (this is now becoming standard practice of all locomotives in parks)
- The paint system is beginning to now fail which has, up to now, been protecting many parts and is exposing areas on the loco that still contain asbestos
- With the trees now growing up near it, the motion gear is now beginning to suffer increased evidence of corrosion and is providing anumber of areas that could easily cause tetnis.
- With in another 4-5 years in its current location the price of restoration will double and then become unfeasible by this point she will probably have around 5 more years in the park before many of the plate edges degrade to the point were it is structurally unsound to walk on. By this point she will probably be nearing the point where only basic components will be salvageable rather than the locomotive

Could it be Restored locally

With will-power and money anything is possible, however it should be considered that:

- There are a lot of cast brass parts not to mention nearly 50m of steel plate to create the tender and rebuild the running boards and cab floor
- The restoration would require a large shed with rails in it as well as engineering capabilities such as radial arm drills, large lathes, heat treating equipment, stop presses able to take up to 1″ steel, butt welding machines and cylinder hones, drop forges, pressure vessel welding, laser/waterjet cutting and copper and blacksmithing capabilities
- There are some very old skills in rebuilding these things and many old tricks that make restorations easier and safer, remember, a steam locomotive is in effect a bomb on wheels. Even in constant correspondence without actually being shown what to do it is very easy to make costly ($10 000) mistakes in 10 minutes.
- The realities of running new heritage steam operation out of Mitchell would be daunting to say the least. It would requiring at least 5 - 10 years of Rail Regulation paper work to become an accredited operator and a number of years and a huge amount of paperwork to placate Queensland Rail network access. When QPSR was formed 40 years ago none of this was in effect and over time we have adapted to changing legislation and rules as they arrived. It's a sad fact operations over the Mainline out of Mitchell at 60kph would actually be more costly and stringently governed then QPSR's operations on an isolated branch line at 25kph.
- There is then the problem of trying to find crews who are route accredited and traction accredited. On average it takes 50-60 people to successfully operate a tourist railway. Learning to drive a steam locomotive can take up to 10 years and costs $1500 per person for the necessary government qualifications.
- Insurance involved in running Steam train operations for the public is to the tune of a $50 Million maximum pay out policy if not crossing a major road and $300 Million if crossing a major road.
- Carriages would need to be found and restored to main line standard ($40 000 per carriage minimum)

What Returning 761 to Steam at Swanbank will mean

- 761 was a big part of the landscape of the branch in the 1960's and it would be a real pleasure to have one of the original loco's of the branch back on it in steam. Its very rare that a locomotive that worked a line in service is then reattached to it.
- 761 still has life left in her (with so little wastage on the main locomotive components) and has the potential to be enjoyed by the thousands of passengers over many generations that ride over the Swanbank Railway. This also gives your children the opportunity to see what was just relic in a park that their parents and grandparents played on as a huffing puffing and breathing creature again.
- By only working at 25kph or less over 9km, 761 will not wear out and with modern boiler treatments can probably run for a good 40 years before needing another major rebuild
- By retuning 761 to steam it along with QPSR current main workhorses (which is approaching 111 next year and 82 respectively) will mean that at any point a person visits Queensland pioneer Steam Railway there will be a Steam Engine in operation.
- 761 is missing a lot of vital parts, most of the reason its restorable to branch line condition is that QPSR have a lot of the spare parts (that were standardized) which were obtained at the end of steam and over the intervening years which we have in stock for our current loco but can bolt onto the 761.
- QPSR have the skills of the last of the blokes who worked on maintaining & rebuilding Steam Engines and we (as a group) have been doing it for 40 years. An interesting point is her old driver (aged 91) is still a member of the railway who comes out to offer advice to the 4th generation of drivers.



What Returning 761 to Steam at Swanbank will mean

- QPSR is willing to make the commitment to do what is required to make 761 steam again on the branch and (if at all possible with the funds available) to mainline operating standards so that it could (subject to legislation, pathing and access rights and all other QR rigmaroles) possibly bring her back for a visit to Mitchell (this is a long shot but if it is mainline worthy we will do our darndest to make it happen).
- To aid in this QPSR is also looking to apply for a grant that would allow us to restore this engine and overhaul our existing PB15 to main line standard. If we are successful in this then the possibility of a return visit to the township would defiantly be on the cards.
- The locomotive would be named by the people of Mitchell and the name placed on a brass name board on the running board
- People from the Mitchell postcode would enjoy 50% off our Daylight trains (so around $11 for adults and $6 for kids at current rates) as well as check in on restoration progress
- Would be invited to the first run of their locomotive in service again for the first time in 50+ years.
- We would also like to offer:



