

Ordinary Meeting of Council

***Held at Western Downs Regional Council's
Miles Customer Service Centre***

On Wednesday, 17 March 2021

Commencing at 09:30 AM

**R. A. MUSGROVE
CHIEF EXECUTIVE OFFICER**

12 March 2021

Ordinary Meeting of Council Agenda

Pages

1. **DECLARATION OF MEETING OPENING**
2. **OPENING PRAYER AND MINUTE SILENCE**
3. **APOLOGIES**
4. **CONGRATULATIONS**
5. **CONFIRMATION OF MINUTES**
 - 5.1. **Adopt Ordinary Meeting of Council Minutes 17 February 2021** 1

The Purpose of this Report is for Council to adopt the Minutes of the Ordinary Meeting of Council held on Wednesday, 17 February 2021
 - 5.2. **Adopt Minutes Special Meeting of Council 25 February 2021** 29

The purpose of this Report is for Council to adopt the Minutes of the Special Meeting of Council held on Thursday, 25 February 2021.
6. **BUSINESS ARISING FROM THE MINUTES OF PREVIOUS MEETINGS**
7. **PRESENTATION OF PETITIONS BY COUNCILLORS**
8. **MAYORAL UPDATE**
 - 8.1. **Executive Services Mayoral Report February 2021** 33

The purpose of this Report is to provide Council with significant meetings, forums and delegations attended by the Mayor during the month of February 2021.

9. CONFIDENTIAL ITEMS

Section 254J of the Local Government Regulation 2012 in relation to Closed meetings provides:

(1) A local government may resolve that all or part of a meeting of the local government be closed to the public.

(2) A committee of a local government may resolve that all or part of a meeting of the committee be closed to the public.

(3) However, a local government or a committee of a local government may make a resolution about a local government meeting under subsection (1) or (2) only if its councillors or members consider it necessary to close the meeting to discuss one or more of the following matters—

(a) the appointment, discipline or dismissal of the chief executive officer;

(b) industrial matters affecting employees;

(c) the local government's budget;

(d) rating concessions;

(e) legal advice obtained by the local government or legal proceedings involving the local government including, for example, legal proceedings that may be taken by or against the local government;

(f) matters that may directly affect the health and safety of an individual or a group of individuals;

(g) negotiations relating to a commercial matter involving the local government for which a public discussion would be likely to prejudice the interests of the local government;

(h) negotiations relating to the taking of land by the local government under the Acquisition of Land Act 1967;

(i) a matter the local government is required to keep confidential under a law of, or formal arrangement with, the Commonwealth or a State.

(4) However, a local government or a committee of a local government must not resolve that a part of a local government meeting at which a decision mentioned in section 150ER(2), 150ES(3) or 150EU(2) of the Act will be considered, discussed, voted on or made be closed.

(5) A resolution that a local government meeting be closed must—

(a) state the matter mentioned in subsection (3) that is to be discussed; and

(b) include an overview of what is to be discussed while the meeting is closed.

(6) A local government or a committee of a local government must not make a resolution (other than a procedural resolution) in a local government meeting, or a part of a local government meeting, that is closed.

9.1. EXECUTIVE SERVICES

9.2. CORPORATE SERVICES

9.2.1. Corporate Services Confidential Report Gallery 107 @ Dalby Request for Assistance

The purpose of this Report is to provide Council with further information in relation to the request for assistance from Gallery 107 @ Dalby.

9.2.2. Corporate Services Confidential Report Cattle Train Proposal Dalby Saleyards

The purpose of this Report is to provide Council with a summary of discussions regarding a proposal to reinstate rail services at the Dalby Regional Saleyards post sale and seek endorsement of Council in continuation of these discussions.

9.2.3. Corporate Services Confidential Report Grant Inglestone Sports Club and Community Centre Inc

The purpose of this Report is to seek Council's direction with respect to a request from the Inglestone Sports Club and Community Centre Inc for a monetary grant to undertake infrastructure upgrades to their facility.

9.2.4. Corporate Services Confidential Report Possible Purchase of Property

The purpose of this Report is to seek Council's direction regarding the possible purchase of a Chinchilla property.

9.3. COMMUNITY AND LIVEABILITY

9.3.1. Community and Liveability Confidential Report Health Services Governance Update

The purpose of this report is to provide Council with an update on corporate and clinical governance for the delivery of health services.

9.4. INFRASTRUCTURE SERVICES

10. DEPUTATION

11. PLANNING

11.1. (035.2020.560.001) Community and Liveability Report Development Application Reconfiguring a Lot 17 Acacia Avenue 14 Jacaranda Court Dalby Porter

The purpose of this Report is for Council to decide the proposed development for Reconfiguring a Lot (2 lots into 3 lots) of land described as Lot 9 on SP177942 and Lot 32 on SP177940, situated at 17 Acacia Avenue and 14 Jacaranda Court, Dalby.

- 11.2. (050.2021.39.001) Community and Liveability Report Request to Extend Currency Period of Existing Material Change of Use Approval Non-resident Workforce Accommodation (1,292 Accommodation Units) Lot 6 RP203808 100 Laycock Road Miles Room2move.com Pty Ltd C 54
- The purpose of this Report is for Council to decide the Request to Extend the Currency Period of Existing Material Change of Use approval to establish a Non-resident Workforce Accommodation (1,292 Accommodation Units) on land described as Lot 6 on RP203808 and situated at 100 Laycock Road, Miles.

12. EXECUTIVE SERVICES

- 12.1. Executive Services Chief Executive Officer Report February 2021 269
- The purpose of this Report is to provide Council with the significant meetings, forums and delegations attended by the Chief Executive Officer during the month of February 2021.
- 12.2. Executive Services Report Outstanding Actions February 2021 271
- The purpose of this Report is to provide Council with an updated on the status of outstanding Council Meeting Action Items to 17 February 2021.

13. CORPORATE SERVICES

- 13.1. Corporate Services Financial Report February 2021 273
- The purpose of this Report is to provide Council with the Financial Report for the period ending 28 February 2021.
- 13.2. Corporate Services Report Look-up and Live Safety Information Sessions 281
- The purpose of this Report is to provide Council with an update on the recent Look-up and Live safety information sessions.
- 13.3. Corporate Services Report Permanent Road Closure Application – Unnamed Road Along Southern Boundary of Lot 32 BWR306 and adjoining Northern Boundaries of Lots 30 and 31 BWR306, Yulabilla 285
- The purpose of this report is to determine an application for the permanent road closure of an unnamed and unformed road that runs along the southern boundary of Lot 32 Crown Plan BWR306 and the adjoining northern boundaries of Lots 30 and 31 of Crown Plan BWR306, Yulabilla
- 13.4. Corporate Services Report Workforce Gender Benchmark 291
- The purpose of this Report is to provide Council with an update on Council's workforce gender benchmark.

14. INFRASTRUCTURE SERVICES

- 14.1. Infrastructure Services Report 2020/21 Capital Works Program February 2021 Update 295
- The purpose of this Report is for the Works Department to provide an update to Council regarding the 2020/21 Capital Works Program for the month of February 2021.

14.2.	Infrastructure Services Report Tara Railway Water Main Break	297
	The purpose of this Report is to inform Council of emergency water main repair work under a railway crossing located on Fry Street, Tara.	

14.3.	Infrastructure Services Plant and Vehicle Replacement Council Policy	302
	The purpose of this Report is to seek Council's approval to adopt the Plant and Vehicle Replacement - Council Policy.	

15. COMMUNITY AND LIVEABILITY

15.1.	Community and Liveability Report Community Projects Program Round 2 2020.2021	310
	The purpose of this Report is to provide Council with the Unconfirmed Minutes of the Western Downs Regional Council Community Grants Assessment Reference Group Meeting held on 17 February 2021 in relation to the Assessment of Round Two (2) of the 2020/2021 Community Projects Program and to seek adoption of the recommendations contained in those Unconfirmed Minutes.	

15.2.	Community and Liveability Report Local Events Program Round 2 2020.2021	318
	The purpose of this Report is to provide Council with the Unconfirmed Minutes of the Western Downs Regional Council Community Grants Assessment Reference Group Meeting held on 17 February 2021 in relation to the Assessment of Round Two of the 2020/2021 Local Events Program and to seek adoption of the recommendations contained in those Unconfirmed Minutes.	

15.3.	Community and Liveability Report Groovin' in the Garden	326
	The purpose of this report is to update the Council on the recent success of the Groovin' in the Garden event held at Chinchilla Botanic Parkland.	

16. NOTICES OF MOTION

16.1. CONSIDERATION OF NOTICES OF MOTION/BUSINESS

16.2. RECEPTION OF NOTICES OF MOTION FOR NEXT MEETING

17. URGENT GENERAL BUSINESS

18. MEETING CLOSURE

Title **Adopt Ordinary Meeting of Council Minutes 17 February 2021**

Date 9 March 2021

Responsible Manager R. Musgrove, CHIEF EXECUTIVE OFFICER

Summary

The Purpose of this Report is for Council to adopt the Minutes of the Ordinary Meeting of Council held on Wednesday, 17 February 2021

Link to Corporate Plan

Nil

Material Personal Interest/Conflict of Interest

Nil

Officer's Recommendation

That this Report be received and that:

1. The Unconfirmed Minutes of the Ordinary Meeting of Council held on 17 February 2021, copies of which have been circulated to Members, be taken as read and confirmed.

Human Rights Considerations

Section 4(b) of the *Human Rights Act 2019* (Qld) (the Human Rights Act) requires public entities 'to act and make decisions in a way compatible with human rights'.

There are no human rights implications associated with this report.

Attachments

1. Copy of Unconfirmed Minutes of the Ordinary Meeting of Council held on Wednesday, 17 February 2021.

Authored by: A. Lyell, EXECUTIVE SERVICES ADMINISTRATION OFFICER



Ordinary Meeting of Council Minutes

Date: Wednesday, 17 February 2021

Time: 9.30am

Location: Wandoan Customer Service Centre,
6 Henderson Road, Wandoan

Councillors: Cr. P. M. McVeigh (Chairperson)

Cr. A. N. Smith

Cr. K. A. Bourne

Cr. P. T. Saxelby

Cr. K. A. Maguire

Cr. M. J. James

Cr. I.J. Rasmussen

Cr. O. G. Moore

Cr. C. T. Tillman

Officers:

R. A. Musgrove, Chief Executive Officer

S. M. Peut, General Manager (Corporate Services)

G. K. Cook, General Manager (Infrastructure Services)

J. K. Taylor, General Manager (Community and Liveability)

J. L. Weier, Senior Executive Officer

L. Paine, Executive Assistant

1. DECLARATION OF MEETING OPENING

The Chairperson declared the Meeting open at 9.34AM.

2. OPENING PRAYER AND MINUTE SILENCE

Reverend Laurie Peake from the Presbyterian Church delivered the opening prayer. This was followed by the observance of a minute silence.

3. APOLOGIES

COUNCIL RESOLUTION

Moved By Cr. P. T. Saxelby

Seconded By Cr. K. A. Bourne

That Council accept the apology for non-attendance from Cr. I.J. Rasmussen.

CARRIED

Absent Did Not Vote: Cr. I. J. Rasmussen

4. CONGRATULATIONS

Cr. A.N. Smith requested that congratulations be extended to Town and Country Cleaning Company of Dalby. The local business was named as Queensland's 'Outstanding Cleaning Company' for 2020. The award was presented at the Building Service Contractors Association of Australia (Queensland) gala dinner, for the Australian Super Excellence Awards. An employee of the Town & Country cleaning company, Eric Caramat, was a runner-up in the Individual 'Outstanding Cleaning Operator' for Regional Queensland. The Excellence Awards are designed to acknowledge the outstanding contribution and achievements of employers and employees in contract cleaning and security.

5. CONFIRMATION OF MINUTES

5.1 Adopt Minutes Ordinary Meeting of Council

The Purpose of this Report is for Council to adopt the Minutes of the Ordinary Meeting of Council held on Wednesday, 20 January 2021

COUNCIL RESOLUTION

Moved By Cr. O. G. Moore

Seconded By Cr. K. A. Bourne

That this Report be received and that:

1. The Unconfirmed Minutes of the Ordinary Meeting of Council held on 20 January 2021, copies of which have been circulated to Members, be taken as read and confirmed.

CARRIED

Absent Did Not Vote: Cr. I. J. Rasmussen

6. BUSINESS ARISING FROM THE MINUTES OF PREVIOUS MEETINGS

Nil.

7. PRESENTATION OF PETITIONS BY COUNCILLORS

Nil.

UNCONFIRMED

8. MAYORAL UPDATE

8.1 Executive Services Mayoral Report January 2021

The purpose of this Report is to provide Council with significant meetings, forums and delegations attended by the Mayor during the month of January 2021.

COUNCIL RESOLUTION

Moved By Cr. P. T. Saxelby

Seconded By Cr. C. T. Tillman

That this Report be received and noted

CARRIED

Absent Did Not Vote: Cr. I. J. Rasmussen

9. CONFIDENTIAL ITEMS

Section 254J of the Local Government Regulation 2012 in relation to Closed meetings provides:

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(2) A committee of a local government may resolve that all or part of a meeting of the committee be closed to the public.

(3) However, a local government or a committee of a local government may make a resolution about a local government meeting under subsection (1) or (2) only if its councillors or members consider it necessary to close the meeting to discuss one or more of the following matters—

- (a) the appointment, discipline or dismissal of the chief executive officer;*
- (b) industrial matters affecting employees;*
- (c) the local government's budget;*
- (d) rating concessions;*
- (e) legal advice obtained by the local government or legal proceedings involving the local government including, for example, legal proceedings that may be taken by or against the local government;*
- (f) matters that may directly affect the health and safety of an individual or a group of individuals;*
- (g) negotiations relating to a commercial matter involving the local government for which a public discussion would be likely to prejudice the interests of the local government;*
- (h) negotiations relating to the taking of land by the local government under the Acquisition of Land Act 1967;*
- (i) a matter the local government is required to keep confidential under a law of, or formal arrangement with, the Commonwealth or a State.*

(4) However, a local government or a committee of a local government must not resolve that a part of a local government meeting at which a decision mentioned in section 150ER(2), 150ES(3) or 150EU(2) of the Act will be considered, discussed, voted on or made be closed.

(5) A resolution that a local government meeting be closed must—

- (a) state the matter mentioned in subsection (3) that is to be discussed; and*
- (b) include an overview of what is to be discussed while the meeting is closed.*

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COUNCIL RESOLUTION - CLOSE MEETING

Moved By Cr. K. A. Maguire

Seconded By Cr. C. T. Tillman

That Council resolve to close the Meeting in accordance with Sections 254J (3) (e and g) of the *Local Government Regulation 2012* at 9.47AM to discuss the following Confidential Reports:

1. Corporate Services Confidential Report Gallery 107 @ Dalby Request for Assistance (g);
2. Corporate Services Confidential Report Dalby Aerodrome Cross Runway and Taxiway (g);
3. Corporate Services Confidential Report Dalby Aerodrome Proposed Leases AA and AB (g);
4. Corporate Services Confidential Report Quarterly Liability Update as at 31 December 2020 (e);
5. Community and Liveability Confidential Report Tender MM03-20-21 Miles Historical Village Museum / Visitor Information Centre Upgrade (g);
6. Community and Liveability Confidential Report Appeal Update Nguyen (e); and
7. Infrastructure Services Confidential Report Russell Park Mountain Bike Trail Pre-Construction Phase and Funding Update (g).

CARRIED

Absent Did Not Vote: Cr. I. J. Rasmussen

COUNCIL RESOLUTION - REOPEN MEETING

Moved By Cr. P. T. Saxelby

Seconded By Cr. K. A. Maguire

That Council resolve to reopen the Meeting at 10.37AM.

CARRIED

Absent Did Not Vote: Cr. I. J. Rasmussen

COUNCIL RESOLUTION

Moved By Cr. P. T. Saxelby

Seconded By Cr. A. N. Smith

That Council resolve to adjourn the Meeting.

CARRIED

Absent Did Not Vote: Cr. I. J. Rasmussen

The Meeting adjourned at 10.37am.

The Meeting resumed at 10.51am.

9.1 EXECUTIVE SERVICES

9.2 CORPORATE SERVICES

**9.2.1 Corporate Services Confidential Report Gallery 107 @ Dalby
Request for Assistance**

The purpose of this Report is to seek Council direction with respect to the request for assistance from Gallery 107 @ Dalby.

In accordance with Chapter 6, Part 2, Division 5A of the Local Government Act 2009, Cr. C. T. Tillman informed the meeting of a prescribed conflict of interest in respect to this matter due to:

a. She is the president of Gallery107@Dalby where the Regional Artist Exhibition and the workshop is being held.

Having given due consideration to her position she determined that he would leave the meeting while the matter is considered and voted on.

Cr. C.T. Tillman left the meeting for the discussion at 9.48am.

Cr. C.T. Tillman rejoined the meeting at 10.00am.

Cr. C.T. Tillman left the meeting for the vote at 10.52am.

COUNCIL RESOLUTION

Moved By Cr. K. A. Maguire

Seconded By Cr. K. A. Bourne

That this Report be received and that:

1. That hire fees be waived for Council facilities to enable Gallery107 to conduct their activities, subject to availability, during the period of renovations being conducted at MyALL107; and
2. A further report be brought back to the next Ordinary Meeting of Council outlining options for Gallery107 to utilise a space within a current Council facility for the sale of art supplies and to sustain their volunteer group.

FORESHADOWED MOTION

Cr. P.T. Saxelby foreshadowed that if the motion on the floor failed, he would move:

That this Report be received and that:

1. That council offer assistance to Gallery 107 to search for an appropriate space to help the committee to manage the transition period of the rebuild of Myall 107 building , so as to sustain the volunteer group, continue the services offered to the community through sales of art supplies, workshops and student lessons within a suitable space which could also display small art exhibitions from time to time; and
2. Council provide up to a maximum of \$40k per annum for this.

Amendment No. 1

Moved By Cr. O. G. Moore

Seconded By Cr. A. N. Smith

That this Report be received and that:

1. That hire fees be waived for Council facilities to enable Gallery107 to conduct their activities, subject to availability, during the period of renovations being conducted at MyALL107; and
2. A further report be brought back to the next Ordinary Meeting of Council outlining options for Gallery107 to utilise a space within a current Council facility for the sale of art supplies to sustain their volunteer group.

POINT OF ORDER

Cr. M.J. James asked the Chairperson to decide a Point of Order in regard to the proposed amendment alters the intent of the Motion on the floor. The Chairperson determined the proposed Amendment is not an amendment and disallowed it.

The **ORIGINAL MOTION** was **PUT** and **CARRIED (6,1)**

For: Cr. P.M. McVeigh, Cr. O.G. Moore, Cr. M.J. James, Cr. K.A. Maguire,
Cr. K.A. Bourne, Cr. A.N. Smith

Against: Cr. P.T. Saxelby

Absent Did Not Vote: Cr. I. J. Rasmussen, Cr. C.T. Tillman

Cr. C.T. Tillman rejoined the meeting at 11.09am.

9.2.2 Corporate Services Confidential Report Dalby Aerodrome Cross Runway and Taxiway

The purpose of this Report is to seek Council direction in relation to the Dalby Aerodrome Cross Runway 04/22 and Taxiway to the Cross Runway.

In accordance with Chapter 6, Part 2, Division 5A of the Local Government Act 2009, Cr. P. M. McVeigh informed the meeting of a declarable conflict of interest in respect to this matter due to:

a. His daughter-in-law's family operate an agricultural aviation business from the Dalby airport.