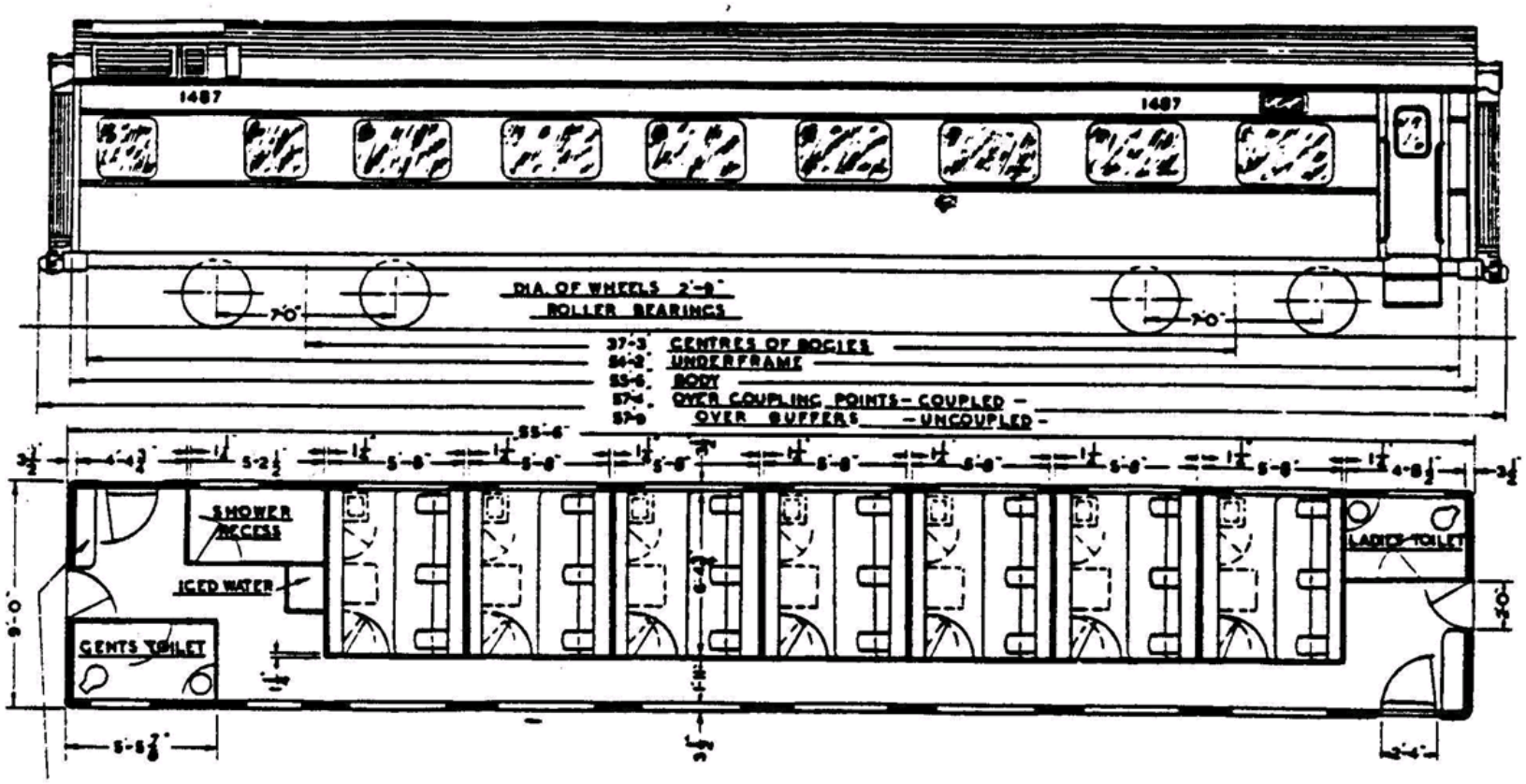
Carriage 1540 – A Westlander Stalwart



Key Facts about MAS 1540



- Last of the original Lander cars built
- Made for the Westlander
- Decommissioned in 2014
- To QPSR in 2015 for assessment
- Electrical systems and air conditioning systems had been heavily gutted prior to removal from QR Service
- Bogies failing (hunting in operation)
- Brake equipment removed
- Toilets Removed
- Body work needs painting and 2 rust holes patched (can be done at QPSR)
- Interior in reasonable to excellent condition
- Sleeps 14
- Each Room is self contained with two beds, a wash basin, closet and reading lights for both bunks.



CLASSIFICATION - MAS -

QUEENSLAND RAILWAYS
MECH. ENGR'S. BRANCH IPSWICH
AIR-CONDITIONED TRAIN
(COM. ENG. CONSTRUCTION)
FIRST CLASS SLEEPING CAR

Possible modifications of MAS 1540 if Static









- 2 Communal Toilet blocks that can be easily fitted with standard domestic toilets.
- 1 Communal Shower that can be plumbed straight to mains with 2 pipe fittings.
- Domestic Electrical system including air conditioning can be installed far easier then reusing rail operation ones which are over 50 years old (this used a 415-240-12v system that wasted large amounts of power.
- All repair work to static standard can be undertaken by Domestic Trades People to housing standards and using products such as fiberglass or bog.
- Structural integrity of carriage should last for 45-50 years without intervention

MAS 1540 and Mitchell

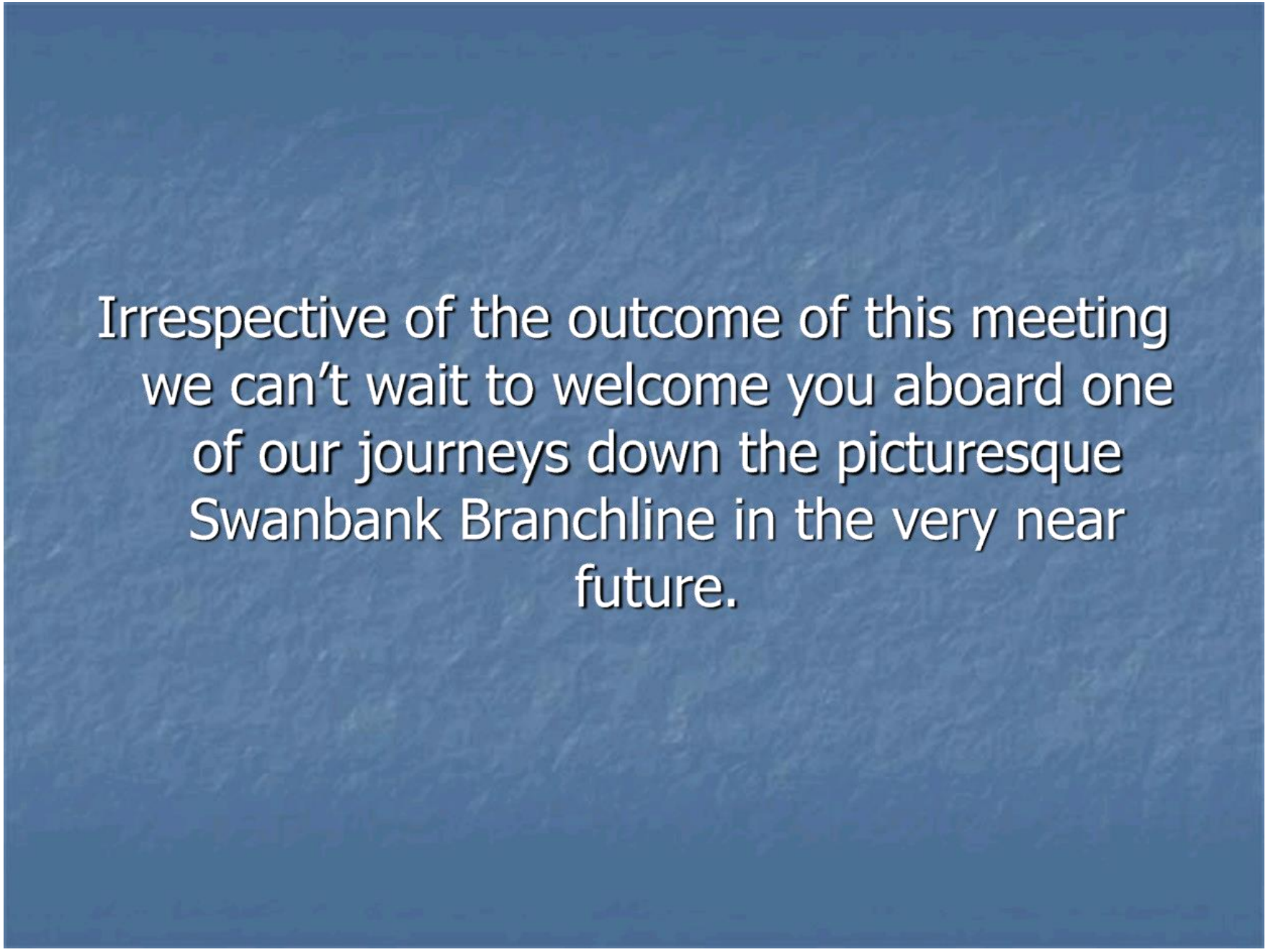
- Sadly with the amount of work required to the electrical, motion and braking systems to bring 1540 back to operation is not financially viable for the group as rail rated parts have to be specially made.
- Comparatively for static restoration this carriage is ideal as there is very little to be done internally to bring it up to display standards and domestic lighting can be easily installed therefore not relying on the existing 12/24/420v stepped system and there is no need for a braking system
- QPSR would like to make the offer, if it is wanted, of MAS 1540 being exchanged for C17 761.
- The carriage has the opportunity to show off the connection of Mitchell to the Westlander, as well as provide possible novel accommodation options