Having given due consideration to his position he determined that he would leave the meeting while the matter is considered and voted on.

Cr. P.M. McVeigh left the meeting for the discussion at 10.00am.

Cr. A.N. Smith resumed the Chair.

Cr P.M. McVeigh left the meeting for the vote at 11.10am.

Cr. A.N. Smith resumed the Chair.

COUNCIL RESOLUTION

Moved By Cr. O. G. Moore

Seconded By Cr. C. T. Tillman

That this Report be received, and that:

1. Council endorse Option 4 to replace the existing Cross Runway and Taxiway as a Reconstructed Unsealed Runway for \$109,216 (GST exclusive).

CARRIED

Absent Did Not Vote: Cr. I. J. Rasmussen, Cr. P.M. McVeigh

9.2.3 Corporate Services Confidential Report Dalby Aerodrome Proposed Leases AA and AB

The purpose of this Report is to consider a request to renew leases AA and AB at the Dalby Aerodrome.

In accordance with Chapter 6, Part 2, Division 5A of the Local Government Act 2009, Cr. P. M. McVeigh informed the meeting of a declarable conflict of interest in respect to this matter due to:

a. His daughter-in-law's family operate an agricultural aviation business from the Dalby airport.

Having given due consideration to his position he determined that he would leave the meeting while the matter is considered and voted on.

In accordance with Chapter 6, Part 2, Division 5A of the Local Government Act 2009, Cr. C.T. Tillman, informed the meeting of a declarable conflict of interest in respect of the matter due to:

a. her sister and brother-in-law both being employed by IOR.

Having given due consideration to her position she determined that he would leave the meeting while the matter is considered and voted on.

In accordance with Chapter 6, Part 2, Division 5A of the Local Government Act 2009, CEO, Ross Musgrove, informed the meeting of a prescribed conflict of interest in respect to this matter due to:

a. His having a close relationship with an Executive of IOR Aviation Pty Ltd.

Having given due consideration to his position he determined that he would leave the meeting while the matter is considered and voted on.

Cr C.T. Tillman and CEO, R.A. Musgrove left the meeting for the discussion at 10.02am.

Cr C.T. Tillman and PM. McVeigh rejoined the meeting at 10.09am.

Cr C.T. Tillman and CEO, R.A. Musgrove left meeting for the vote at 11.12am.

COUNCIL RESOLUTION

Moved By Cr. K. A. Maguire

Seconded By Cr. K. A. Bourne

That this Report be received and that Council:

1. apply the exceptions contained within section 236(1)(c)(iii) of the Local Government Regulation 2012 to the proposed leases;
2. offer IOR Aviation Pty Ltd a ten-year lease over land described as Lease AA on SP243215 and Lease AB on SP258560 at the Dalby Aerodrome on the terms as set out in this Report; and
3. delegate authority to the CEO to negotiate and sign all documents necessary to finalise the lease.

CARRIED

Absent Did Not Vote: Cr. I. J. Rasmussen, Cr. C.T. Tillman, Cr. P.M. McVeigh

Cr C.T. Tillman and P.M. McVeigh rejoined the meeting at 11.14am.

Cr. P.M. McVeigh resumed the Chair.

9.2.4 Corporate Services Confidential Report Quarterly Liability Update as at 31 December 2020

The purpose of this Report is to provide Council with a quarterly update on liability matters as at 31 December 2020.

In accordance with Chapter 6, Part 2, Division 5A of the Local Government Act 2009, CEO, Ross Musgrove, informed the meeting of a prescribed conflict of interest in respect to the O'Brien Claim due to:

a. His partner, Kari Stephens, being a director of Project Urban.

Having given due consideration to his position he determined that he would leave the meeting while the matter is considered and voted on.

CEO, R.A. Musgrove rejoined the meeting following the discussion at 10.12am.

COUNCIL RESOLUTION

Moved By Cr. P. T. Saxelby

Seconded By Cr. K. A. Bourne

That this Report be received and that:

1. Council note the liability matters.

CARRIED

Absent Did Not Vote: Cr. I. J. Rasmussen

CEO, R.A. Musgrove rejoined the meeting following the vote at 11.16am.

9.3 COMMUNITY AND LIVEABILITY

9.3.1 Community and Liveability Confidential Report Tender MM03-20-21 Miles Historical Village Museum / Visitor Information Centre Upgrade

The purpose of this report is to seek Council's approval to award Tender MM03-20-21 for the upgrade of the Miles Historical Village Museum & Visitor Information Centre.

In accordance with Chapter 6, Part 2, Division 5A of the Local Government Act 2009, Cr. K. A. Bourne informed the meeting of a prescribed conflict of interest in respect to this matter due to:

a) her being a previous member of the Miles Historical Society Committee.

Having given due consideration to her position she determined that she would leave the meeting while the matter is considered and voted on.

Cr. K.A. Bourne left the meeting for the discussion at 10.12am.

Cr. K.A. Bourne rejoined the meeting at 10.13am.

Cr. K.A. Bourne left the meeting for the vote at 11.16am.

COUNCIL RESOLUTION

Moved By Cr. K. A. Maguire

Seconded By Cr. C. T. Tillman

That this Report be received and that:

1. Council approves additional funds required of \$85,446.55 excluding GST to award the contract for Tender MM03-20-21 for the upgrade of the Miles Historical Village Museum & Visitor Information Centre Precinct.
2. Council awards the contract for Tender MM03-20-21, at a total project amount of \$685,446.55 excluding GST, for the upgrade of the Miles Historical Village Museum & Visitor Information Centre Precinct as below:

Part A - Building

Hinds & Co Pty Ltd for the amount of \$240,000.00 excl. GST

Part B - Landscaping

Boyd's Bay Landscaping Pty Ltd for the amount of \$445,446.55 excl. GST

CARRIED

Absent Did Not Vote: Cr. I. J. Rasmussen, Cr. K.A. Bourne

Cr. K.A. Bourne rejoined the meeting at 11.18am.

9.3.2 Community and Liveability Confidential Report Appeal Update Nguyen

The purpose of this report is to determine the course of action relating to the matter of Nguyen v Western Downs Regional Council

COUNCIL RESOLUTION

Moved By Cr. K. A. Maguire

Seconded By Cr. O. G. Moore

That this report be received and that Council resolve to settle the matter.

CARRIED (7,1)

Absent Did Not Vote: Cr. I. J. Rasmussen

9.4 INFRASTRUCTURE SERVICES

9.4.1 Infrastructure Services Confidential Report Russell Park Mountain Bike Trail Pre-Construction Phase and Funding Update

The purpose of this Report is to provide Council with an update with regards to the pre-construction phase and funding for the Russell Park Mountain Bike Trail project.

COUNCIL RESOLUTION

Moved By Cr. K. A. Bourne

Seconded By Cr. K. A. Maguire

That this Report be received and that:

1. Council allocate an extra \$573,792 to deliver the Russell Park Mountain Bike Trail.

FORESHADOWED MOTION

Cr. O.G. Moore foreshadowed that if the motion on the floor failed, he would move:

That this report be received and that the scope of works for the Russell Park Mountain Bike Trail project be adjusted to match the allocated budget of \$2,206,000.

The **ORIGINAL MOTION** was **PUT** and **CARRIED (7,1)**

Absent Did Not Vote: Cr. I. J. Rasmussen

10. PLANNING

10.1 (030.2020.597.001) Community and Liveability Report Development Application Material Change of Use for Short-term Accommodation (Air Bed and Breakfast) on Lot 3 on SP201715 at 148 Hayden Street Dalby Cumming

The purpose of this Report is for Council to decide the application seeking a Development Approval for a Material Change of Use to establish Short-term Accommodation (Air Bed and Breakfast) on land described as Lot 3 on SP201715 and situated at 148 Hayden Street, Dalby.

COUNCIL RESOLUTION

Moved By Cr. A. N. Smith

Seconded By Cr. P. T. Saxelby

That this Report be received and that:

1.The application for a Material Change of Use to establish Short-term Accommodation (Air Bed and Breakfast) on land described as Lot 3 on SP201715 and situated at 148 Hayden Street, Dalby, be approved, subject to the following conditions:

APPROVED PLANS

1. The development shall be carried out generally in accordance with the Approved Plans listed below, subject to and modified by the conditions of this approval:

Plan No.:Job No. 00103-15, Sheet 1 of 7, Issue B

Description:Site Plan, prepared by Plans to Inspire, dated 08-01-2015

Amendment:Amended in red by Council on 2/2/21

Plan No.:Job No. 00334/08, Sheet 3 of 6, Issue A

Description:Proposed Floor Plan, prepared by Martin Building Design, dated 9th October 2008

Amendment:Amended in red by Council on 2/2/21

APPROVED DEVELOPMENT

2.The approved development is a Material Change of Use for Short-term Accommodation (Air Bed and Breakfast) as shown on the Approved Plans.

3.The approved area of the development is restricted to the area illustrated by the Approved Plans and the development is not to be let on a per room basis (ie the entire residence is to be available to the customer).

4.The existing laundry building on the property is not a habitable building and is not to be used for the purpose of accommodation.

COMPLIANCE, TIMING AND COSTS

5. All conditions of the approval shall be complied with before the change occurs (prior to commencement of the use) and while the use continues, unless otherwise noted within these conditions.

6. All costs associated with compliance with these conditions shall be the responsibility of the developer unless otherwise noted.

FEES AND CHARGES

7.All fees, rates, interest and other charges levied on the property, shall be paid in full, in accordance with the rate at the time of payment.

MAINTENANCE

8.The development shall be maintained in accordance with the Approved Plans, subject to and modified by any conditions of this approval.

9.The building and property must be maintained in a clean and orderly state at all times, to Council's satisfaction.

NOISE EMISSIONS

10.Noise emissions from the development shall not cause environmental harm or nuisance to adjoining properties or "Sensitive Land Uses" in accordance with the *Environmental Protection (Noise) Policy 2019*.

LIGHTING

11.All lighting is to enhance the security of the site and surrounds without creating unnecessary glare or overspill to the detriment of surrounding activities. Ensure that direct lighting or lighting does not exceed 8 lux at 1.5 metres beyond the boundary of the site.

INFRASTRUCTURE CHARGES

12.All infrastructure charges including those associated with Council's Water, Stormwater, Transport and Parks Networks are now levied under the *Planning Act 2016*. As required under Section 119 of the *Planning Act 2016*, a separate **Infrastructure Charges Notice** is attached.

FLOODING - GENERAL

13.The minimum habitable floor level for the Dwelling House on the property is 300mm above the defined flood height for the property.

VEHICLE ACCESS

14.The existing crossover to Hayden Street is to be maintained generally in accordance with Council's Standard Drawing R-004, Revision C.

ADVISORY NOTES

NOTE 1:Building Approvals

Council's records do not indicate that the existing open carport and domestic shed on the property have a Building Approval. Please contact Council's Building Department on telephone (07) 4679 3222 for details on the process and regiments for submitting a Building Application for Council's approval.

NOTE 2:Flood Hazard

The property is identified as being located in High, Medium and Low Flood Hazard Areas on the Flood Hazard Overlay Map in the Western Downs Planning Scheme 2017 incorporating Amendment 1. Where the floor level is not elevated above the defined flood Level, the proposed building work may be subject to inundation during a flood event.

NOTE 3: Relevant Period

*"A part of a development approval lapses at the end of the following period (the **currency period**)—*

(a) for any part of the development approval relating to a material change of use—if the first change of use does not happen within—

(i) the period stated for that part of the approval; or

(ii) if no period is stated—6 years after the approval starts to have effect."

NOTE 4: Aboriginal Cultural Heritage

It is advised that under Section 23 of the *Aboriginal Cultural Heritage Act 2003*, a person who carries out an activity must take all reasonable and practicable measures to ensure the activity does not harm Aboriginal cultural heritage (the "cultural heritage duty of care"). Maximum penalties for breaching the duty of care are listed in the Aboriginal cultural heritage legislation. The information on Aboriginal cultural heritage is available on the Department of Aboriginal and Torres Strait Islander and Partnerships' website .

NOTE 5: General Environmental Duty

General environmental duty under the *Environmental Protection Act 1994* prohibits unlawful environmental nuisance caused by noise, aerosols, particles, dust, ash, fumes, light, odour or smoke beyond the boundaries of the development site during all stages of the development including earthworks, construction and operation.

NOTE 6: General Safety of Public During Construction

The *Work Health and Safety Act 2011* and *Manual of Uniform Traffic Control Devices* must be complied with in carrying out any construction works, and to ensure safe traffic control and safe public access in respect of works being constructed on a road.

NOTE 7: Property Note (Audit of Conditions)

An inspection of the property to ascertain compliance with conditions will be undertaken three (3) months after the approval takes effect. If the works are completed prior to this time, please contact Council for an earlier inspection. A property note to this effect will be placed on Council's records.

NOTE 8: Duty to Notify of Environmental Harm

If a person becomes aware that serious or material environmental harm is caused or threatened by an activity or an associated activity, that person has a duty to notify Western Downs Regional Council.

CARRIED

Absent Did Not Vote: Cr. I. J. Rasmussen

11. DEPUTATION

11.1 Pat Devlin

Pat Devlin addressed Council to congratulate Western Downs Regional Council on their support for the Wandoan Soldiers Settlement project and would like to thank all staff for their work and support to get this project completed. Pat advised that they are expecting a larger than normal attendance at the ANZAC day commemorations this year and that the community group will require support to cater for these large numbers and will be seeking financial support from Council. The community group has also requested advice from council on the requirements for a COVID safe event plan.

UNCONFIRMED

12. EXECUTIVE SERVICES

12.1 Executive Services Chief Executive Officer Report January 2021 and Communications and Marketing Quarterly Report October to December 2020

The purpose of this Report is to provide Council with:

1. Significant meetings, forums and delegations attended by the Chief Executive Officer during the month of January 2021; and
2. An update on the activities of the Communication and Marketing team during the months of October to December 2020.

COUNCIL RESOLUTION

Moved By Cr. O. G. Moore

Seconded By Cr. K. A. Maguire

That this Report be received and noted

CARRIED

Absent Did Not Vote: Cr. I. J. Rasmussen

12.2 Executive Services Report Outstanding Actions January 2021

The purpose of this Report is to provide Council with an updated on the status of outstanding Council Meeting Action Items to 20 January 2021.

COUNCIL RESOLUTION

Moved By Cr. K. A. Bourne

Seconded By Cr. P. T. Saxelby

That this Report be received and noted.

CARRIED

Absent Did Not Vote: Cr. I. J. Rasmussen

12.3 Executive Services Report Ordinary Meeting of Council Location and Special Meeting of Council Dates

The purpose of this Report is to provide for Council consideration and subsequent adoption proposed alternate location for the holding of Council Meetings in April and October 2021 and dates for Special Meetings of Council.

COUNCIL RESOLUTION

Moved By Cr. C. T. Tillman

Seconded By Cr. K. A. Bourne

That this Report be received and that, in accordance with Section 175 of the *Local Government Act 2009* and Section 277 (1) of the *Local Government Regulation 2012*, Council adopts:

1. Location for the holding of Ordinary Meetings of Council as follows:

Date (2021)	Location	Commencement Time
Wednesday, 21 April	Dalby Corporate Office	9.30 a.m.
Wednesday, 27 October	Dalby Corporate Office	9.30 a.m.

2. The dates of Special Meetings of Council as follows:

Date (2021)	Location/Purpose	Commencement Time
Wednesday, 9 June	Draft 2021-22 Budget - Dalby Corporate Office	9.30 a.m.
Wednesday, 23 June	Adopt 2021-22 Budget - Dalby Corporate Office	2.00 p.m.

CARRIED

Absent Did Not Vote: Cr. I. J. Rasmussen

13. CORPORATE SERVICES

13.1 Corporate Services Report Investigation - Council Policy

The purpose of this Report is to present the draft amended Investigation - Council Policy for Council's consideration and approval.

COUNCIL RESOLUTION

Moved By Cr. A. N. Smith

Seconded By Cr. K. A. Maguire

That this Report be received and that:

1. Council adopt the amended Investigation - Council Policy pursuant to section 150AE of the *Local Government Act 2009*.

CARRIED

Absent Did Not Vote: Cr. I. J. Rasmussen

13.2 Corporate Services Report Meetings - Council Policy

The purpose of this Report is to present the proposed amended Meetings - Council Policy for Council's consideration.

COUNCIL RESOLUTION

Moved By Cr. A. N. Smith

Seconded By Cr. K. A. Bourne

That this Report be received and that Council:

1. adopt the amended Meetings - Council Policy;
2. rescind the Publishing and Administrative Release of Ordinary Meetings Reports - Council Policy; and
3. adopt the Councillor Briefings and Workshops - Council Policy.

FORESHADOWED MOTION

Cr. O.G. Moore foreshadowed that if the motion on the floor failed, he would move:

That this Report be received and that Council:

1. adopt the amended Meetings - Council Policy;
2. rescind the Publishing and Administrative Release of Ordinary Meetings Reports - Council Policy; and
3. that the Councillor Briefings and Workshops - Council Policy be brought back to Council for consideration at an Information Session.

The **ORIGINAL MOTION** was **PUT** and **LOST (3,5)**

Absent Did Not Vote: Cr. I. J. Rasmussen

FORESHADOWED MOTION MOVED

Moved By Cr. O. G. Moore

Seconded By Cr. C. T. Tillman

As foreshadowed,

That this Report be received and that Council:

1. adopt the amended Meetings - Council Policy;
2. rescind the Publishing and Administrative Release of Ordinary Meetings Reports - Council Policy; and
3. that the Councillor Briefings and Workshops - Council Policy be brought back to Council for consideration at an Information Session.

CARRIED (7,1)

Absent Did Not Vote: Cr. I. J. Rasmussen

13.3 Corporate Services Financial Report January 2021

The purpose of this Report is to provide Council with the Financial Report for the period ending 31 January 2021.

COUNCIL RESOLUTION

Moved By Cr. K. A. Maguire

Seconded By Cr. A. N. Smith

That this Report be received, and that:

1. Council notes the January 2021 Financial Report.

CARRIED

Absent Did Not Vote: Cr. I. J. Rasmussen

13.4 Corporate Services Report 2020/21 Q2 Enterprise Risk Management and Operational Plan Review

The purpose of this Report is to provide Council with:

1. The status of the strategic risks which Council manages under its Enterprise Risk Management Framework; and
2. Progress towards achieving the 2020/21 Operational Plan outcomes for the second quarter.

COUNCIL RESOLUTION

Moved By Cr. P. T. Saxelby

Seconded By Cr. K. A. Bourne

That this Report be received and noted.

CARRIED

Absent Did Not Vote: Cr. I. J. Rasmussen

13.5 Corporate Services Quarterly Report October to December 2020

The purpose of this Report is to provide Council with an update in relation to the Corporate Services Departments during the second quarter of the 2020-2021 financial year.

COUNCIL RESOLUTION

Moved By Cr. K. A. Bourne

Seconded By Cr. A. N. Smith

This Report be received and noted.

CARRIED

Absent Did Not Vote: Cr. I. J. Rasmussen

13.6 Corporate Services Report Chinchilla Netball Courts Redevelopment Project

The purpose of this Report is to advise Council of the successful completion of the Chinchilla Netball Courts Redevelopment Project.

COUNCIL RESOLUTION

Moved By Cr. M. J. James

Seconded By Cr. P. T. Saxelby

That this Report be received and noted.

CARRIED

Absent Did Not Vote: Cr. I. J. Rasmussen

13.7 Corporate Services Report Electricity Savings Progress

The purpose of this Report is to advise Council of the progress of our energy costs reduction strategies.