Possible uses for 1540

- Community study/education area
- Community emergency shelter
- Display at the Booringa Heritage Museum
- Education centre
- Driver reviver
- Tea Rooms
- Community meeting area
- B&B for tourists.
- Extension to the library to provide quiet reading areas

Thank you for your time and consideration

- We realize this is a big ask of any community to let go such a large piece of their past and we really do thank you for even considering our request to restore this loco
- We would ask you consider the locomotive and its foreseeable future where it is as well as your memories of her when offering feed back.
- We will do our utmost if successful in obtaining 761 for restoration to make the community of Mitchell proud of their "old engine" and reflect where possible the help it had in Mitchell where it was kept safe for so long
- You can never loose memories, you can create new ones, and that could be one with a breathing, steaming 761.


Irrespective of the outcome of this meeting we can't wait to welcome you aboard one of our journeys down the picturesque Swanbank Branchline in the very near future.


448
SWANBANK
Questions Please

Locomotive in Mitchell Memorial Park





Feedback from Surveys regarding the Locomotive in Mitchell Memorial Park

(names have been removed)

Q1) Are you in support of the locomotive currently located in the Mitchell Memorial Park being relocated to the Queensland Pioneer Steam Railway Co-operative in Ipswich to be used as a working engine? Yes/No	**Q2) Are you in support of the C17 Locomotive being exchanged for other rolling stock i.e sleeping or freight car? Yes/No**	**Q3) Of the possible uses proposed for the exchange 1540 Westlander Sleeping Car, please number in order of your preference in response to the following suggestions (Number 1 being your most preferred option) Community study/education area Community emergency shelter Display at the Booringa Heritage museum Education Centre Driver reviver Tea Rooms Community meeting area B&b for tourists Extension to the library to provide quiet reading areas**	**Q4) Do you have any suggestions of a potential alternative approach other than that proposed by the Queensland Pioneer Steam Railway Co-operative?**	**Q5) Please provide any further comments you'd like to offer about the proposal.**
Yes	Yes			
Yes – would be a shame to see it completely rust away	Yes – if located at the Booringa Heritage museum, caravan park or the library. Don't want to see as a separate b&b	1. Display at the Booringa Heritage museum 2. Community study/education area 3. Extension to the library to provide quiet ready areas		Keen on the idea of establishing a train style play area for the children in the park and having interpretative re the train etc.
Yes – would rather see it restored and working than eventually becoming so run down it would be dangerous to the public and end up being cut up for scrap metal	Yes – sleeping car could be utilised as tourist attraction. See more in Q4.	1. Education centre driver reviver 2. Display at the Booringa Heritage museums	Would like to see members of QPSR working with the council to develop a railway themed attraction at the park. This could include a railway themed children's play area and the sleeper car could be utilised as a driver reviver stopping point. I believe the council	I believe that after restoration the refurbished engine should be given a name reflecting it ties to the Mitchell community, such as "Booringa" or "Spirit of Booringa" Booringa meaning fire and water