COUNCIL RESOLUTION

Moved By Cr. A. N. Smith

Seconded By Cr. M. J. James

That this Report be received and noted.

CARRIED

Absent Did Not Vote: Cr. I. J. Rasmussen

14. INFRASTRUCTURE SERVICES

14.1 Infrastructure Services Report Charley's Creek Bridge Burncluith Road Naming Proposal

The purpose of this report is to seek Council's direction regarding formally naming the bridge over Charley's Creek on Burncluith Road.

COUNCIL RESOLUTION

Moved By Cr. P. T. Saxelby

Seconded By Cr. O. G. Moore

That this report be received and that:

1. Charley's Creek Bridge on Burncluith Road be formally named the Stan Wolski Bridge.

FORESHADOWED MOTION

Cr. K.A. Maguire foreshadowed that if the motion on the floor failed, she would move:

That this report be received and that:

1. Charley's Creek Bridge on Burncluith Road be formally named the Stan and Betty Wolski Bridge.

The **ORIGINAL MOTION** was **PUT** and **CARRIED**

Absent Did Not Vote: Cr. I. J. Rasmussen

14.2 Infrastructure Services Report Charley's Creek Bridge Burnt Bridge Road Naming Proposal

The purpose of this report is to seek Council's direction regarding formally naming the major culvert structure over Charley's Creek on Burnt Bridge Road

COUNCIL RESOLUTION

Moved By Cr. O. G. Moore

Seconded By Cr. P. T. Saxelby

That this report be received and that:

1. the major culvert structure in Charley's Creek on Burnt Bridge Road be formally named the Burnt Bridge.

CARRIED

Absent Did Not Vote: Cr. I. J. Rasmussen

14.3 Infrastructure Services Report Dalby Water Supply Increase

The Purpose of this Report is to seek Council's support for the expansion of Dalby's Water Supply.

COUNCIL RESOLUTION

Moved By Cr. K. A. Bourne

Seconded By Cr. C. T. Tillman

That this Report be received and that;

1. Council increase to Dalby's water supply capacity by 2.2 megalitres per day at an estimated cost of \$16,000,000 staged over five years, subject to future budget deliberations.

CARRIED

Absent Did Not Vote: Cr. I. J. Rasmussen

14.4 Infrastructure Services Condamine Weir Raising Report

The purpose of this Report is to allow Council to consider a petition to raise the Condamine Weir at Condamine by 2.5 metres.

In accordance with Chapter 6, Part 2, Division 5A of the Local Government Act 2009, Cr. A. N. Smith informed the meeting of a prescribed conflict of interest in respect to this matter due to:

a. the stretch of water to which the report pertains, borders his business.

Having given due consideration to his position he determined that he would leave the meeting while the matter is considered and voted on.

Cr. A.N. Smith left the meeting at 12.15am.

COUNCIL RESOLUTION

Moved By Cr. O. G. Moore

Seconded By Cr. K. A. Maguire

That this Report be received and that;

1. Council proceeds with current proposal to raise the Condamine Weir by 0.5 metres.

CARRIED

Absent Did Not Vote: Cr. I. J. Rasmussen, Cr. A.N. Smith

Cr. A.N. Smith rejoined the meeting at 12.17am.

14.5 Infrastructure Services Quarterly Report October To December 2020

The purpose of this Report is to provide Council with a quarterly update in relation to the Infrastructure Services' Works, Utilities and Technical Services departments performance.

COUNCIL RESOLUTION

Moved By Cr. O. G. Moore

Seconded By Cr. P. T. Saxelby

That this Report be received and noted.

CARRIED

Absent Did Not Vote: Cr. I. J. Rasmussen

Cr K.A. Maguire and GM Taylor temporarily left the meeting at 12.23pm.

Cr K.A. Maguire and GM Taylor rejoined the meeting at 12.25pm.

14.6 Infrastructure Services Report 2020/21 Capital Works Program February 2021 Update

The purpose of this Report is for the Works Department to provide an update to Council regarding the 2020/21 Capital Works Program for the month of January 2021.

COUNCIL RESOLUTION

Moved By Cr. O. G. Moore

Seconded By Cr. A. N. Smith

That this Report be received and noted.

CARRIED

Absent Did Not Vote: Cr. I. J. Rasmussen

15. COMMUNITY AND LIVEABILITY

15.1 Community and Liveability Report Sister City Relationship

The purpose of the Report is to present the research and recommendations for a potential Sister City relationship.

COUNCIL RESOLUTION

Moved By Cr. K. A. Bourne

Seconded By Cr. K. A. Maguire

That this Report be received and that Council pursue a Sister City relationship based on the findings of the research.

CARRIED (7,1)

Absent Did Not Vote: Cr. I. J. Rasmussen

15.2 Community and Liveability Report 2020-21 Festivals Placemaking Initiative

This Report is to update Council on the outcome of the 2020-21 Festivals Placemaking Initiative and seek a decision on the Expressions of Interest (EOI) proposals submitted.

In accordance with Chapter 6, Part 2, Division 5A of the Local Government Act 2009, Cr. C.T. Tillman informed the meeting of a declarable conflict of interest in respect to this matter due to:

a. although not being an executive of a committee, she has been involved with the application.

Having given due consideration to her position she determined that he would leave the meeting while the matter is considered and voted on.

Cr. C.T. Tillman left the meeting at 12.27pm.

COUNCIL RESOLUTION

Moved By Cr. P. T. Saxelby

Seconded By Cr. O. G. Moore

That this report is received and that:

1. Festivals Placemaking Project be awarded to Jandowae "Timbertown Tree" sculpture (Application FPI000022021) as per the grant guidelines.

CARRIED

Absent Did Not Vote: Cr. I. J. Rasmussen, Cr. C.T. Tillman

Cr. C.T. Tillman rejoined the meeting at 12.31pm.

15.3 Community and Liveability Report Rural Services Wild Dog Baiting Program December 2020

The purpose of this report is to update Council on the successful December 2020 wild dog baiting campaign.

COUNCIL RESOLUTION

Moved By Cr. A. N. Smith

Seconded By Cr. K. A. Bourne

That this report be noted.

CARRIED

Absent Did Not Vote: Cr. I. J. Rasmussen

15.4 Community and Liveability Quarterly Report October to December 2020

The purpose of this Report is to provide Council with an update in relation to the Community and Liveability Division for the second quarter of the 2020 / 2021 Financial Year.

COUNCIL RESOLUTION

Moved By Cr. K. A. Maguire

Seconded By Cr. C. T. Tillman

That this Report be received and noted.

CARRIED

Absent Did Not Vote: Cr. I. J. Rasmussen

16. NOTICES OF MOTION

16.1 CONSIDERATION OF NOTICES OF MOTION/BUSINESS

16.2 RECEPTION OF NOTICES OF MOTION FOR NEXT MEETING

17. URGENT GENERAL BUSINESS

18. MEETING CLOSURE

The Meeting concluded at 12.35pm.

I hereby certify that the foregoing is a true record of the Minutes of the Proceedings of the Ordinary Meeting of Council held this 17th day of February 2021.

Submitted to the Ordinary Meeting of Council held this Wednesday, 17th March 2021.

Signed:

Cr. P.M. McVeigh

MAYOR OF WESTERN DOWNS REGIONAL COUNCIL

Title **Adopt Minutes Special Meeting of Council 25 February 2021**

Date 11 March 2021

Responsible Manager R. Musgrove, CHIEF EXECUTIVE OFFICER

Summary

The purpose of this Report is for Council to adopt the Minutes of the Special Meeting of Council held on Thursday, 25 February 2021.

Link to Corporate Plan

Nil

Material Personal Interest/Conflict of Interest

NIL

Officer's Recommendation

That this Report be received and that:

1. The Unconfirmed Minutes of the Special Meeting of Council held on Thursday, 25 February 2021, copies of which have been circulated to Members, be taken as read and confirmed.

Background Information

Nil

Report

Nil

Consultation (Internal/External)

Nil

Legal/Policy Implications (Justification if applicable)

Nil

Budget/Financial Implications

Nil

Conclusion

Nil

Attachments

Copy of Unconfirmed Minutes of the Special Meeting of Council held on Thursday, 25 February 2021.

Authored by: A. Lyell, Executive Services Administration Officer



Special Meeting of Council Minutes

Date: Thursday, 25 February, 2021
Time: 9:30 am
Location: Miles Leichhardt Centre
29 Dawson Street
Miles QLD 4415

Voting Members: Cr. P.M. McVeigh (Chairperson)
Cr. A.N. Smith
Cr. K.A. Bourne
Cr. P.T. Saxelby
Cr. K.A. Maguire
Cr. I.J. Rasmussen
Cr. M.J. James
Cr. O.G. Moore
Cr. C.T. Tillman

Officers: R.A. Musgrove, Chief Executive Officer
S.M. Peut, General Manager (Corporate Services)
G.K. Cook, General Manager (Infrastructure Services)
J.K. Taylor, General Manager (Community and Liveability)
J.L. Weier, Senior Executive Officer
E. Kendall, Communications and Marketing Manager
C. Ole, Health Services Manager
S. Thompson, General Counsel

1. DECLARATION OF MEETING OPENING

The Chairperson declared the Meeting open at 9.45AM.

2. APOLOGIES

Nil.

3. CONFIDENTIAL ITEMS

Section 254J of the Local Government Regulation 2012 in relation to Closed meetings provides:

(1) A local government may resolve that all or part of a meeting of the local government be closed to the public.

(2) A committee of a local government may resolve that all or part of a meeting of the committee be closed to the public.

(3) However, a local government or a committee of a local government may make a resolution about a local government meeting under subsection (1) or (2) only if its councillors or members consider it necessary to close the meeting to discuss one or more of the following matters—

(a) the appointment, discipline or dismissal of the chief executive officer;

(b) industrial matters affecting employees;

(c) the local government's budget;

(d) rating concessions;

(e) legal advice obtained by the local government or legal proceedings involving the local government including, for example, legal proceedings that may be taken by or against the local government;

(f) matters that may directly affect the health and safety of an individual or a group of individuals;

(g) negotiations relating to a commercial matter involving the local government for which a public discussion would be likely to prejudice the interests of the local government;

(h) negotiations relating to the taking of land by the local government under the Acquisition of Land Act 1967;

(i) a matter the local government is required to keep confidential under a law of, or formal arrangement with, the Commonwealth or a State.

(4) However, a local government or a committee of a local government must not resolve that a part of a local government meeting at which a decision mentioned in section 150ER(2), 150ES(3) or 150EU(2) of the Act will be considered, discussed, voted on or made be closed.

(5) A resolution that a local government meeting be closed must—

(a) state the matter mentioned in subsection (3) that is to be discussed; and

(b) include an overview of what is to be discussed while the meeting is closed.

(6) A local government or a committee of a local government must not make a resolution (other than a procedural resolution) in a local government meeting, or a part of a local government meeting, that is closed.

COUNCIL RESOLUTION - CLOSE MEETING

MOVED by: Cr. A.N. Smith

Seconded by: Cr. M.J. James

That Council resolve to close the Meeting in accordance with Sections 254J (3) (A-I) of the *Local Government Regulation 2012* at 9.46AM to discuss the following Confidential Reports:

1. Community and Liveability Confidential Report - Council Owned and Operated Residential Aged Care Facilities (b,f).

CARRIED

COUNCIL RESOLUTION - REOPEN MEETING

MOVED by: Cr. P.T. Saxelby

Seconded by: Cr. K.A. Bourne

That Council resolve to reopen the Meeting at 10.06AM.

CARRIED

3.1 COMMUNITY AND LIVEABILITY

- 3.1.1 Community and Liveability Confidential Report - Council Owned and Operated Residential Aged Care Facilities

MOVED by: Cr. A.N. Smith

Seconded by: Cr. P.M. McVeigh

That the Report be received and that having regard to the health and welfare of residents in Council's aged care facilities and statutory obligations, that Council instruct the Chief Executive Officer to:

1. Request the Aged Care Quality & Safety Commission (ACQSC) undertake an *immediate* audit of the Tarcoola Residential Aged Care Facility in Tara and an audit of Carinya Residential Aged Care Facility in Miles;
2. Continue with urgent efforts to recruit Clinical Leads and qualified staff for its Aged Care facilities;
3. Direct that both facilities are not to admit any new residential or respite patients, until further direction; and
4. Provide advice back to Council immediately following the audits regarding Council's ability to continue to operate the aged care facilities in accordance with the Standards for age care under the *Aged Care Act 1997*(Cth).

CARRIED

4. MEETING CLOSURE

The Meeting concluded at 10.18am

I hereby certify that the foregoing is a true record of the Minutes of the Proceedings of the Special Meeting of Council held this 25th day of February 2021.

Submitted to the Ordinary Meeting of Council held this Wednesday, 17th March 2021.

Signed:

Cr. P.M. McVeigh

MAYOR OF WESTERN DOWNS REGIONAL COUNCIL

Title **Executive Services Mayoral Report February 2021**

Date 1 March 2021

Responsible Manager R. Musgrove, CHIEF EXECUTIVE OFFICER

Summary

The purpose of this Report is to provide Council with significant meetings, forums and delegations attended by the Mayor during the month of February 2021.

Link to Corporate Plan

Strategic Priority: Active Vibrant Communities

- We are a region without boundaries, united in community pride.
- Our community members are the loudest advocates for what's great about our region.
- Our social, cultural and sporting events are supported locally and achieve regional participation.
- Our parks, open spaces, and community facilities are well utilised and connect people regionally.
- A recognised culture of volunteerism is active throughout our communities.

Material Personal Interest/Conflict of Interest

Nil

Officer's Recommendation

That this Report be received and noted

Background Information

Nil

Report

Meetings, delegations and forums attended by the Mayor during the month of February 2021:

1 February 2021	<ul style="list-style-type: none"> Planning and Pre-Agenda Meeting Councillor Information Session 	Dalby Dalby
3 February 2021	<ul style="list-style-type: none"> Meeting with Multicultural Australia Our Lady of the Southern Cross College - 2021 Commencement Year Mass and College 2020 Dux Presentation Dalby Chamber of Commerce - Business After Hours 	Dalby Dalby Dalby
4 February 2021	<ul style="list-style-type: none"> Meeting Stock Route Assessment Committee Toowoomba Surat Business Enterprise Dinner 	Chinchilla Chinchilla
5 February 2021	<ul style="list-style-type: none"> Meeting with Prospective Business 	Dalby
8 February 2021	<ul style="list-style-type: none"> Tara Futures Group 	Tara
9 February 2021	<ul style="list-style-type: none"> Media Interview, ABC Meeting with Business Navigator Quarterly Meeting with Chinchilla Chamber of Commerce 	Phone Chinchilla Chinchilla
10 February 2021	<ul style="list-style-type: none"> Meeting with Bell Show Society Meeting with Property developer Meeting with Meat Processing Facility Working Group 	Dalby Dalby Dalby/Zoom

	<ul style="list-style-type: none"> Southern Queensland Inland & NSW Border Regional Water Alliance 	Stanthorpe
12 February 2021	<ul style="list-style-type: none"> Local Government Association Queensland - Policy Executive 2021 Meeting Meeting with the Governor's Office 	Brisbane Phone
13 February 2021	<ul style="list-style-type: none"> 2021 Annual Celebration Dinner - Regional Arts Council Dalby 	Dalby
15 February 2021	<ul style="list-style-type: none"> Planning & Pre-Agenda Meeting Councillor Information Session 	Dalby Dalby
16 February 2021	<ul style="list-style-type: none"> Meeting with Oakey State School Agriculture Business Students Western Downs Regional Council - Trainee and Apprentice Welcome Morning Tea Media Interview, Rebel Connect - Words Out West Wambo Wind Farm - Community Forum 	Dalby Dalby Chinchilla Jandowae
17 February 2021	<ul style="list-style-type: none"> Wandoan State School - Student council Induction Ordinary Meeting of Council Media Interview, ABC - Words out West 	Wandoan Wandoan Phone
19 February 2021	<ul style="list-style-type: none"> Media Interview, ABC Development Assessment Panel 	Phone Dalby
20 February 2021	Media Interview, ABC - Groovin in the Garden	Phone
21 February 2021	<ul style="list-style-type: none"> Opening of the Dalby Triathlon 	Dalby
22 February 2021	<ul style="list-style-type: none"> Media Interview, ABC - Triple M Dalby State High School - Annual Scholarship Morning Tea 	Dalby Dalby
23 February 2021	<ul style="list-style-type: none"> Meeting with Rate Payer Councillor Information Session 	Miles Miles
25 February 2021	<ul style="list-style-type: none"> Special Meeting of Council Toowoomba Surat Basin Enterprise 	Miles Dalby

Consultation (Internal/External)

Nil

Legal/Policy Implications (Justification if applicable)

Nil

Budget/Financial Implications

Nil

Human Rights Considerations

Section 4(b) of the *Human Rights Act 2019* (Qld) (the Human Rights Act) requires public entities 'to act and make decisions in a way compatible with human rights'.

There are no human rights implications associated with this report.

Conclusion

The forgoing represents activities undertaken by the Mayor during the month of February 2021.

Attachments

Nil

Authored by: Leisa Paine, Executive Assistant

Title (035.2020.560.001) Community and Liveability Report Development Application Reconfiguring a Lot 17 Acacia Avenue 14 Jacaranda Court Dalby Porter

Date 1 March 2021

Responsible Manager T. Summerville, PLANNING AND ENVIRONMENT MANAGER

Summary

The purpose of this Report is for Council to decide the proposed development for Reconfiguring a Lot (2 lots into 3 lots) of land described as Lot 9 on SP177942 and Lot 32 on SP177940, situated at 17 Acacia Avenue and 14 Jacaranda Court, Dalby.

Link to Corporate Plan

Strategic Priority: Strong Economic Growth

- There is a confidence in our strong and diverse economy.
- We're open for business and offer investment opportunities that are right for our region.
- We optimise our tourism opportunities, unique experiences and major events.
- Business and industry in our region live local and buy local.
- Our region is a recognised leader in energy, including clean, green renewable energies.

Material Personal Interest/Conflict of Interest

Nil

Officer's Recommendation

That this Report be received and that:

1. The application for Reconfiguring a Lot (2 lots into 3 lots) on land described as Lot 9 on SP177942 and Lot 32 on SP177940 and situated at 17 Acacia Avenue and 14 Jacaranda Court, Dalby be approved, subject to the following conditions:

APPROVED PLANS

1. The development shall be carried out generally in accordance with the Approved Plan listed below, subject to and modified by the conditions of this approval:

Plan No: #01
Description: Proposal Plan, prepared by PJ & EM Porter
Amendment: Amended in red by Council on 25 February 2021

Plan No: -
Description: Typical House and Lot Layout

2. Where there is any conflict between the conditions of this development approval and the details shown on the Approved Plans, the conditions of this development approval must prevail.

APPROVED DEVELOPMENT

3. The approved development is Reconfiguring a Lot (2 lots into 3 lots) as shown on the Approved Plans.

COMPLIANCE, TIMING AND COSTS

4. All conditions of the approval shall be complied with before Council's endorsement of the Plan of Survey, unless otherwise noted within these conditions.
5. All costs associated with compliance with these conditions shall be the responsibility of the developer unless otherwise noted.
6. The Plan of Survey shall not be executed until a letter of compliance is received demonstrating the development's compliance with all conditions of this approval.

FEES AND CHARGES

7. All fees, rates, interest and other charges levied on the property, shall be paid in full, in accordance with the rate at the time of payment.

MAINTENANCE

8. The development shall be maintained in accordance with the Approved Plans, subject to and modified by any conditions of this approval.

LOCATION, PROTECTION AND REPAIR OF DAMAGE TO COUNCIL AND PUBLIC UTILITY SERVICES INFRASTRUCTURE AND ASSETS

9. Be responsible for the location and protection of any Council and public utility services infrastructure and assets that may be impacted during construction of the development.
10. Repair all damage incurred to Council and public utility services infrastructure and assets, as a result of the proposed development immediately should hazards exist for public health and safety or vehicular safety. Otherwise, repair all damage immediately upon completion of works associated with the development.

LOT NUMBERING

11. The numbering of all approved lots shall remain as indicated on the Approved Plans (unless otherwise amended/approved by Council).
12. The developer is to make a request to Council for street numbering.

LANDSCAPING

13. All declared weeds and pests shall be removed from the subject land and the subject land kept clear of such nuisance varieties at all time during the course of the development works and any ensuing defects liability period.
14. Apart from declared weeds and pests, trees, shrubs and landscaped areas currently existing on the subject land shall be retained where possible, and action taken to minimise disturbance during construction work.

STORMWATER MANAGEMENT

15. Provide overland flow paths that do not alter the characteristics of existing overland flows or create an increase in flood damage on other properties.
16. Ensure that adjoining properties and roadways are protected from ponding as a result of any site works undertaken.

FLOODING - GENERAL

17. Ensure that the minimum habitable floor levels of all future buildings are 300mm above Council's defined flood level current at the time of construction.

VEHICLE ACCESS

18. Ensure the existing vehicular property access to Acacia Avenue is maintained in accordance with Council's Planning Scheme and the latest revision of Council's Standard Drawing R-004.
19. Prior to obtaining a Building Approval for any future Dwelling on Proposed Lots 1 and 2, construct a dedicated vehicular property access to Jacaranda Court in accordance with Council's Standard Drawing No. R-004.
20. Construct any new crossovers such that the edge of the crossover is no closer than 1 metre to any existing or proposed infrastructure including any stormwater gully pit, manhole, service infrastructure (eg power pole, telecommunications pit), road infrastructure (eg street sign, street tree, etc).

WATER SUPPLY

21. Connect each lot to Council's reticulated water supply system.
22. Install a separate water service connection to each lot as per Council's standards.

SEWERAGE

23. Connect all lots to Council's reticulated sewerage system.
24. The connection must be designed in accordance with Council's standards and be approved by Council's Utility Services Section.
25. Actual connection to Council's live sewerage infrastructure must be undertaken by or under the supervision of Council.

ELECTRICITY AND TELECOMMUNICATIONS

26. Provide electricity and telecommunication services to any future Dwelling on Proposed Lots 1 and 2.
27. Submit to Council, written confirmation from an electricity provider that supply of electricity is available to all lots prior to Council's endorsement of the Survey Plan.

INFRASTRUCTURE CHARGES

28. All infrastructure charges including those associated with Council's Water, Stormwater, Transport and Parks Networks are now levied under the *Planning Act 2016*. As required under Section 119 of the *Planning Act 2016*, a separate **Infrastructure Charges Notice** is attached.

ADVISORY NOTES

NOTE 1 - Relevant Period

A part of a development approval lapses at the end of the currency period. The standard currency period for Reconfiguring a Lot (4 years after the approval starts to have effect) as stated in Section 85 of the *Planning Act 2016* applies to this approval

NOTE 2 - Aboriginal Cultural Heritage

It is advised that under Section 23 of the *Aboriginal Cultural Heritage Act 2003*, a person who carries out an activity must take all reasonable and practicable measures to ensure the activity does not harm Aboriginal cultural heritage (the “cultural heritage duty of care”). Maximum penalties for breaching the duty of care are listed in the Aboriginal cultural heritage legislation. The information on Aboriginal cultural heritage is available on the Department of Aboriginal and Torres Strait Islander and Partnerships' website www.datsip.qld.gov.au.

NOTE 3 - General Environmental Duty

General environmental duty under the *Environmental Protection Act 1994* prohibits unlawful environmental nuisance caused by noise, aerosols, particles, dust, ash, fumes, light, odour or smoke beyond the boundaries of the development site during all stages of the development including earthworks, construction and operation.

NOTE 4 - General Safety of Public During Construction

The *Work Health and Safety Act 2011* and *Manual of Uniform Traffic Control Devices* must be complied with in carrying out any construction works, and to ensure safe traffic control and safe public access in respect of works being constructed on a road.

NOTE 5 - Property Note (Audit of Conditions)

An inspection of the property to ascertain compliance with conditions will be undertaken twelve (12) months after the approval takes effect. If the works are completed prior to this time, please contact Council for an earlier inspection. A property note to this effect will be placed on Council's records.

NOTE 6 - Duty to Notify of Environmental Harm

If a person becomes aware that serious or material environmental harm is caused or threatened by an activity or an associated activity, that person has a duty to notify Western Downs Regional Council.

Background Information

The relevant background information to this application is as follows:

Application No: 035.2020.560.001	Assessment No: A3571	Keywords Index: AD.6.6.2 & LG7.9.1
Assessing Officer:	Kate Swepson PRINCIPAL PLANNER	
PART 1: APPLICATION		
Applicant:	PJ & EM Porter	
Owner:	PJ & EM Porter	
Site Address:	17 Acacia Avenue and 14 Jacaranda Court, Dalby	
Site Area:	Lot 9: 2,262m ² Lot 32: 1,122m ² TOTAL: 3,384m ²	
Real Property Description:	Lot 9 on SP177940 and Lot 32 on SP177940	
Proposed Development:	Reconfiguring a Lot (2 lots into 3 lots)	
Level of Assessment:	Impact	
Type of Application:	Reconfiguring a Lot	
Relevant Planning Scheme:	Western Downs Planning Scheme 2017 incorporating Amendment 1	
Zone:	Low Density Residential	

Precinct:	N/A	
Overlays:	<div><div><div><div>· Airport Environs</div><div>· Flood Hazard</div><div>· Extractive Industry</div><div>· Agricultural Land Classification</div></div><div><div>- OLS Conical Limitation</div><div>- Low and Medium Hazard</div><div>- Petroleum Lease (PL198)</div><div>- Class A</div></div></div></div>	
Pre-lodgement Meeting:	Yes	Date: 16 October 2020
Application Lodgement Date:	21 October 2020	
Properly Made Application:	Yes	Date: 21 October 2020
Confirmation Notice Issued:	Yes	Date: 27 October 2020
PART 3: INFORMATION REQUEST		
Information Request Issued:	Yes	Date: 4 November 2020
Applicant's Response:	Yes	Date: 27 December 2020
PART 4: PUBLIC NOTIFICATION		
Start Date:	Yes	Date: 20 January 2021
Notice of Compliance Received:	Yes	Date: 10 February 2021
Submissions:	Nil	
PART 5: DECISION PERIOD		
Date Commenced:	11 February 2021	
Decision Due Date:	23 March 2021	

Report

1. Site

The property is legally described as Lot 9 on SP177942 and Lot 32 on SP177940, located at 17 Acacia Avenue and 14 Jacaranda Court, Dalby, and has a total area of 3,384m². The property consists of two residential allotments with road frontages to Jacaranda Court and Acacia Avenue. The Airport Environs, Flood Hazard and Natural Resources Overlay Codes impact the land.

The property at 17 Acacia Avenue is currently improved by an existing Dwelling House and associated outbuildings. 14 Jacaranda Court is currently vacant.

Both Acacia Avenue and Jacaranda Court are bitumen cul-de-sacs constructed to an Urban Access standard. Both lots are currently serviced by all urban infrastructure including reticulated water, sewerage and electricity networks.

2. Proposal

The proposed development is to subdivide the two existing residential lots into three residential lots. The lots will have sizes as follows:

- Proposed Lot 1: 633m²
- Proposed Lot 2: 633m²
- Proposed Lot 3: 2,118m²

As Proposed Lots 1 and 2 are below the minimum lot size and frontage requirements for development in the Low Density Residential Zone, the application was Impact Assessable. The applicant submits the following justification for the development:

1. *"Frontage is 4m more than the minimum requirement.*
2. *As shown on our development application plan a spacious house and shed of approx 240m² can be easily placed on the proposed lots with approx 390m² remaining for gardens etc.*
3. *We have previously subdivided 2 allotments in Dalby with areas of 620m² each. 20 Acacia Avenue was approved with an area of 664m².*
4. *At times there are new home buyers who are looking to downsize.*

5. 350m² lots are common in Toowoomba and our proposed lots are almost twice this area."

Proposed Lots 1 and 2 will have a 19m frontage to Jacaranda Court. Two new crossovers will be constructed as a result of the development. The lots will be connected to all reticulated urban services.

Proposed Lot 3 will retain the existing 15m frontage to Acacia Avenue. The existing access driveway and services connections for this site will not be altered or modified as a result of the subdivision.

3. Assessment

The following are the Assessment Benchmarks applying to this development:

ASSESSMENT MATTERS		
Assessment Benchmarks	The development was assessed against the following Assessment Benchmarks:	
	<ul style="list-style-type: none"> ▪ Western Downs Planning Scheme 2017 incorporating Amendment 1 <ul style="list-style-type: none"> • Strategic Plan • Low Density Residential Zone Code • Reconfiguring a Lot Code • Airport Environs Overlay Code • Flood Hazard Overlay Code • Natural Resources Overlay Code • Infrastructure Services Code • Transport, Access and Parking Code 	
Reasons for Decision	The development was assessed against all of the Assessment Benchmarks listed above and complies with all of these with the exceptions listed below.	
	Assessment Benchmark	Response
	Reconfiguring a Lot Code	
	AO1.1 The minimum lot area and street frontage dimensions are in accordance with Table 9.4.4.2 – Minimum lot size and frontages	Alternative Solution Proposed Lots 1 and 2 do not comply with the minimum lot size or frontage requirements for development within the Low Density Residential Zone. The proposed development is considered to comply with the Performance Outcome, as the density of the overall development remains below the maximum density prescribed in the Low Density Residential Zone Code. Further, the applicant has demonstrated that Dwelling Houses can be constructed on Proposed Lots 1 and 2 and be generally consistent with the character and amenity of Jacaranda Court. The proposed development layouts include a Domestic Outbuilding and adequate private open space. The proposal will create regular shaped allotments and will not create any battle-axe lots. The proposed development is therefore considered to be consistent with the Performance Outcome.

Flood Hazard Overlay Code	
<p>PO13</p> <p>Development is located and designed to:</p> <ul style="list-style-type: none"> (a) maintain hydrological function of the premises; (b) not increase the number of people calculated to be at risk from flooding; (c) minimises the flood impact on adjoining premises; (d) ensure the safety of all persons by ensuring that a proportion of buildings are set above the defined flood level; (e) reduce the carriage of debris in flood waters; (f) reduce property damage; and (g) provide flood immune access to buildings. 	<p>Alternative Solution</p> <p>14 Jacaranda Court is mapped as being subject to Low Flood Hazard during a Q100 event. The proposed development is for a subdivision only. Any future Dwellings will be required to be constructed 300mm above the Defined Flood Level for the property to ensure the safety of all persons, reduce property damage, and maintain the hydrological function of the premises.</p> <p>While the proposed development will increase the number of people potentially at risk during a flood event, the risk is considered to be acceptable, as the site has flood safe access and reasonable conditions can be applied to future development on the site.</p>

3.1 Assessment against the Western Downs Planning Scheme 2017 incorporating Amendment 1

Strategic Plan

- The proposed development is considered to comply with the Outcomes sought in the Strategic Plan as outlined below.

"Strategic Outcome 3.3.1 Liveable Communities and Housing

- (3) *The settlement pattern contains urban development within identified boundaries to create compact, diverse and vibrant communities. Significant urban development for residential purposes takes advantage of the access to existing facilities and services. The settlement pattern maximises the utilisation of existing infrastructure and maintains and enhances access to services, employment opportunities and recreational and social infrastructure for all residents."*

Complies

The proposed development contains urban development within the Priority Infrastructure Area. Further, the proposed subdivision will utilise the existing infrastructure servicing the residential estate as well as having access to the broader social infrastructure provided within the Dalby township. The subject site is approximately 600m (as the crow flies) to community facilities, being the Dalby PCYC, and 1.6km (as the crow flies) to the Dalby CBD.

The proposed subdivision maintains a compact urban form with the new lot being made available within an existing residential estate within the Priority Infrastructure Area.

Further, the proposed subdivision will utilise the existing infrastructure servicing the residential estate as well as having access to the broader social infrastructure provided within the Dalby township.

Strategic Element 3.3.3 - Compact Urban Form

"3.3.3.1 - Specific Outcomes

- 1) *The predominant Major centres of Chinchilla and Dalby are the most highly urbanised towns in the Western Downs. The settlement pattern in Chinchilla and Dalby facilitates:*
 - a) *access to a safe and efficient transport network;*
 - b) *increased use of active transport modes to access employment and services;*
 - c) *a diversity of lot sizes and housing types and tenures; and*
 - d) *appropriate sequencing and development of infrastructure."*

Complies

The proposed development will result in a diversity of lot sizes being available within the Dalby township. All lots will have safe and efficient access to the transport network, and no rear or battle-axe lots are proposed. Jacaranda Court is currently serviced by all urban infrastructure and no out-of-sequence works will be required to service the development.

The applicant has provided indicative development plans for Proposed Lots 1 and 2 showing a Dwelling House and Domestic Outbuilding can reasonably be constructed on the sites while remaining consistent with the character and amenity of the surrounding urban area.

Low Density Residential Zone Code

- The proposed development is considered to comply with the relevant Overall, Performance and Acceptable Outcomes of the Low Density Residential Zone Code.
- The proposed development will result in a density of approximately 9 Dwellings per hectare, being less than the prescribed maximum of 25 Dwellings per hectare.
- Any future development on Proposed Lots 1 and 2 will be required to comply with all relevant Outcomes of the Zone Code including setbacks, site coverage and height requirements.
- The existing buildings and structures on Proposed Lot 3 will continue to comply with the setback and site coverage requirements of the Low Density Residential Zone Code.
- The proposed development does not result in the creation of any battle-axe allotments.
- The proposal plan includes indicative Dwelling House and Domestic Outbuilding layouts, showing a House is able to be constructed on Proposed Lots 1 and 2 with the front entrances facing Jacaranda Court.
- On this basis, the development is considered to comply with the Overall, Performance and Acceptable Outcomes of the Low Density Residential Zone Code.

Airport Environs Overlay Code

- The proposed development is for Reconfiguring a Lot, therefore the Airport Environs Overlay Code is not applicable. No further assessment has been undertaken.

Flood Hazard Overlay Code

- The whole of 14 Jacaranda Court is subject to Low Flood Hazard and parts of 17 Acacia Avenue are subject to Low and Medium Flood Hazards.
- The proposed development will create one additional allotment on land subject to Low Flood Hazard.
- The development will be conditioned to ensure any future Dwellings are constructed 300mm above the Defined Flood Level to ensure the safety of all persons, reduce property damage and maintain the hydrological function of the premises.
- The proposed development is considered to comply with the relevant Performance Outcomes of the Flood Hazard Overlay Code.

Natural Resources Overlay Code

- The subject site is not located in a Rural Zone and therefore, the Natural Resources Overlay Code is not applicable. No further assessment has been undertaken.

Reconfiguring a Lot Code

- The proposed development does not comply with the minimum lot size or frontage requirements for Reconfiguring a Lot in the Low Density Residential Zone Code.
- Proposed Lots 1 and 2 have approximately 19m frontages and are approximately 633m² in area. This is less than the 20m frontage and 800m² area required by the Reconfiguring a Lot Code.
- It is considered that the proposed lots comply with the Performance Outcome, as the density is less than the maximum accepted in the Low Density Residential Zone and the applicant has demonstrated an appropriate building envelope that will ensure adequate private open space and landscaping.
- Two street trees are already provided along Jacaranda Court which will ensure the development complies with Acceptable Outcome 3.1.
- All lots have access to a constructed road and will be connected to all reticulated urban services.
- It is considered that the proposed development is consistent with the Reconfiguring a Lot Code despite the non-compliance with the Acceptable Outcome addressed above.

Infrastructure Services Code

- The property is located within an Urban locality with full access to reticulated urban services.
- The development will be conditioned to ensure Proposed Lots 1 and 2 are connected to all reticulated services, or connections made available.
- The proposed development will be serviced in accordance with the Infrastructure Services Code and is considered to comply with the Code.

Transport Access and Parking Code

- Proposed Lot 3 has an existing driveway crossover to Acacia Avenue. Conditions will be applied to ensure Proposed Lots 1 and 2 have crossovers constructed to an appropriate standard and located free of any servicing infrastructure.
- It is considered that the proposed development achieves the Outcomes of the Transport, Access and Parking Code.

4. Other Matters

4.1 Public Notification

The application for Reconfiguring a Lot where less than 50% of all new lots comply with the minimum lot size and frontage requirements is Impact Assessable in the Western Downs Planning Scheme 2017 incorporating Amendment 1.

Public Notification was undertaken in accordance with the requirements of the *Planning Act 2016* and Development Assessment Rules.

The applicant:

- published a notice in the Dalby Herald (digital) on 20 January 2021;
- placed notices on the frontage of the land on 20 January 2021; and
- notified the adjoining land owners on 19 January 2021.

No submissions were received in relation to the proposed development.

The Public Notification Period starts from the day after the last notification action is carried out. It is acknowledged that the Comment Period was advertised as ending on 9 February 2021, which is only 13 business days from the day after the last action was taken.

In accordance with Section 53(3) of the *Planning Act 2016*, the Assessment Manager may assess and decide a development application even if some of the requirements of the Development Assessment Rules about the Notice have not been complied with, if the Assessment Manager considers any non-compliance has not -

- "(a) *adversely affected the public's awareness of the existence and nature of the application; or*
- (b) *restricted the public's opportunity to make properly made submissions about the application.*"

In this instance, it is considered that publishing the reduced Comment Period did not adversely affect the public's awareness of the application or restrict the public's opportunity to make a properly made submission. One enquiry was received during the Public Notification Period; no submission was presented further to that enquiry.

The proposed development is considered to be within the reasonable amenity expectations of the land owners and residents of properties within the vicinity of the subject site.

Consultation (Internal/External)

Council's Consultant Development Engineer has assessed the proposed development application and has provided conditions where applicable.

Council's Planning and Environment Manager has reviewed the Report and provided comments where necessary.

Legal/Policy Implications (Justification if applicable)

An applicant may elect to appeal against Council's decision in accordance with the relevant Section of the *Planning Act 2016*, which states:

"Chapter 6 Dispute Resolution

Part 1 Appeal Rights

229 Appeals to Tribunal or P&E Court

- (1) Schedule 1 states -
 - (a) matters that may be appealed to -
 - (i) either a tribunal or the P&E Court; or
 - (ii) only a tribunal; or
 - (iii) only the P&E Court; and
 - (b) the person -
 - (i) who may appeal a matter (the **appellant**); and
 - (ii) who is a respondent in an appeal of the matter; and
 - (iii) who is a co-respondent in an appeal of the matter; and
 - (iv) who may elect to be a co-respondent in an appeal of the matter.
- (2) An appellant may start an appeal within the appeal period.
- (3) The **appeal period** is -
 - (a) for an appeal by a building advisory agency - 10 business days after a Decision Notice for the decision is given to the Agency; or
 - (b) for an appeal against a deemed refusal - at any time after the deemed refusal happens; or
 - (c) for an appeal against a decision of the Minister, under Chapter 7, Part 4, to register premises or to renew the registration of premises - 20 business days after a Notice is published under Section 269(3)(a) or (4); or
 - (d) for an appeal against an Infrastructure Charges Notice - 20 business days after the Infrastructure Charges Notice is given to the person; or
 - (e) for an appeal about a deemed approval of a development application for which a Decision Notice has not been given - 30 business days after the applicant gives the Deemed Approval Notice to the Assessment Manager; or...
 - ...(g) for any other appeal - 20 business days after a Notice of the decision for the matter, including an Enforcement Notice, is given to the person.