			should work towards budgeting adequate fund to recompense the community of Mitchell for the loss of what has become an icon to the town and the hundreds of kids who over the last 50 years have enjoyed having the locomotive in the park.	
Yes – it's only going to rot in the park. At least QPSR can restore it, thereby giving the current and future generations the opportunity to enjoy and appreciate the locomotive	Yes – the sleeping car would make an excellent addition to the museum out there, particularly as that carriage worked the Westlander for many, many years, whereas the locomotive only worked a one way trip to Mitchell, which was to put it in the park	1. Community study/education area 2. Display at the Booringa Heritage museum 3. Extension to the library to provide quiet reading areas 4. Tea rooms 5. B & B for tourists 6. Community meeting area 7. Education centre driver reviver 8. Community emergency shelter	No	QPSR give me no reason to believe that they are anything but genuine. They're gone to a lot of effort to convince the Shire that they can give the locomotive a new lease of life, thereby preserving you memories and helping to create new ones AND are willing to honour the locomotive's Booringa heritage in perpetuity, as well as give a great deal more than any other entity has offered the people of Mitchell. Again, all this shows that QPSR are the Real Deal
Yes – it needs to be preserved for future generations in a place it can be enjoyed by all. It would be sad to leave it to rust away	Yes – I'm sure the town can find some creative way of using it	1. Display at the Booringa Heritage museum 2. Community study/education area 3. Community meeting area		I feel the proposal is sound and the only viable option to save the loco for future generations to enjoy. Also if she can 'live' again I think she should. It's also the best way to

				preserve our heritage
Yes – QPSR have 40 years of experience in restoring trains. Best shot 'Booringa' has of an extended life with proviso that she return to Mitchell when her days are done	Yes – Mitchell has something to show for 50 years of giving safe haven to an old train. I am in full support of the addition of defunct train to the kids playground and a plaque as a reminder of what once stood, incorporating parts mentioned in the meeting	1. Display at the Booringa Heritage museum With carriage available for sleeping for kids and swim camps and school sleepovers. Maybe 'lottery tickets' at Christmas for public to sleep in	Playground upgrade including a seat for parents in the shade	The train becomes a problem for this community if left to its natural decline
Yes – restoration	Yes – we need to be compensated for the loss of infrastructure	1. Display at the Booringa Heritage museum 2. Tea rooms 3. B & B for tourists 4. Education centre driver reviver 5. Community study/education area 6. Community meeting area 7. Community emergency shelter 8. Extension to the library to provide quiet reading areas	Not necessarily however whatever we get in return needs to be a community asset not private so there is maximum outcomes and social benefits of the project	We need to be compensated for loss of infrastructure and its high times for an upgrade both to the park for family/children's enjoyment and for a tourism perspective
Yes	Yes			
Yes – would be great to see it running again	Yes		No	Maranoa Regional Council to try and source funding to upgrade the park in a "Train" theme and to have a soft floor instead of sand. Maybe flying fox in the position of the train
Yes	Yes – something to bolster tourism	1. B & b for tourist 2. Display at the Booringa Heritage museum 3. Extension to the library to provide quiet reading areas	No	N/A
Yes	Yes	1. Community study/education area 2. Display at the Booringa Heritage		

		museum 3. Community meeting area 4. Extension to the library to provide quiet reading areas 5. Community emergency shelter 6. Education centre driver reviver 7. B & b for tourist 8. Tea rooms		
Yes – would be nice to see a Mitchell commemorative trip travel out once a decade or so once restored	No – extra maintenance and to many family businesses to be potentially affected by any additional café facility created with the renovated sleeping cart			
Yes	Yes			Maranoa Regional Council to source funding to upgrade the park in a train theme, have a soft floor instead of sand because it burns the kids feet and put a flying fox where the train was
Yes	Yes			
Yes – would be nice to see the loco up and running again	No – I think it is a pretty lame swap I'm sure there would be something better to swap the old engine for	1. Display at the Booringa Heritage museum 2. Community study/education area 3. Extension to the library to provide quiet reading areas 4. Education centre driver reviver 5. Community emergency shelter 6. B & b for tourists 7. Community meeting area 8. Tea rooms	I do agree with making it a working engine again it be nice to incorporate a once a year event where it would come back to Mitchell, this could increase tourism to our town especially in the colder months when they are heading through	Since they are talking something from our park and it is unsure if the replacement sleeper car will be going in its place it would be nice to see something else in the spot where the old engine is now
Yes – the main attraction of the train	No – I don't think it would be a significant enough	1. Display at the Booringa Heritage museum	Extension/upgrade to the park area – town	