Note - See the P&E Court Act for the Court's power to extend the appeal period."

Budget/Financial Implications

Nil

Human Rights Considerations

Section 4(b) of the *Human Rights Act 2019* (Qld) (the Human Rights Act) requires public entities "*to act and make decisions in a way compatible with human rights*".

There are no human rights implications associated with this Report.

Conclusion

The proposal for Reconfiguring a Lot (2 lots into 3 lots) of land described as Lot 9 on SP177940 and Lot 32 on SP177940 has been assessed in accordance with the *Planning Act 2016* (the Act) and has satisfied the requirements of the Western Downs Planning Scheme 2017 incorporating Amendment 1. The application was Impact Assessable, as the proposed lots did not meet the minimum lot size or frontage requirements for land within the Low Density Residential Zone. The proposed development is considered to be acceptable, as the applicant has demonstrated the proposed lots can be reasonably developed with a Dwelling House and Domestic Outbuilding and be consistent with the character and amenity of the locality. The application has been conditioned to connect to all urban services and that any future Dwellings are to be constructed above the Defined Flood Height. It has been determined that the proposal complies with the purpose of the applicable Codes and the development has been conditioned and infrastructure charges applied in accordance with the Act and Council's Infrastructure Charges Resolution.

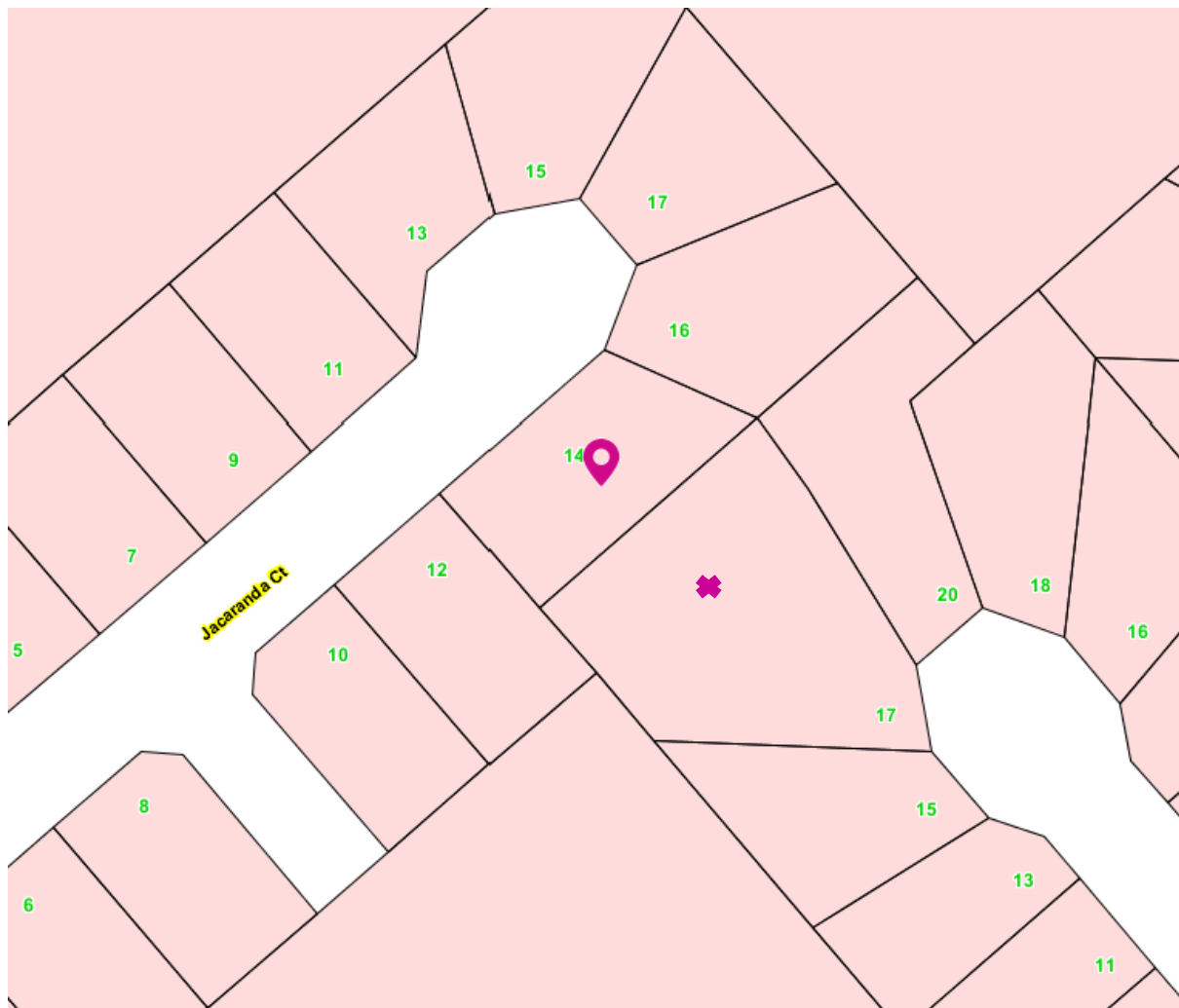
Attachments

1. Locality Plans
2. Proposal Plans
3. Infrastructure Charges Notice

Authored by: Kate Swepson, PRINCIPAL PLANNER

Attachment 1 - Locality Plans

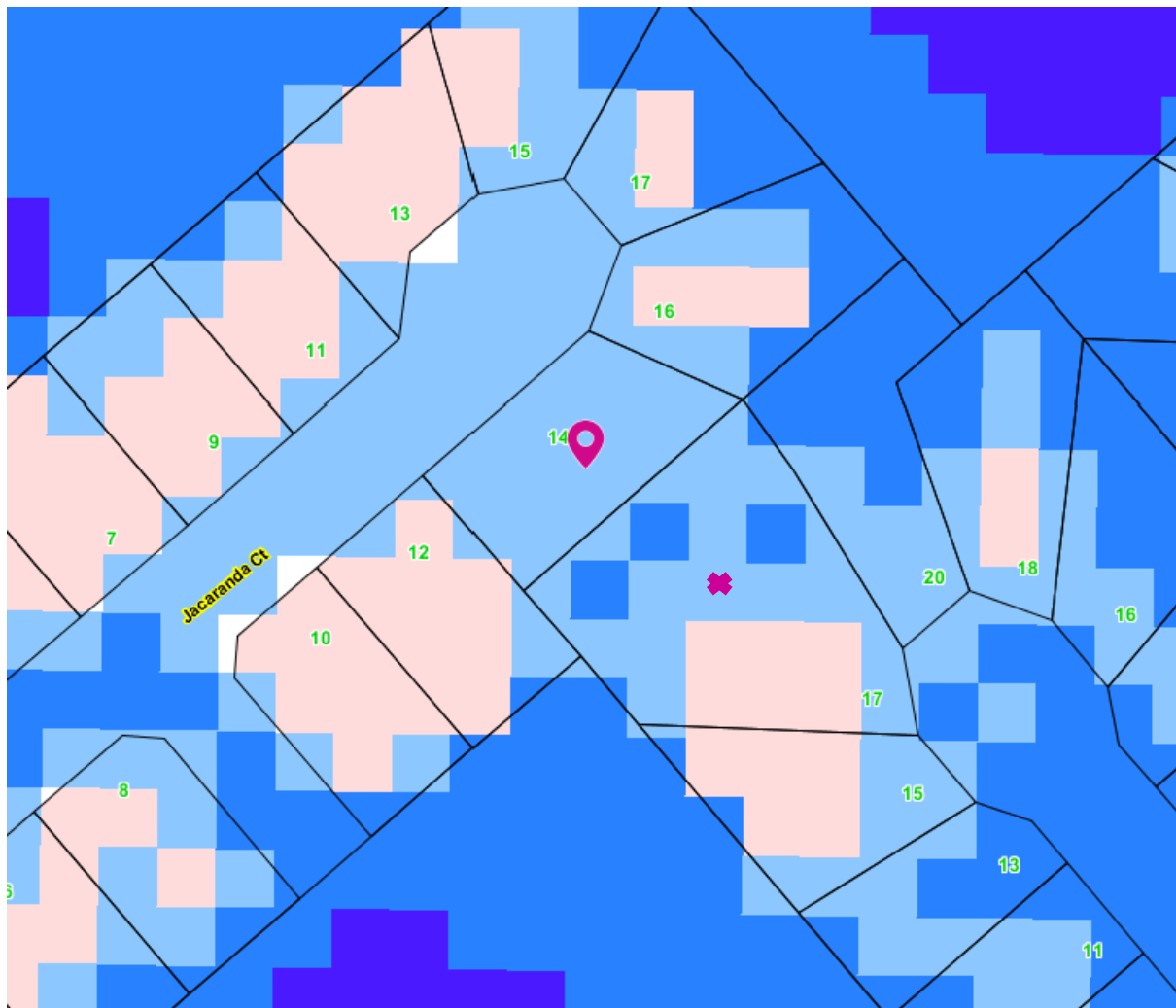
Zoning Map of Site



LEGEND

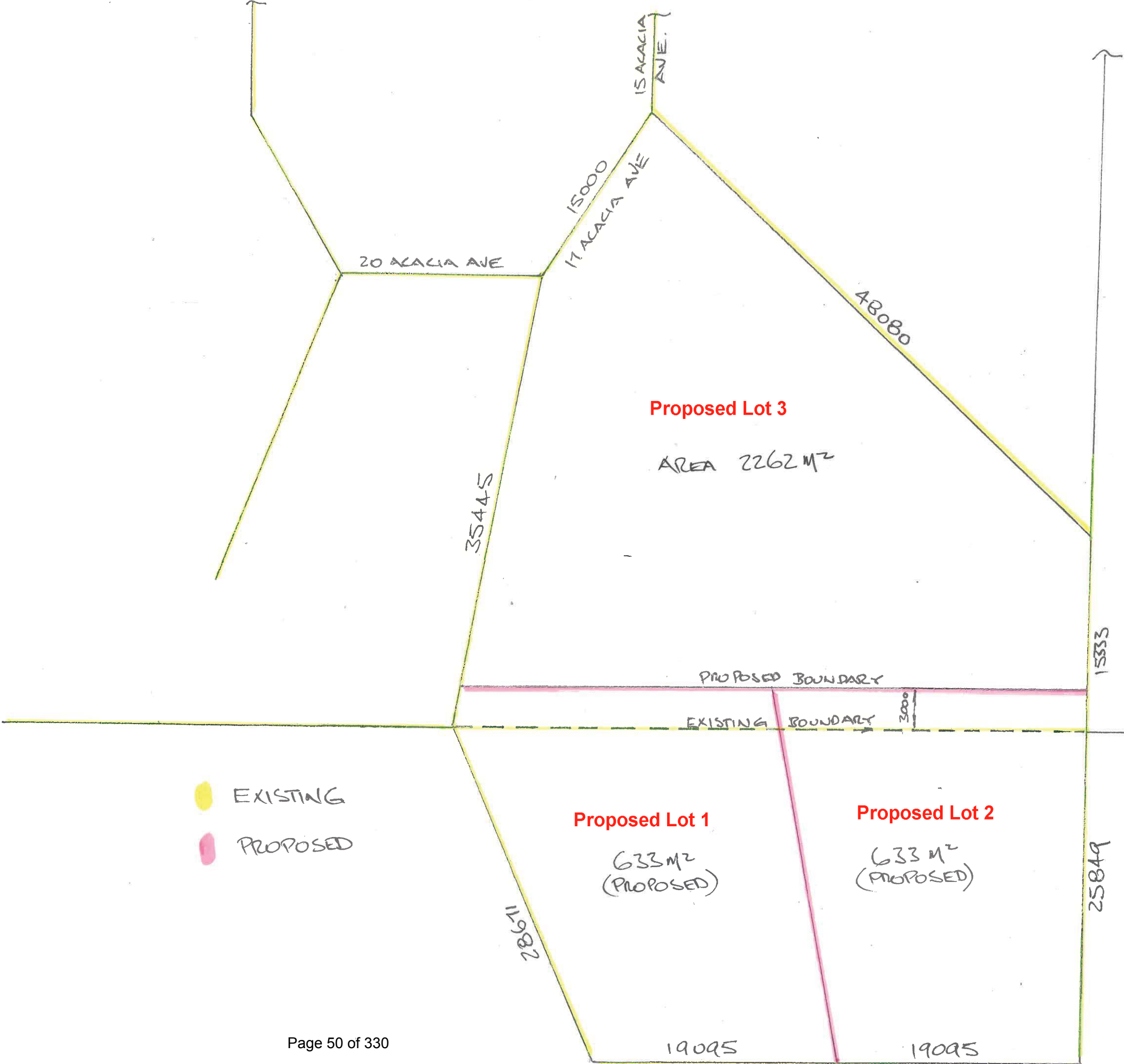
- Rural Zone
- Community Facilities Zone
- Recreation and Open Space Zone
- Rural Residential Zone / Rural Residential 4000 Precinct
- Low Density Residential Zone
- Township Zone
- Low Impact Industry Zone
- Medium Impact Industry Zone
- Local Centre Zone
- District Centre Zone
- Medium Density Residential Zone
- Low Density Residential Zone
- Major Centre Zone
- Township Zone / Mowbullar - Bunya Mountains Tourist Precinct
- Rural Zone / Rural 10 Precinct

Flood Hazard Map



LEGEND

- Low
- Medium
- High
- Extreme



INFRASTRUCTURE CHARGES NOTICE

APPLICANT:	PJ & EM Porter
APPROVED DEVELOPMENT:	Reconfiguring a Lot (2 lots into 3 lots) on land situated at 17 Acacia Avenue and 14 Jacaranda Court, Dalby
FILE REFS:	035.2020.560.001, A3571 and LG7.9.1
AMOUNT OF THE CHARGE:	\$25,200.00
LAND TO WHICH CHARGE APPLIES:	Lot 9 on SP177942 & Lot 32 on SP177940
PAYABLE TO:	Western Downs Regional Council
WHEN PAYABLE:	Prior to execution of the Plan of Survey

This charge is made in accordance with Council's *Infrastructure Charges Resolution (No. 7.1) 2017*.

The charge has been calculated on the following basis:

USE	Charge	Reference	No. of Units	Amount
Reconfiguring a Lot in a Residential Planning Area	\$25,200.00 per lot (water, sewer, stormwater, transport, parks networks)	Table 3.3.1, Col 2, Charge Area A	3	\$75,600.00
DISCOUNT	Discount Charge	Reference	No. of Units	Discount Amount
2 Existing Lots	\$25,200.00 per lot (water, sewer, stormwater, transport, parks networks)	Section 3.4(1)(c)	2	\$50,400.00
			Water	\$5,040.00
			Sewer	\$5,040.00
			Stormwater	\$7,560.00
			Parks	\$3,780.00
			Transport	\$3,780.00
			TOTAL CHARGE	\$25,200.00

INFORMATION NOTICE

[Section 119 of the *Planning Act 2016*]

DECISION AND REASONS

This infrastructure charge has been levied in accordance with Sections 119 to 121 of the *Planning Act 2016* and Council's ***Infrastructure Charges Resolution (No. 7.1) 2017*** for additional demand placed on Council's trunk infrastructure that will be generated by the approved development.

APPEALING DECISION

Under the *Planning Act 2016* the recipient of this Infrastructure Charges Notice may appeal against Council's decision to issue the Infrastructure Charges Notice. Chapter 6, Part 1 of the *Planning Act 2016* details the recipient's right to appeal Council's decision and how the recipient may appeal.

Title (050.2021.39.001) Community and Liveability Report Request to Extend Currency Period of Existing Material Change of Use Approval Non-resident Workforce Accommodation (1,292 Accommodation Units) Lot 6 RP203808 100 Laycock Road Miles Room2move.com Pty Ltd C

Date 1 March 2021

Responsible Manager T. Summerville, PLANNING AND ENVIRONMENT MANAGER

Summary

The purpose of this Report is for Council to decide the Request to Extend the Currency Period of Existing Material Change of Use approval to establish a Non-resident Workforce Accommodation (1,292 Accommodation Units) on land described as Lot 6 on RP203808 and situated at 100 Laycock Road, Miles.

Link to Corporate Plan

Strategic Priority: Strong Economic Growth

- There is a confidence in our strong and diverse economy.
- We're open for business and offer investment opportunities that are right for our region.
- We optimise our tourism opportunities, unique experiences and major events.
- Business and industry in our region live local and buy local.
- Our region is a recognised leader in energy, including clean, green renewable energies.

Material Personal Interest/Conflict of Interest

Nil

Officer's Recommendation

That this Report be received and that:

1. The application to Extend the Currency Period of Existing Development Approval 050.2014.864.001 and Planning and Environment Court Final Order No 2255 of 2018 dated 26 July 2019 for a Material Change of Use to establish a Non-resident Workforce Accommodation (1,292 Accommodation Units) on land described as Lot 6 on RP203808, situated at 100 Laycock Road, Miles be approved for 6 months to 26 July 2021.

Background Information

The relevant background information is as follows:

Application No: 050.2021.39.001 Previous Approvals: 050.2018.144.001, 050.2017.246.001, 050.2014.864.001 & 050.2014.441.001 Original Approval: 030.2013.54.001		Assessment No: 21118	Keywords Index: AD6.6.2, LG7.2.1 & LG7.6.1
PART 1: APPLICATION			
Applicant:	Room2move.com Pty Ltd atf Camp Two Miles Discretionary Trust C/- McArthur Planning & Development Pty Ltd		
Owner:	Room2move.com Pty Ltd atf Camp Two Miles Discretionary Trust		
Site Address:	100 Laycock Road, Miles		
Site Area:	10ha		
Real Property Description:	Lot 6 on RP203808		

Proposed Development:	Request to Extend the Currency Period of existing Material Change of Use approval to establish Non-resident Workforce Accommodation (1,292 Accommodation Units)		
Level of Assessment:	Code		
Type of Application:	Extension		
Relevant Planning Scheme:	Western Downs Planning Scheme 2017 incorporating Amendment 1		
Zone:	High Impact Industry		
Precinct:	N/A		
Overlays:	<ul style="list-style-type: none">Bushfire RiskExploration PermitExtractive Industry	<ul style="list-style-type: none">No Hazard and Medium HazardExploration Permit Mineral EPM26105Petroleum Lease PL267	
Pre-lodgement Meeting:	No		
Application Lodgement Date:	25/01/2021		
Properly Made Application:	Yes	Date: 25/01/2021	
PART 5: DECISION PERIOD			
Date Commenced:	27/01/2021		
Decision Due Date:	17/03/2021		

Report

1. History of Development Approvals

- Council issued Decision Notice 030.2013.54.001 approving the development, in part, being Stages 1 and 2 only (1,288 Units), with Stages 3 and 4 (1,733 Units) and the ERA 63-2(c) Sewerage Treatment components being refused on 11 October 2013.
- Council issued Decision Notice 050.2014.441.001 for a Request to Change the Existing Development Approval, on 12 June 2014. The change resulted in the approved development being constructed in 23 Stages.
- Council issued Decision Notice 050.2014.864.001 for a further Request to Change the Existing Development Approval, on 17 June 2015. The change resulted in the approved development being increased from 1,288 Accommodation Units to 1,292.
- Council refused Application 050.2017.246.001 to Extend the Relevant Period of the above approval for a period of two (2) years, on 3 August 2017. The applicant subsequently had until 15 April 2018 to commence the approved use.
- The applicant lodged an Operational Work application for work associated with the construction of the development, on 13 April 2018.
- Council refused Change Application 050.2018.144.001 to Extend the Relevant Period, on 23 May 2018. The applicant appealed Council's decision to refuse the Extension Application. The matter was decided in the Planning and Environment Court on 26 July 2019 where the Order was made that the appeal be allowed; Council's decision refusing the Extension Application is set aside and the Currency Period for the Development Approval is extended to 26 July 2020.
- On 8 July 2020, the State Planning Minister issued a COVID-19 Extension Notice which extended the Currency Period for all development approvals by an additional six month period. Accordingly, the Currency Period of the existing approval was extended by the COVID-19 Extension Notice until 26 January 2021.

2. Site and Proposal

The subject site, Lot 6 on RP203808, is located at 100 Laycock Road, Miles. The property is within the Medium Impact Industry Zone, gains access from Laycock Road, and is 10ha in area. The Bushfire Hazard and Extractive Industry Overlays impact the land. The site is largely vacant, with part of the site being used at times to store transportable buildings associated with the approved use.

The applicant wishes to Extend the Relevant Period of an Existing Material Change of Use approval to construct a 1,292 room Non-resident Workforce Accommodation facility on the subject site.

3. Applicant's Request

The applicant has submitted a further Request to Extend the Relevant Period for an additional 6 months. The applicant cites the work that has been undertaken and provides a range of additional material to support the request.

The applicant's request is included as Attachment 2.

Assessment

1. *Planning Act 2016*

Section 87(1) of the *Planning Act 2016* states that when assessing an Extension Application, the Assessment Manager may consider any matter that the Assessment Manager considers relevant, even if the matter was not relevant to assessing the development application.

The original development application was Impact Assessable development under the Planning Scheme for Murilla Shire 2006 and was also assessed against the Non-resident Workforce Accommodation Codes contained in Temporary Local Planning Instrument 03/2012. It is noted that this Temporary Local Planning Instrument is no longer in effect.

This Extension Application will be considered in terms of the Assessment Benchmarks of the Western Downs Planning Scheme 2017 incorporating Amendment 1, to determine if sufficient grounds exist to continue to support the development.

In addition, it is also considered relevant to now consider the Planning and Environment Court Order and the Reasons for Judgment made by the Planning and Environment Court in deciding the appeal against Council's refusal of the previous Extension Application.

2. Western Downs Planning Scheme 2017 incorporating Amendment 1 (the Planning Scheme)

The subject site was included in Rural Zone in the Planning Scheme for Murilla Shire 2006 when the development was originally approved in 2013. The site was then included in the Medium Impact Industry Zone in the Western Downs Planning Scheme which commenced in March 2017.

The subject site is now included in the High Impact Industry Zone of the Western Downs Planning Scheme 2017 incorporating Amendment 1. The site was previously included in the Medium Impact Industry Zone, with the Zoning changed to High Impact Industry, as part of the adoption of Amendment 1 of the Western Downs Planning Scheme in September 2019.

The proposed use is defined as Non-resident Workforce Accommodation and is an inconsistent use in the High Impact Industry Zone. The use would therefore be Impact Assessable if the application was remade. It is noted that the use is inconsistent in all Zones.

2.1 High Impact Industry Zone Code

- The proposed development is inconsistent with the Overall Outcomes of the High Impact Industry Zone. The proposed use will introduce a sensitive land use into a Zone intended to accommodate *"a wide range of industrial uses that are likely to have significant adverse impacts and other uses which require larger sites that also require separation from sensitive land uses."*
- The proposed use is not ancillary to or directly supporting the industrial functions of the Zone. While some workers from adjoining industrial sites may be accommodated on-site, the use was originally intended for resource workers and other similar short to medium-term bulk workforces.
- The proposed use is considered to be a residential use and Overall Outcome 5 states that *"new residential uses should not be located within close proximity to the industrial uses or activities in the Zone"*.
- The proposed use has the potential to compromise the viability of existing and future industrial uses, as the development is considered to be an incompatible use.
- The proposed development complies with the building height, site coverage and setback requirements of the High Impact Industry Zone Code.
- A 5 metre wide landscaped buffer was conditioned to be planted along the Laycock Road frontage, which complies with Acceptable Outcome 5.
- The proposed development does not comply with Performance Outcomes 12 or 13 of the High Impact Industry Zone. The proposal is for a non-industrial use that is considered likely to compromise the ongoing operation and use of the Zone for High Impact Industry purposes. Further, occupants of the development are considered at risk from potential exposure to air and noise emissions and hazardous materials based on the intended future development in the locality.

2.2 Bushfire Hazard Overlay Code

- The proposed development complies with the Acceptable Outcomes of the Bushfire Hazard Overlay Code.
- The subject site is generally flat and the proposed development will not be located on a ridgeline or slope. The internal road network is considered to form a suitable firebreak between the development and surrounding vegetation.

2.3 Accommodation Activities Code

- The proposed development has been designed to achieve a level of privacy for the occupants. The development has been conditioned for landscaping to be established on all boundaries of the site to generally screen the development from view.
- Private open space is limited on-site and does not comply with Acceptable Outcomes 15.1, 15.2 or 15.3.
- Communal open space is considered able to comply with Performance Outcome 17.
- The proposed development does not meet Acceptable Outcomes 22.1 or 22.2 regarding character. However, the development is considered able to meet the Performance Outcome, as the locality is industrial zoning and the design of the proposed development does not conflict with the nature of buildings in an industrial locality.

2.4 Infrastructure Services Code

- The proposed development complies with the Acceptable Outcomes and Performance Outcomes of this Code.
- The site is conditioned to be connected to reticulated sewerage and water supply.

2.5 Transport Access and Parking Code

- The proposed development does not comply with the car parking generation rates specified in Table 9.4.5.2 of the Code. Parking on-site is approved at a rate of 0.7 spaces per Accommodation Unit, totalling 905 spaces, rather than 1 space per Accommodation Unit. This is considered to be adequate for the expected demand. In the event additional parking areas are required, the applicant would need to apply to Council for a Request to Change the Existing Approval.
- The proposed development complies with all other Performance Outcomes and Acceptable Outcomes of this Code.

2.6 Priority Infrastructure Area

- The proposed Non-resident Workforce Accommodation use is outside the Priority Infrastructure Area identified in Council's Local Government Infrastructure Plan.

Regarding the assessment against the Planning Scheme, this was extensively considered during the Planning and Environment Court appeal. In this regard, the Court's determination is listed below in Item 4.

3. Public Notification

The original application was subject to Impact Assessment and subsequently underwent Public Notification. During that period, three properly made submissions were received.

If the application was remade, it would remain Impact Assessable. It is considered likely that if the application was remade, the right to make a submission may be exercised.

4. Other Relevant Matters

- If the Request to Extend the Currency Period of the Development Permit is refused, the approval would lapse, unless the applicant sought to appeal Council's decision. The applicant will have the right to appeal against Council's decision in accordance with the *Planning Act 2016*.
- If the existing Development Permit was to lapse, the applicant would be required to lodge a new development application which would be Impact Assessable inconsistent development under the current Western Downs Planning Scheme 2017 incorporating Amendment 1.
- In deciding the current Extension Application, it is considered relevant to consider the Court Order and the Reasons for Judgment made by the Planning and Environment Court in deciding the appeal against Council's refusal of previous Extension Application 050.2018.144.001.
- In the current Extension Application request, the applicant makes reference to a Joint Economic Need Report which was prepared by Economists Gavin Duane and Marcus Brown. The Planning and Environment Court's Reasons for Judgment also refer to this Report when discussing the issue of need for the development.

"[52] *Third, the evidence established there were clear economic and social planning reasons to support an excess of supply of non-resident workforce accommodation relative to demand. As I have already said, there appeared to be little controversy between Mr Duane and Mr Brown that the nature of the demand for workers' accommodation is difficult to predict. In their joint economic need report they agreed 'it is impossible to say with any degree of accuracy what the precise demand will be for non-resident worker accommodation in Miles over the next five years. The extent to which demand is unpredictable, in part, provides the rationale for the view that occupancy rates should be well below 100%. The other reason is the need to ensure known economic and social consequences that may flow from insufficient supply are avoided'.*"

The Reasons for Judgment address the question of whether or not there is an overriding community need in the circumstances of this case.

"[73] *The assessment for this question starts from the premise there is an economic need for the development approval. This represents a good start to the assessment, the force of which is only enhanced once it is appreciated that:*

- (1) the proposed development will increase choice and competition in a market where none presently exists; and*
- (2) it is common ground the need can be met by the approved development absent any unacceptable outcomes.*

[74] *These matters, taken in combination with the following, satisfy me the appellant has demonstrated an overruling community need as referred to in the Council's 2017 Planning Scheme, particularly in Overall Outcome (18) of the Medium Impact Industry Zone Code."*

The Reasons for Judgment also address non-compliance with the Zoning of the site.

"[87] *The Council has recently resolved to amend the application of its industrial strategy to the land. It has resolved to remove the land from the Medium Impact Industry Zone, and include it in the High Impact Industry Zone. This foreshadowed amendment does not alter the overarching planning strategy for Miles.*

[88] *The proposed development will not cut across the Council's planning strategy with respect to industrial development in Miles. Nor will it cut across the proposed amendment to the zoning of the land. This is because:*

- (1) the approved development will be an interim use, and will not alienate the land for industrial purposes;*
- (2) in supply terms, the land represents a small fraction of the 50 year supply of industrial land in Miles, meaning its use for the approved development will not give rise to any land supply issues;*
- (3) the approval requires the land to be developed in a way that will facilitate its use for industrial purposes in due course; and*
- (4) the development approval was conditioned by the Council to guard against reverse amenity impacts...*

...[106] *I am satisfied the appellant has established each of the following matters, namely it has:*

- (a) provided a credible and adequate explanation for not starting the development authorised by the approval;*
- (b) started significant on-site works and obtained related approvals to facilitate the start of the development;*

- (c) *demonstrated there is a town planning, community and economic need for the proposed development, which can be met on the land with an absence of unacceptable impacts; and*
- (d) *demonstrated the proposed development is an interim use of the land in the sense it has a life limited by a condition of the approval, thereby avoiding the alienation of the land from its intended purpose under the 2017 Planning Scheme...*

...[113] Miles is earmarked by the Planning Scheme for larger forms of non-resident workforce accommodation. The proposed development falls within this category of development, and will contribute to meeting the underlying mitigation strategy recognised in the Strategic Plan. As a consequence, I am comfortably satisfied, for the purposes of an extension application, the proposed development is consistent with the Strategic Plan."

It is reasonable to consider that the circumstances listed in this Judgment have not changed considerably, and that it is likely that the Court may find similar circumstances if reconsidered today.

Consultation (Internal/External)

Internal

Council's Planning and Environment Manager and Principal Planner have reviewed the request and provided advice where applicable.

Council's General Counsel has reviewed the request and has provided the following advice:

"Since the unsuccessful defence of the appeal of its original decision to refuse the extension, there has been no substantial change, or other extenuating event, from that which existed at the time of the appeal that would strengthen Council's position. Based on the Planning & Environment Court's leniency towards these requests and comments in the previous decision in favour of the applicant, the extension should be allowed, as there is no sustainable reason to reject."

General Counsel discussed this with Council's lead Lawyer on the previous appeal, Trevor Gallienne, Principal of McInnes Wilson who agreed and strongly advised that Council should accept the applicant's reasonable request for the extension of time of the Currency Period.

External

The original application triggered referral to the Department of Transport and Main Roads (DTMR) as a Concurrence Agency. In accordance with the *Planning Act 2016*, Referral Agencies are not required to be involved in or advised about an Extension Application.

Legal/Policy Implications (Justification if applicable)

An applicant may elect to appeal against Council's decision in accordance with the relevant Section of the *Planning Act 2016*, which states:

"Schedule 1, Table 1

3. *Extension applications*

For an extension application other than an extension application called in by the Minister, an appeal may be made against—

- (a) *the assessment manager's decision on the extension application; or*
- (b) *a deemed refusal of the extension application."*

Budget/Financial Implications

Nil

Human Rights Considerations

Section 4(b) of the *Human Rights Act 2019* (Qld) (the Human Rights Act) requires public entities "*to act and make decisions in a way compatible with human rights*".

There are no human rights implications associated with this Report.

Conclusion

The proposed use is an Inconsistent Use in the High Impact Industry Zone under the Western Downs Planning Scheme 2017 incorporating Amendment 1. In deciding the current Extension Application, it is considered relevant to consider the Planning and Environment Court Final Order and the Reasons for Judgment made by the Planning and Environment Court in deciding the appeal against Council's refusal of previous Extension Application 050.2018.144.001.

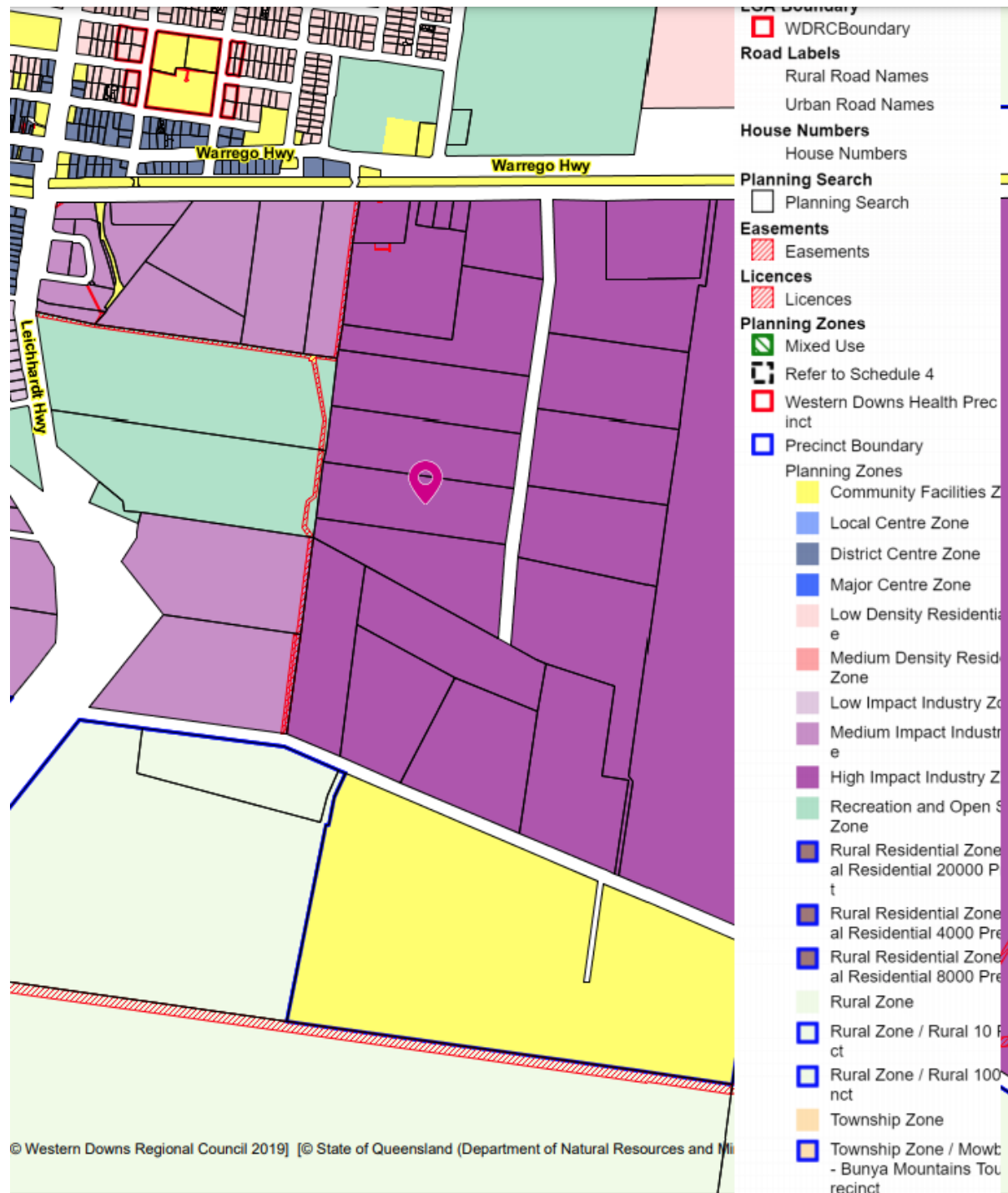
In deciding the appeal, the Court considered the issue of need and the fact that a Non-resident Workforce Accommodation is an inconsistent use in the Zone and determined that approval of the previous Extension Application should be allowed. The circumstances that the Court found are likely to remain. Council's General Counsel advises that the current Extension Application should be allowed, as there is no sustainable reason to reject. Therefore, it is recommended that Council approve the Extension Application and extend the Currency Period of the existing approval for a further 6 months to 26 July 2021.

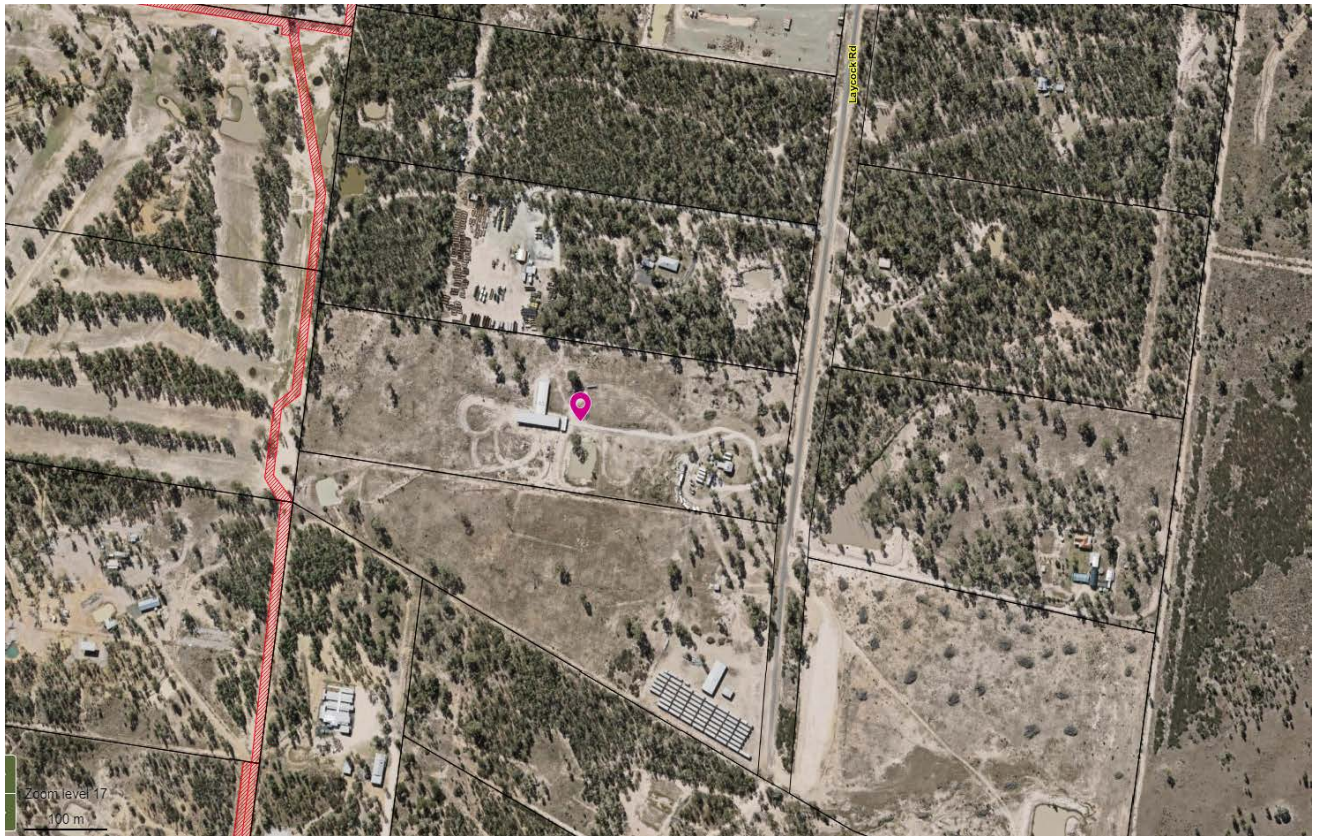
Attachments

1. Locality Plans
2. Applicant's Request
3. Existing Approval 050.2014.864.001
4. Planning and Environment Court Final Order
5. Planning and Environment Court Reasons for Judgment

Authored by: Kym Bannerman, PLANNING OFFICER DEVELOPMENT ASSESSMENT

Attachment 1 - Locality Plans







McArthur Planning & Development
Urban Planning Consultants
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e Mallani@mcarthurplanning.com.au
ABN 68 146 198 137

25 January 2021

Development Assessment Coordinator
Western Downs Regional Council
PO Box 551
DALBY QLD 4405

Dear Sir/Madam

Extension Application – Material Change of Use for Non-Resident Workforce Accommodation (1,292 Accommodation Units) at 100 Laycock Rd, Miles (Lot 6 RP203808) (Council File Ref: 050.2014.864.001)

Our firm has been retained by Room2move.com Pty Ltd (**Applicant**) which is the owner of premises situated at 100 Laycock Road, Miles and described as Lot 6 on RP203808 (**Site**).