is children playing on it. It has rusted to a paint that is no longer safe. It's also very difficult to keep children away from it as it becomes more dangerous	tourist attraction that it would generate enough income for the town. It may cost more to maintain than its worth. Also they are providing the locomotive but who is paying for the transport, installation, electrical work etc?		consultation prior to deciding	
Yes – while I will be sad to see it go it would be nicer to see it working so future generations can enjoy it and not lost to history	Yes	1. Display at the Booringa Heritage museum 2. Community study/education area 3. Community meeting are	No – this is the only way to save the train. It would be good to see grandkids and great grandkids travel on a train their parents played on	
Yes	Yes	1. Display at the Booringa Heritage museum 2. B & b for tourist 3. Community study/education area 4. Extension to the library to provide quiet reading areas 5. Community meeting area 6. Tea rooms 7. Community emergency shelter 8. Education centre driver reviver		
No - - it's a local history of the township of Mitchell. I grew up playing on the A's a main attraction at the local park. It belongs in Mitchell and should stay in Mitchell	No – it is what it is and the train is a main attraction of the local park. Leave it be		No alternative. This locomotive should remain in Mitchell. It will not be the same if replaced!	It's a local attraction only Mitchell many family have grown up playing on the locomotive and children today still enjoy playing on it. Let the locomotive stay in Mitchell
No – it's a town icon and the kids love it	No – keep the original	1. Display at the Booringa Heritage museum 2. Community study/education area 3. Tea rooms		

		4. Education centre driver reviver 5. Community meeting area 6. B & b for tourist 7. Extension to the library to provide quiet reading areas 8. Community emergency shelter		
No – I am in full support of it being restored but not for the benefit of another community. Perhaps the council could invest in the community infrastructure and capitalise on that during the tourist season month to conduct steam train rides which in term would inject funds locally by providing local jobs. If we have something so valuable that others are wanting to buy from us. Sometimes the cold hard cash is not the answer and perhaps they need to overlook that in exchange for some grit	No – why do we want some piece of junk that has no value to them????		Yes see Q1 – we restore our asset and utilise it and they keep their sleeping cart that they don't want	See previous question – start making long term investments in the community rather than looking for a cash handout for an asset that we could benefit from
Yes – will be awesome to see the locomotive up and running by these enthusiasts. Rob Shearer is certainly	No – it is not really necessary, perhaps BAG/Council can have a joint park project instead and beautify with trees and grass and children's			

passionate and he and his team displayed they will do an amazing job	play equipment that we could look for funding as a community			
No – it should stay in its original location. Memories have been built around the locomotive & would be more beneficial for the local residents	No			
Yes – I believe it would be such a shame for this beautiful old steam engine to rust away in a few years and then no one will get enjoyment form it. We have an opportunity to have it restored. Which is better? Have it restored or it become a rust heap and its identity lost forever. I believe that it would be a shame for this beautiful old steam engine to rust away to nothing in a few years. As it stands now the children of Mitchell cannot climb over or through it	Yes – I think it is a lovely gesture that the QPSR are willing to give our town and exchange sleeping or freight car. I am sure the children of Mitchell and district will grow to love it as the children of the past loved our old locomotive			
Yes – to see the train running once again. I don't want to see it rusting away in the	Yes – something for the playground on the park	1. Display at the Booringa Heritage museum 2. Extension to the library to provide quiet reading areas	Something for the playground	Let the train live don't let it rust away

park		3. Community meeting area 4. Education centre driver reviver 5. Community study/education area 6. Tea rooms		
Yes – because I want to see the train running	Yes – put something in the park to play with	1. Display at the Booringa Heritage museum 2. Extension to the library to provide quiet reading areas 3. Community meeting area 4. Education centre driver reviver 5. Community study/education area 6. Tea rooms	I don't want the sleeping car. Replace with something we can use in the playground	Don't let the train rust away anymore
Yes – don't let it rust away anymore. Restore it back to its former glory	Yes – replace with an old shell of a train suitable for children to play on. Sleeping car is going to be too controversial	1. Display at the Booringa Heritage museum 2. Extension to the library to provide quiet reading areas 3. Community meeting area 4. Education centre driver reviver 5. Community study/education area	An unusable train or train cab to go back in the park as play equipment	
Yes – would love to see the train fully restored and operational. It is no longer safe in the park for children to play on. It would be such a shame to see it rust away any further and miss this opportunity to see the train restored	Yes – not sure how the sleeping car could be successfully utilised. Maybe just concentrate on replacing the train with something suitable for the children to with in the park	1. Display at the Booringa Heritage museum 2. Extension to the library to provide quiet reading areas 3. Community meeting are - Suggestion: locate on lawn behind council office and book the rooms out as needed, the funds could go towards the youth hub or something similar	I would prefer to see an upgrade of play equipment in the park and maybe incorporate a train theme	
Ye s- fabulous idea	Yes	1. Display at the Booringa Heritage museum 2. Extension to the library to provide quiet reading areas 3. Community meeting area 4. Education centre driver reviver 5. Community emergency shelter 6. Community study/education area		I would love to see the name Booringa included somehow