The Site has the benefit of a development permit for a material change of use for non-resident workforce accommodation (1,292 Accommodation Units) (**Approval**).

The Approval was extended for 12 months (to 26 July 2020) as per the decision of the Planning and Environment (P&E) Court dated 26 July 2019. A copy of the final court order is **attached**. Due to the COVID-19 Pandemic, the State Government enacted emergency legislation which allowed notices to be given by the Planning Minister. The Minister did issue a notice extending all development approvals in Queensland for a period of 6 months. Consequently, the Approval is currently due to lapse on **27 January 2021** (as 26 January is a public holiday, it expires the following day) if the first change of use (i.e. stage 1 (see condition 2.1 of the MCU Approval) has not commenced.

This request is in accordance with section 86 of the *Planning Act 2016* (**PA**) to extend the currency period on behalf of the Applicant.

The existing relevant period is due to lapse on 27 January 2021. The applicant requests an extension of the relevant period by 6 months until **27 July 2022**.

The most recent change to the Approval was issued by Council on 17 June 2015 and a change of concurrence agency conditions issued by the Department of State Development, Infrastructure and Planning on 15 February 2015.

It is noted that civil works have commenced for Stage 1 including the following:

- Setting out roadways, drainage and camp pads
- Clearing and grubbing of trees to be removed from roadway and camp area
- Strip topsoil, load and stockpile at designated area
- Box roadways to depth and remove clay off site
- Supply spread and compact road base gravel on roadway areas
- On camp base – shape and compact area ready for dongas to be set
- Construct drains and erosion protection as per plans.

The works are currently being undertaken by a local Miles based contractor. The works were originally to be undertaken by a Western Australian contractor, however as a result of the COVID-19 Pandemic, works by this contractor were unable to occur due to border closures and restrictions that were in place for a prolonged period. Furthermore, the weather events in recent months have delayed civil works.

In making this request, consideration is to be given to section 87(1) of the PA which states:

When assessing an extension application, the assessment manager may consider any matter that the assessment manager considers relevant, even if the matter was not relevant to assessing the development application.

This request addresses matters which are relevant to Council's assessment of the extension application.

Demonstrated Need

The decision and the reasons outlined for the decision made by the P&E Court is a relevant matter for Council to take into account under section 87(1) of the PA (**see attached**). Judge Williamson was satisfied the appellant had '*demonstrated there is a town planning, community and economic need for the proposed development, which can be met on the land with an absence of unacceptable impacts*' (as stated in paragraph [106] of the judgement reasons). A comprehensive economic need joint report was prepared by two economists, Mr Duane (called by the appellant) and Mr Brown (called by the Council). It was established that major projects create demand for non-resident workforce accommodation in Miles. Mr Duane's opinion was that the appropriate balance involved an excess of supply relative to demand (paragraph [43]).

At paragraph 125 of the economic need joint report Mr Duane said: "...supply should always be in-excess of demand such that there is occupancy well below 100% to accommodate for potential peaks which could be either expected or unexpected, and to provide for choice of location and operator. These are important elements to the worker accommodation village market within the Miles region."

The opinion expressed by Mr Duane assumes the demand for non-resident workforce accommodation can spike, which may or may not be predicted. This is supported by s.3.2.2.2(3) of the Council's 2017 planning scheme. This provision, which is contained within a section of the Strategic plan dealing with the 'most significant issues expected to define future development in the region', and the 'key matters the planning scheme as a whole seek to address', states:

"The likely impacts of the rapidly expanding resources section on the Western Downs are highly dependent on the location, magnitude and operation of individual mining and petroleum projects. Notwithstanding, the flow-on effects of this sector are likely to result in demand spikes in non-resident workforce accommodation and supporting services, including industry, retail and commercial activities."

Mr Brown also provided evidence stating that:

'in relation to the workers accommodation villages, supply should always be in excess of demand such that there is occupancy well below 100% to accommodate for potential peaks which could be either expected or unexpected, and to provide for choice of location and operator'.

Growth in workers accommodation demand in the local area has recently been forecasted. This is due to limited local supply combined with a range of proposed resources focussed projects in the local area as follows:

- State Government approval for \$11 Billion Surat Gas Project - up to 1800 construction jobs
- Dulacca Wind Farm Project (\$450 million project and over 400 workers)
- Luminous Energy Solar Project (\$400 million project 350 construction jobs)
- Senex drilling and domestic gas extraction program (\$250 million project, 170 workers)
- Cambey Downs - Yan-Coal Mine Expansion (1000 workers)
- Origin Energy - ongoing gas expansion and continuous shut down and maintenance requirements for existing infrastructure (300 workers)
- QGC / Shell - ongoing gas expansion continuous shut down and maintenance requirements for existing infrastructure (250 workers)
- \$8 Billion Wandoan Coal Project - requiring FIFO construction workforce flying in and out of Miles Airport
- Surat Basin Rail Project (400 workers)
- Santos Gas Lease Expansion (100 workers).

A third-party valuation of the site and project notes limited known Worker Accommodation Villages that cater for non-resident workers in the area: the Eastwood located in Miles with a capacity of 200 and the MAS Accommodation Village at Wandoan which has 447 rooms.

The applicant has received Expressions of Interest from a number of parties including the following companies and numbers of persons requiring rooms:

- CPB – 85 to 105 people
- Downer – minimum 35 people required in March 2021
- Murphy Pipe and Civil – 300 to 600 people requiring rooms immediately
- Qube Logistics/Toll – 30 truck drivers carting pipe and construction material
- Nitschie Drilling – 25 people
- Arrow – minimum 60 rooms required in June 2021 increasing to 750 rooms in February 2022
- Overflow accommodation for Wandoan Windmill Village – required for 450 workers for solar farm under construction.

Further to the abovementioned major projects and expression of interests, it was recently announced that Premier Annastacia Palaszczuk is proposing to use Queensland mining camps to accommodate international travellers instead of Central Business District hotels. The proposal will be raised at the next National Cabinet meeting to seek approval from the Federal Government. This will further increase the demand on workers accommodation facilities.

Current Approval

The approved Non-Resident Workforce Accommodation facility development was approved under the previous *Murilla Shire Planning Scheme* when the site was located in the Rural Zone and the application was Impact Assessable.

Western Downs Planning Scheme

Under the WDPS the Site is located in the Medium Impact Industry Zone and is Impact Assessable inconsistent development. However, it is noted that the use is classified as Impact Assessable inconsistent development in every zone under the new WDPS. The WDPS notes that development listed as an inconsistent use can be considered on its merits where it reflects the purpose and intent of the planning scheme.

Judge Williamson was satisfied the appellant had *‘demonstrated the proposed development is an interim use of the land in the sense it has a life limited by a condition of the approval, thereby avoiding the alienation of the land from its intended purpose under the 2017 planning scheme’* (as stated in paragraph [106] of the judgement reasons).

A review has been undertaken against the conditions of approval and requirements of the use under the new WDPS, in particular against the Strategic Intent, the Medium Impact Industry Zone Code and Accommodation Activities Code.

Strategic Intent

Approval of the extension request would be consistent with section 3.2.1(10) of the WDPS as it supports the accommodation of non-resident workers to support Western Downs being the energy capital of Queensland.

Section 3.2.2.1 of the Strategic Intent stipulates that *'accommodation for non-resident temporary workers can be met by the current accommodation providers in the region'* and that *'It is necessary to ensure that sufficient accommodation options are available given that housing affordability can become an issue for people in lower socio-economic brackets should non-resident temporary workers reside in dwellings in residential areas.'*

The accommodation facility of 1,292 rooms accounts for part of the existing stock of approved workers camps in the Western Downs region and has been approved to operate for 15 years upon the commencement of Stage 1. The approved accommodation facility provides temporary accommodation for fly-in/fly out and drive in/drive out non-resident workers. The facility will take pressure off the demand for existing dwellings and maintain housing affordability in residential areas for the existing population, in particular key workers and persons in lower socio-economic brackets.

Section 3.2.2.2 of the Strategic Intent states that *'the likely impacts of the rapidly expanding resources sector on the Western Downs are highly dependent on the location, magnitude and operation of individual mining and petroleum projects. Notwithstanding, the flow-on effects of this sector are likely to result in demand spikes in non-resident workforce accommodation and supporting services, including industry, retail and commercial activities'*.

As noted above, in the economic need joint report Mr Duane said: "...supply should always be in-excess of demand such that there is occupancy well below 100% to accommodate for potential peaks which could be either expected or unexpected, and to provide for choice of location and operator. These are important elements to the worker accommodation village market within the Miles region".

There are a number of planning scheme provisions which refer to development which is not consistent with the purpose and intent of the zone requiring an overriding need to be demonstrated as well as valid planning justification provided as to why the proposed use cannot be reasonably located in a more appropriate zone (see section 3.3.1(a), 3.3.4.1(7) and section 6.2.6(18) of the WDPS).

Section 3.3.2.1(3) states that *‘Chinchilla, Miles and Wandoan are the focus for permanent and temporary non-resident worker accommodation and take advantage of the proximity to current and future resource sector activities in the district and the established urban service networks. Larger forms of permanent and temporary non-resident worker accommodation are predominantly located in Dalby, Chinchilla and Miles to minimise the social and economic impacts on other centres.’*

As stated in paragraph [79] of the reasons for judgement, the economists joint report records the following point of agreement:

‘In summary, it can be seen that there is little supply for residential housing within the Miles Market, due to the lack of population growth generally over a long period of time. This means that when major infrastructure projects are occurring, house and rental prices increase significantly without the opportunity to bring other accommodation online quickly. In this type of market, worker accommodation facilities are very important’.

See also section 3.5.2.1(4) of the WDPS. The proposal which is located in the Urban Area of Miles is consistent with the above provisions.

Section 3.3.8.1 (2) of the Strategic Intent states that *‘where located in close proximity to urban centres, non-resident workforce accommodation integrates with the traditional urban character of the locality’.*

The site is within 2km of the Miles township and located within an industrial area and adjoining the Golf Course. Due to its location, it does not encroach into the existing residential area of the urban centre. However, the facility is close enough to the town for temporary workers to utilise the commercial services and shops, thereby boosting the local economy.

Section 3.5.1(1) of the WDPS provides that the *‘Western Downs supports a diversified and prosperous economy that builds on the existing economic strengths of the region including agriculture and forestry, energy and resource development, manufacturing, tourism and transport.’*

The proposal would be consistent with the above provision in that it provides support for energy and resource development in terms of the non-resident workforce which is necessary for that development.

Medium Impact Industry Zone

Section 6.2.2.2 of the WDPS provides that non-industrial and business uses may be located in the medium impact industry zone to support medium impact industry uses where they do not compromise the long-term use of the land for industrial purposes. The approved facility

will comprise of demountable structures that can be readily relocated, subject to demand. In addition, condition 4.3 of the Approval states that the development is to operate for a maximum of 15 years from commencement of the use (Stage 1). The approved facility will therefore not compromise the long-term use of the land for industrial purposes.

Accommodation Activities Code

The approved plans and conditions of approval meet the intent of the Accommodation Activities Code, particularly in relation to building height, communal open space, landscaping, car parking and other design requirements. Notably, the conditions require the applicant to supply a Schedule of External Treatments/Finishes demonstrating high degree of visual articulation, identification of materials and colours for endorsement.

In summary, the conditions of approval and the approved use itself are anticipated by the WDPS to be located on the Site given its designation in the Urban Area, of Miles noting provisions such as section 3.3.2.1(3) of that scheme.

Conclusion

Council's favourable consideration of the request to extend the relevant period by six months is sought. Please do not hesitate to contact me should you have any queries or require additional information.

I note that under section 87(5) of the PA that Council must decide the application within 20 business days after receiving the application.

Yours sincerely

A handwritten signature in black ink, appearing to read 'M. Moloney', with a stylized, cursive script.

Mallani Moloney
Director/Town Planner

Attachment 3 - Existing Approval 050.2014.864.001

ENQUIRIES TO:
Kym Bannerman
P (07) 4679 4348

FILE REFS:
A21118 & LG7.6.1

APPLICATION NO:
050.2014.864.001

KRB:LJD

17 June 2015

PBW Corporation
C/- McArthur Planning & Development
PO Box 3185
TARRAGINDI QLD 4121

Attention: Mallani McArthur

Dear Madam

RE: REQUEST TO CHANGE AN EXISTING DEVELOPMENT APPROVAL (050.2014.864.001) MATERIAL CHANGE OF USE TO ESTABLISH NON-RESIDENT WORKFORCE ACCOMMODATION (1,292 ACCOMMODATION UNITS) ON LAND DESCRIBED AS LOT 6 ON RP203808, SITUATED AT 100 LAYCOCK ROAD, MILES

I refer to your request to change an existing approval for Development Application (050.2014.864.001) for a Material Change of Use to establish Non-Resident Workforce Accommodation (1,292 Accommodation Units) formerly Non-Resident Workforce Accommodation (1,288 Accommodation Units) on the abovementioned property.

Please be advised that the abovementioned application was considered under delegated authority on 11 June 2015, when it was resolved to approve your request, in the following respect:

- (i) Four additional units to be constructed as part of Stage 23.

Pursuant to Section 369 of the *Sustainable Planning Act 2009*, Council has pleasure in attaching a Decision Notice granting a Development Permit for a Material Change of Use to the abovementioned property, subject to the compliance with conditions outlined in the attachment hereto.

You are also advised:

“466 Appeals about decisions relating to permissible changes –

- (1) For a development approval given for a development application, the following persons may appeal to the court against a decision on a request to make a permissible change to the approval—
 - (a) if the responsible entity for making the change is the assessment manager for the application—
 - (i) the person who made the request; or
 - (ii) an entity that gave a notice under Section 373 or a pre-request response notice about the request;
 - (b) if the responsible entity for making the change is a concurrence agency for the application—the person who made the request.

- (2) The appeal must be started within 20 business days after the day the person is given notice of the decision on the request under Section 376.
- (3) Also, a person who has made a request under Section 369 may appeal to the court against a deemed refusal of the request.
- (4) An appeal under Subsection (3) may be started at any time after the last day the decision on the matter should have been made.”

If there is any aspect of the decision that you are uncertain of or unclear about, please do not hesitate to contact Council's Planning Officer Development Assessment, Kym Bannerman on telephone (07) 4679 4348.

Yours faithfully

COPY

KR Bannerman
A/DEVELOPMENT ASSESSMENT COORDINATOR

Encl

DECISION NOTICE APPROVAL

Sustainable Planning Act 2009 Section 369

Application No. 050.2014.864.001
File Refs: A21118 & LG7.6.1
Enquiries: Kym Bannerman
Telephone: (07) 4679 4348

17 June 2015

PBW Corporation
C/- McArthur Planning & Development
PO Box 3185
TARRAGINDI QLD 4121

**RE: REQUEST TO CHANGE AN EXISTING DEVELOPMENT APPROVAL (050.2014.864.001)
MATERIAL CHANGE OF USE TO ESTABLISH NON-RESIDENT WORKFORCE
ACCOMMODATION (1,292 ACCOMMODATION UNITS) ON LAND DESCRIBED AS LOT 6 ON
RP203808, SITUATED AT 100 LAYCOCK ROAD, MILES**

Dear Madam

I wish to advise that, on 11 June 2015, the request to change the development approval was approved with conditions. The conditions of the approval are set out in the attached Schedule of Conditions.

- The approved changes are listed below:
 - (i) Four additional units to be constructed as part of Stage 23.
- All other aspects of the original approval including conditions remain unchanged.

If the request is approved, a copy of the Decision Notice for the original application is attached, showing the changes.

DETAILS OF DEVELOPMENT APPROVAL FOR WHICH CHANGE IS REQUESTED:

1. Type of Approval

Development Permit

2. Details of Approved Development

Material Change of Use to establish Non-resident Workforce Accommodation (1,288 Accommodation Units)

3. Reference Number of Development Approval

Request to Change Existing Approval 050.2014.441.001
Original Application 030.2013.54.001

4. Street Number and Address of Land to which the Approval Relates

100 Laycock Road, Miles

5. Lot and Plan Details of the Land to which the Approval Relates

Lot 6 on RP203808

6. Date the Original Development Application was Decided

Request to Change Existing Approval 4 June 2014
Original Application 2 October 2013

DETAILS OF REQUEST FOR CHANGE:

7. Date Request for Change was made

15 April 2014

8. Description of Requested Changes

Four additional units to be constructed as part of Stage 23.

9. Responsible Entity for Deciding the Request

Assessment Manager, Western Downs Regional Council
Concurrence Agency, State Assessment and Referral Agency (Department of Transport and Main Roads and Department of Environment and Heritage Protection Technical Agencies).

10. Appeal Rights

If the responsible entity for deciding this request is the assessment manager or a concurrence agency, the person who made the request to change the development approval may appeal against the decision in this notice to the Planning and Environment Court by lodging a written notice of appeal with the Registrar of the Court. You may also have a right to appeal to the Building and Development Dispute Resolution Committee. For more information regarding your appeal rights and how to commence an appeal, please refer to the Sustainable Planning Act 2009, Chapter 7, Parts 1 and 2.

If the responsible entity for deciding this request is the assessment manager, an entity that gave the responsible entity a notice under the Sustainable Planning Act 2009, Section 373 or a pre-request response, may appeal against the decision in this notice to the Planning and Environment Court by lodging a written notice of appeal with the Registrar of the Court. You may also have a right to appeal to the Building and Development Dispute Resolution Committee. For more information regarding your appeal rights and how to commence an appeal, please refer to the Sustainable Planning Act 2009, Chapter 7, Parts 1 and 2.