		7. Tea rooms 8. B & b for tourists		
No – the train is a monument on the town it has been on post cards and in tourist information for decades. With a bit of work it can be restored	No – why replace a train with something smaller like a sleeper cart. The train has been a long standing monument at the park and should only be scrapped or replaced by the same thing			
Yes	Yes	1. B & b for tourist 2. Display at the Booringa Heritage museum 3. Extension to the library to provide quiet reading areas 4. Community study/education area 5. Community meeting area 6. Tea rooms 7. Community emergency shelter 8. Education centre driver reviver		
Yes	Yes	1. B & b for tourist 2. Display at the Booringa heritage museum 3. Community meeting area 4. Extension to the library to provide quiet reading areas 5. Community study/education area 6. Tea rooms 7. Community emergency shelter 8. Education driver reviver	The council to provide a playground for 6-15 year olds	
Yes – because it is just sitting there being destroyed by the weather when it could be being used instead	Yes – so the park isn't bare and can still be used as a tourist attraction	1. Display at the Booringa Heritage museum 2. Education driver reviver 3. Community meeting area 4. B & b for tourist 5. Tea rooms 6. Extension to the library to provide quiet reading areas 7. Community study/education area	No	

		8. Community emergency shelter		
Yes – the train is currently fenced off and rusting away. It will be great for the community to see it restored and running	Yes – not necessary, I am happy either way – but would prefer to see something else in the park; basketball court, awesome play equipment for older kids etc.		I am happy either way – but would prefer to see something else in the park	
No – I think that the community would be better served to attempt to restore the engine themselves	No – for what I can ascertain an engine is worth 3 carriages		The engine could pull carriages from the Mitchell common to Morven without crossing a major highway or a loop around the weir by fisherman's bend. The least that should be done is that of putting a shed over it so that it remains in its present condition for another 100 years. What has Roma got out of their engine; now the proud possession of Gympie "the mary valley rattler" at least slow the process down so that people may fully think this through. We have school children across the road the men's shed, and a lot of grey nomad steam enthusiasts who if given the chance could become very keen supporters	

Yes – 29 No – 6	Yes – 25 No – 10	Top 3 preferences: Display at the Booringa Heritage museum - 21 Community meeting area – 10 Extension to the library – 10		

Additional Feedback

Yes/No	Feedback
Yes	I would like to see that steam locomotive restored that's in our park, better than seeing it rust away. I do a lot of travel in the Westlander, would love to see a sleeper car returned to this train. Its better then buses for long travel.
No	I strongly oppose the idea to relocate the locomotive out of the park as it has been a part of our community for some 50 plus years. I grew up in Mitchell and like a lot of my generation we also grew up with the Locomotive as a fond childhood memory. In those days you could climb in and around it. In later years it has been fenced but the fact remains you can still look at a glorious engine and reminisce and show the younger generation how their forefathers opened up the west with the steam train the old work horse bringing goods, cattle and passengers to the West. If it is a rare engine that can be restored I think Mitchell should be using that as a draw card to attract tourists to see it. I am not saying to restore it as I realise the costs are too prohibitive. But it should be re-fenced with appropriate signage with the history of the engine in place. We need to be attracting visitors and tourists to Mitchell not taking things away that could be of interest to them. Replacing it with an Ex Westlander sleeping car won't cut it. If it is made into a Bed and Breakfast/ coffee shop in the Railway Precinct it is just another business to take away business from the other struggling enterprises in the town. I give credit to voluntary groups like the QPSRC restoring items but once this locomotive leaves our area another town serves to benefit from it. I see no benefit for Mitchell except to lose an icon from our Town.

INFORMATION REPORT

Meeting: General 23 January 2019 **Date:** 10 January 2019

Item Number: 13.11 **File Number:** D19/1843

SUBJECT HEADING: Roma Airport ASIC and Security Fee Information Report

Classification: Open Access

Officer's Title: Manager - Airports (Roma, Injune, Surat, Mitchell)

Executive Summary:
This report serves to provide the relevant background information relating to correspondence received from Roma Airport users on the control and display of Aviation Security Identification Cards in airside areas, particulars of the security call out fee advertised, commentary on security screening processes generally in place at Roma Airport and a comparison with another Regional Council area as proposed in the correspondence.

Officer's Recommendation:
That Council receive and note the Officer's report as presented.

Background:
This report provides relevant information regarding the security screening, Aviation Security Identification Card (ASIC) and call out fee arrangements at Roma Airport in response to correspondence received from residents and users of the Roma airport on November 13th, 2018 and November 16th, 2018, with the latter tabled at Council's General Meeting on November 28th, 2018 (GM/12.2018/48).

Body of Report:
Control and display of valid ASICs in airside areas:
Roma Airport is a security controlled airport under the Aviation Transport Security Act and Regulations, the legislative framework concerning the display and control of ASICs in airside areas is summarized as follows:

- Regulation 3.03 of the Aviation Transport Security Regulations 2005 requires a person in in the airside security zone of a security controlled airport to properly display a valid red ASIC,
- Under Regulation 1.04, properly display means above waist height, at the front or side of the body, clearly visible and not obscured,
- This is an offence of strict liability meaning that a guilty mind does not need to be proven i.e. it doesn't matter if it was accidental or not,
- It carries a maximum penalty of 5 penalty units (up to $1,050) for the individual,
- Under Regulation 3.15(3) the responsible aviation industry participant for the airside area (Maranoa Regional Council) must ensure the airside area can only be accessed by persons properly displaying a valid ASIC,

- Under Regulation 3.15(7) the responsible aviation industry participant for the airside of a security controlled airport must comply with the requirements of 3.15(3), if the offender is an airport (MRC) the penalty is up to 200 penalty units (up to $42,000), and
- Section 13(2)(b)(ii) of the Local Government Act requires local government employees to carry out their duties in a way that ensures compliance with the laws applicable to the local government.

As such, employees of Maranoa Regional Council at Roma Airport are discharging their duties under the LG Act by enforcing the requirements of the Aviation Transport Security Act and Regulations which are applicable to the operation of the Local Government.

Whilst the general aviation community and users of the Roma Airport are not employees of the Local Government, they are still bound by the Legislation applicable to the security controlled airport. By requesting that persons in the airside area properly display their ASIC, we are mitigating their risk of receiving an infringement notice by the department of Home Affairs and also the risk of MRC receiving enforcement action by not controlling access as we are required to do. Home Affairs have been issuing fines over the last 12 months, it is no longer an idle threat. If a person refuses to properly display their ASIC, we are required to deny them access to the airport, otherwise we escort them to their plane when departing should they not have an ASIC.

Security Call Out Fee:
The security call out fee was originally established as a means of cost recovery as a result of after-hours call outs. An after-hours call out results in 4 hours paid to the employee responding to the call, Roma Airport generally has personnel on site between 0600 and 1930 Monday to Friday and half days on Saturday and Sunday, covering the majority of operational hours.

The author has no record of the security call out fee being charged in the preceding 4 financial years and has maintained the fee as an incentive to pilots to contact the airport operations team to obtain a gate code prior to leaving the airport. This also enables Roma Airport to ensure that those being provided access to the airside of the airport are authorized to do so i.e. having a valid ASIC (Regulation 3.15(3) of the Aviation Transport Security Regulations 2005).

Security Screening:
As a security controlled airport servicing Regular Public Transport operations greater than 20,000kg Maximum Takeoff Weight, Roma Airport is required to undertake security screening of passengers and goods boarding these services. This is required under the same legislation that applies to access and ASICs. The extent to which screening is undertaken at Roma Airport is commensurate the requirements of this legislation.

Commonly received feedback from the public is that Roma Airport screeners intercept items that have been missed through other airports in Australia, such as knives and other prohibited items. This essentially means that while Roma Airport

screens under the same processes used at other screened airports in Australia, Roma Airport is potentially more effective in how screening is executed.

South Burnett Regional Council (SBRC) Aerodromes:
The SBRC owns and operates 3 aerodromes at Kingaroy, Wondai and Nanango. In correspondence presented to Council previously, it was noted that no landing fees are charged for the use of these aerodromes. Wondai and Nanango are classified as Aeroplane Landing Areas (ALAs) similar to Injune, Surat and Mitchell, with Kingaroy operated as a Certified Aerodrome, which is of similar standard to Roma Airport under the Civil Aviation Safety Regulations.

The key differences between the aerodromes of SBRC and MRC can be summarized as follows:

- Kingaroy Aerodrome is not Security Controlled at all,
- Kingaroy's runway is of a much lower strength than Roma, and
- SBRC's ALAs are grass strips whereas MRC ALAs are sealed.

It is also important to note that Nanango Aerodrome has been closed for at least 3 years with no known date of re-opening as a result of obstacle maintenance issues.

Link to Corporate Plan:
Corporate Plan 2018-2023
Strategic Priority 4: Growing our region
4.4 Provide airports that contribute to economic and community development of the region
4.4.1 Administer access control and monitoring for airside and restricted areas at the Roma Airport.

Supporting Documentation:
Nil

Report authorised by:
Deputy Chief Executive Officer/Director - Development, Facilities & Environmental Services