If you wish to discuss this matter further, please contact Council's Planning Officer Development Assessment, Kym Bannerman on the above telephone number.

Yours faithfully

COPY

KR Bannerman
A/DEVELOPMENT ASSESSMENT COORDINATOR

SCHEDULE OF CONDITIONS

PLANNING

1.0 APPROVED PLANS AND AMENDMENTS

- 1.1 A revised set of plans generally in accordance with the plans listed below and in compliance with the Schedule of Conditions are to be submitted for Council's endorsement.
- 1.2 The revisions shall show the following alterations to the proposal:
- (i) exact boundary clearances from Laycock Road front boundary (10 metres minimum) and side boundaries (15 metres minimum);
 - (ii) deleted;
 - (iii) exact dimensioned areas for all stages and exact dimensioned areas for landscape buffering as required in Condition 16.0 of approval; and
 - (iv) deleted.

Drawing No: OT14-LAY-G-00001, Revision B
Description: Proposed Village Master Plan General Arrangement, prepared by OTOC and dated 18.06.14

Drawing No: OT14-LAY-G-00002, Revision A
Description: Proposed Village Stage 1 General Arrangement, prepared by OTOC and dated 08.05.14

Drawing No: OT14-LAY-G-00003, Revision A
Description: Proposed Village Stage 2 General Arrangement, prepared by OTOC and dated 08.05.14

Drawing No: OT14-LAY-G-00004, Revision A
Description: Proposed Village Stage 3 General Arrangement, prepared by OTOC and dated 08.05.14

Drawing No: OT14-LAY-G-00005, Revision A
Description: Proposed Village Stage 4 General Arrangement, prepared by OTOC and dated 08.05.14

Drawing No: OT14-LAY-G-00006, Revision A
Description: Proposed Village Stage 5 General Arrangement, prepared by OTOC and dated 08.05.14

Drawing No: OT14-LAY-G-00007, Revision A
Description: Proposed Village Stage 6 General Arrangement, prepared by OTOC and dated 08.05.14

Drawing No: OT14-LAY-G-00008, Revision A
Description: Proposed Village Stage 7 General Arrangement, prepared by OTOC and dated 08.05.14

Drawing No: OT14-LAY-G-00009, Revision A
Description: Proposed Village Stage 8 General Arrangement, prepared by OTOC and dated 08.05.14

Drawing No: OT14-LAY-G-00010, Revision A
Description: Proposed Village Stage 9 General Arrangement, prepared by OTOC and dated 08.05.14

Drawing No: OT14-LAY-G-00011, Revision A
Description: Proposed Village Stage 10 General Arrangement, prepared by OTOC and dated 08.05.14

Drawing No: OT14-LAY-G-00012, Revision A
Description: Proposed Village Stage 11 General Arrangement, prepared by OTOC and dated 08.05.14

Drawing No: OT14-LAY-G-00013, Revision A
Description: Proposed Village Stage 12 General Arrangement, prepared by OTOC and dated 08.05.14

Drawing No: OT14-LAY-G-00014, Revision A
Description: Proposed Village Stage 13 General Arrangement, prepared by OTOC and dated 08.05.14

Drawing No: OT14-LAY-G-00015, Revision A
Description: Proposed Village Stage 14 General Arrangement, prepared by OTOC and dated 08.05.14

Drawing No: OT14-LAY-G-00016, Revision A
Description: Proposed Village Stage 15 General Arrangement, prepared by OTOC and dated 08.05.14

Drawing No: OT14-LAY-G-00017, Revision A
Description: Proposed Village Stage 16 General Arrangement, prepared by OTOC and dated 08.05.14

Drawing No: OT14-LAY-G-00018, Revision A
Description: Proposed Village Stage 17 General Arrangement, prepared by OTOC and dated 08.05.14

Drawing No: OT14-LAY-G-00019, Revision A
Description: Proposed Village Stage 18 General Arrangement, prepared by OTOC and dated 08.05.14

Drawing No: OT14-LAY-G-00020, Revision A
Description: Proposed Village Stage 19 General Arrangement, prepared by OTOC and dated 08.05.14

Drawing No: OT14-LAY-G-00021, Revision A
Description: Proposed Village Stage 20 General Arrangement, prepared by OTOC and dated 08.05.14

Drawing No: OT14-LAY-G-00022, Revision A
Description: Proposed Village Stage 21 General Arrangement, prepared by OTOC and dated 08.05.14

Drawing No: OT14-LAY-G-00023, Revision A
Description: Proposed Village Stage 22 General Arrangement, prepared by OTOC and dated 08.05.14

Drawing No: OT14-LAY-G-00024, Revision B
Description: Proposed Village Stage 23 General Arrangement, prepared by OTOC and dated 18.06.14

Drawing Title: Standard Accommodation Module, 4 Bedroom Single Storey Floor Plan and Elevations
Submitted to Council via email on 29.4.15
Amendment: As amended in red by Council on 29/4/2015

Drawing No: QD11559-KIT-1.1, Revision 3
Description: Floor Plan, prepared by apb Modular

Drawing No: QD11559-KIT-2.1, Revision 2
Description: External Elevations 1, prepared by apb Modular

Drawing No: QD11559-KIT-2.2, Revision 2

- Description:** External Elevations 2, prepared by apb Modular
- Drawing No:** 100-ST-0502, Revision 0-2
- Description:** Standard Accommodation Modules Transportable Buildings Typical Left Side Elevation, prepared by CIMC Modular Building Systems and dated 13/07/12
- Amendment:** As amended in red by Council on 27/5/2014
- Drawing No:** 100-AR-4P01, Revision 0-2
- Description:** Standard Accommodation Modules 4 Bedroom Double Storey Modules Plan, prepared by CIMC Modular Building Systems and dated 08/05/12
- Amendment:** As amended in red by Council on 27/5/2014
- Drawing No:** 100-AR-4P02, Revision 0-2
- Description:** Standard Accommodation Modules 4 Bedroom Double Storey Modules First Floor Dimension and Fit Out Structure, prepared by CIMC Modular Building Systems and dated 08/05/12
- Amendment:** As amended in red by Council on 27/5/2014
- Drawing No:** 100-AR-DL01, Revision 0-1
- Description:** Standard Accommodation Modules Disabled Laundry Module, prepared by CIMC Modular Building Systems and dated 13/12/11
- Amendment:** As amended in red by Council on 27/5/2014

1.3 Approved Documents:

- Document:** Project No. 7850, Revision 1
- Description:** Stormwater Management Report (Quantity and Quality), Workers' Camp, Lots 6 & 10 on RP203808, Laycock Road, Miles, QLD, 4415, prepared by RMA, dated 19/12/2012
- Document:** Project No. 7850, Revision 2
- Description:** Traffic Impact Assessment Report, 100 Laycock Road, Miles, QLD, 4415, prepared by RMA and dated 15/04/2013

Timing: During and following development or as otherwise indicated.

2.0 APPROVED DEVELOPMENT (STAGES 1 - 23)

- 2.1 The approved development is Material Change of Use to establish Non-resident Workforce Accommodation (**1,292** Accommodation Units) to be developed in accordance with the following approved stages:

- Stage 1:** 60 accommodation units, 1 laundry, 42 car parking spaces, construction laydown area, access road, service entry gate, kitchen and dining building, outdoor dining zones, kitchen dock and waste yard.
- Stage 2:** 60 accommodation units, 1 laundry, 42 car parking spaces.
- Stage 3:** 60 accommodation units, 1 laundry, 42 car parking spaces.
- Stage 4:** 60 accommodation units, 1 laundry, 43 car parking spaces.
- Stage 5:** 60 accommodation units, 1 laundry, 45 car parking spaces.
- Stage 6:** 60 accommodation units, 1 laundry, 38 car parking spaces.
- Stage 7:** 60 accommodation units, 1 laundry, 43 car parking spaces.
- Stage 8:** 60 accommodation units, 1 laundry, 45 car parking spaces.
- Stage 9:** 28 accommodation units, 1 laundry, 46 car parking spaces.

Stage 10:	339 car parking spaces, maintenance area, training room and medical centre, gym, covered barbecue area, temporary sewer tank, water break tank and pump skid, wet mess, beer garden, covered walkway, village boulevard and garden.
Stage 11:	60 accommodation units, 1 laundry.
Stage 12:	60 accommodation units, 1 laundry.
Stage 13:	60 accommodation units, 1 laundry.
Stage 14:	60 accommodation units, 1 laundry.
Stage 15:	60 accommodation units, 1 laundry.
Stage 16:	60 accommodation units, 1 laundry, bus circulation, bus parking spaces, village gate entrance, administration building, bus terminal.
Stage 17:	60 accommodation units, 1 laundry.
Stage 18:	60 accommodation units, 1 laundry.
Stage 19:	60 accommodation units, 1 laundry, 10 car parking spaces.
Stage 20:	60 accommodation units, 1 laundry, 50 car parking spaces.
Stage 21:	60 accommodation units, 1 laundry, 96 car parking spaces.
Stage 22:	60 accommodation units, 1 laundry.
Stage 23:	64 accommodation units, 1 laundry, 29 car parking spaces.

3.0 STAGED DEVELOPMENT

- 3.1 Staging of the development is to occur in accordance with the staging indicated on the Approved Plans.
- 3.2 Stages must be completed in sequential order (ie Stage 1 must be completed before Stage 2), or may be combined and constructed at one time, subject to all conditions applicable to the relevant stage/s being complied with.

4.0 COMPLIANCE, TIMING AND COSTS

- 4.1 All conditions of the approval shall be complied with prior to commencement of the use for the applicable stage, unless otherwise noted within these conditions.
- 4.2 All costs associated with compliance with these conditions shall be the responsibility of the developer unless otherwise noted.
- 4.3 The development is to operate a maximum of 15 years from commencement of the use (Stage 1).
- 4.4 All stages of the development are to be completed within 4 years of commencement of the use for Stage 1.

5.0 APPLICATION DOCUMENTATION

- 5.1 A legible copy of the Approved Plans and Approved Documents bearing "Council Approval" and the Decision Notice are to be available on-site and available for inspection at all times during construction and earthworks.

Timing: During development.

6.0 SCHEDULE OF EXTERNAL FINISHES

- 6.1 A detailed Schedule of External Treatments/Finishes for all buildings shall be submitted to Council's Planning Manager for endorsement, demonstrating compliance with the following requirements:
- 6.1.1 provision of a high degree of visual articulation in the elevations of the buildings;
 - 6.1.2 identification of each of the materials used in the elevations of the approved buildings; and
 - 6.1.3 identification of the colour of each of the materials used in the elevations of the approved buildings.
- 6.2 Once endorsed, the Schedule will form part of this Development Permit.

Timing: Prior to the issue of a Development Permit for Building Works.

7.0 FEES AND CHARGES

- 7.1 All fees, rates, interest and other charges levied on the property shall be paid in full, in accordance with the rate at the time of payment.

8.0 ENTRY STATEMENT

- 8.1 Any Entry Statement to the proposed development shall be constructed within the subject land described as Lot 6 on RP203808.

9.0 MAINTENANCE

- 9.1 The development (including landscaping, parking, driveways and other external spaces) shall be maintained in accordance with the Approved Plans and Approved Documents, subject to and modified by any conditions of this approval.

Timing: During and following development.

10.0 BUILDING HEIGHT

- 10.1 The height of buildings/structures shall not exceed 8.5 metres above natural ground level.

11.0 INDOOR AND OUTDOOR LIGHTING FOR SAFETY AND SECURITY

- 11.1 All lighting provided within the proposed development shall not involve lighting that shines light above the horizontal, or coloured or flashing lights, or sodium lights, or flare plumes and shall not involve configurations of lights in straight parallel lines.
- 11.2 Lighting is to be provided throughout car parking areas and along the pedestrian paths in compliance with *Australian Standard 1158.3.1 – Road Lighting – Pedestrian Area (Category P) Lighting – Performance and Installation Design Requirements*.
- 11.3 Lighting shall be provided to all operational areas within the site.

12.0 OUTDOOR LIGHTING – IMPACT MITIGATION

- 12.1 Outdoor lighting of the development shall mitigate adverse lighting and illumination impacts by:
- 12.1.1 providing outdoor lighting that is designed, installed and regulated in accordance with the parameters outlined in *Australian Standard 1158.1.1 – Control of Obtrusive Effects of Outdoor Lighting*; and
 - 12.1.2 installation of outdoor lighting that:

- 12.1.2.1 provides graduated intensity lighting with lower level brightness at the perimeter of the subject land and higher intensities at the centre of the subject land;
- 12.1.2.2 is directed onto the subject land and away from neighbouring properties; and
- 12.1.2.3 uses shrouding devices to preclude light overspill onto surrounding properties where necessary.

13.0 RESTRICTIONS TO OPERATIONS

- 13.1 Unless otherwise approved in writing by Council, incoming and outgoing deliveries of materials are to be restricted to the following hours:

Monday - Sunday: 8.00am to 6.00pm

Public Holidays: No unloading or loading is to occur.

Timing: Following commencement of the use and maintained for the period of the use on the site.

14.0 LANDSCAPING – GENERAL

- 14.1 The developer shall submit to Council's Planning Manager for endorsement, a Landscape Plan for all landscaping associated with the development prior to the issue of a Development Permit for Operational Work for Stage 1. The plan shall be prepared by a suitably qualified and experienced Landscape Architect, Horticulturalist, or other person experienced in landscape design and construction.
- 14.2 The Landscape Plan shall address the performance criteria listed below and shall show the information outlined in the relevant Section of the Planning Scheme:
 - 14.2.1 to enhance the appearance of the development internally and externally;
 - 14.2.2 to make a positive contribution to the streetscape;
 - 14.2.3 to screen unsightly objects from public view;
 - 14.2.4 to contribute to a comfortable living environment by providing shade to reduce glare, heat absorption and radiation;
 - 14.2.5 to provide long-term erosion protection;
 - 14.2.6 to integrate with existing vegetation and other natural features of the site and adjoining lands; and
 - 14.2.7 to provide adequate vehicle sight lines and road safety.
- 14.3 The Landscape Plan shall also detail:
 - 14.3.1 the typical species to be planted, consisting mainly of drought-tolerant species suitable to their individual location on-site;
 - 14.3.2 the number and size of plants; and
 - 14.3.3 the typical planting detail including preparation, backfill, staking and mulching.
- 14.4 The developer shall prepare and landscape the site in accordance with the Approved Landscape Plan, or as otherwise approved in writing by Council's Planning Manager. Any amendments approved by Council's Planning Manager are taken to be a part of the Approved Landscape Plan.
- 14.5 Landscaping shall be completed prior to commencement of the use for the relevant stage and be maintained following commencement of the use for the relevant stage.
- 14.6 Landscaping shall be incorporated into car parking areas throughout the development every ten (10) car parking spaces. Landscaping provided around car parking areas within the subject land shall allow for visibility by:
 - 14.6.1 using trees which have a clean trunk height of at least 1.8 metres (at maturity); and

- 14.6.2 using shrubs with a maximum height of 0.75 metre, in order to retain sight line.

Timing: Prior to the issue of a Development Permit for Building Works or Operational Work for Stage 1.

15.0 LANDSCAPING – MISCELLANEOUS

- 15.1 The land owner shall ensure compliance with the requirements of the *Land Protection (Pest and Stock Route Management) Act 2002* and any subsequent legislation.
- 15.2 Apart from declared weeds and pests, trees, shrubs and landscaped areas currently existing on the subject land shall be retained where possible, and action taken to minimise disturbance during construction work.
- 15.3 Landscaping provided within the front boundary setback of the subject land and around car parking areas within the subject land (excluding landscaped buffer areas) shall allow visibility into the site by:
 - 15.3.1 using trees which have a clean trunk height of at least 1.8 metres (at maturity); and
 - 15.3.2 using shrubs with a maximum height of 0.75 metre, in order to retain sight lines.
- 15.4 A minimum of 70% of landscaped areas shall be retained as a permeable surface.
- 15.5 Landscaped areas shall be maintained and the site shall remain in a clean and tidy state at all times.

16.0 LANDSCAPE BUFFER

- 16.1 A minimum 10 metre wide landscaped buffer is to be provided around the northern, western and southern boundaries of the development footprint (Lot 6 on RP203808) where structures and car parking areas are closer than 20 metres from that boundary.

Timing: The landscaping buffer to the northern boundary shall be provided prior to completion of Stage 1 of the development.

OR

As an alternative to a 10 metre wide landscaped buffer to the southern boundary of the site (Lot 6 on RP203808), a vegetative buffer covenant is to be provided adjacent to the northern boundary of Lot 10 on RP203808.

The vegetative buffer covenant area is to be densely planted with high, medium and low profile plants endemic to the local area. The plants are to have a minimum height of 1 metre when initially planted.

A copy of the documents associated with the proposed vegetative buffer covenant is to be submitted to Council for endorsement.

- 16.2 A minimum 5 metre wide landscaped buffer shall be planted along the full Laycock Road frontage of Lot 6 on RP203808, except any area reasonably required for vehicular and pedestrian access to the development.
- 16.3 Details of the landscaping buffer shall be provided in the Landscape Plan. Details of the vegetation buffer shall be included within the Landscape Plan including:
 - 16.3.1 the proposed widths of the buffer;
 - 16.3.2 the typical species to be planted;
 - 16.3.3 the approximate mature height of vegetation; and
 - 16.3.4 details of any proposed fencing.

- 16.4 The landscaped buffer area is to be densely planted with high, medium and low profile plants and shrubs endemic to the local area. The plants are to be semi-mature when initially planted.
- 16.5 The buffers should be designed to consider protection of the amenity of the surrounding areas, including but not limited to visual protection, noise control, and lighting from facilities and vehicles on-site.
- 16.6 The landscaped buffer is to be maintained, protected from animals and is to have a regular mulching schedule.
- 16.7 The landscape buffer is to be integrated into the overall Landscape Plan for the development.
- 16.8 Vegetative buffering required for each stage of the development shall be completed prior to commencement of the use at each stage.

17.0 FENCING

- 17.1 Any security or screen fencing erected on the subject site shall be appropriately integrated with the landscaping on-site, and shall present an attractive visual appearance to adjoining properties.

18.0 WASTE MANAGEMENT

- 18.1 All waste generated from construction of the premises shall be effectively controlled on-site before disposal. All waste shall be disposed of in accordance with the *Environmental Protection (Waste Management) Regulation 2000*.
- 18.2 All waste generated on-site shall be managed in accordance with the waste management hierarchy as detailed in the *Waste Reduction and Recycling Act 2011*.

19.0 REFUSE STORAGE AREA

- 19.1 Refuse bin storage areas shall be provided on the premises within an enclosed structure so that they are screened from public view with a minimum 1.5 metres high solid fence or wall.
- 19.2 The size and capacity of the refuse storage areas shall be sufficient to accommodate:
 - 19.2.1 the level of waste likely to be generated from the development having regard to the frequency of refuse collection;
 - 19.2.2 general refuse bins of an industrial type appropriate to the nature and scale of the use;
 - 19.2.3 recycling bins appropriate to the nature and scale of the use; and
 - 19.2.4 having a floor area with dimensions which exceed the size of the nominated bin size by at least 300mm at the rear and both sides, and 600mm at the front.
- 19.3 Waste collection shall be undertaken in a manner that complies with the following requirements:
 - 19.3.1 the bins shall be located in a manner that allows the refuse vehicle to pick them up automatically without the driver or any other person having to relocate them;
 - 19.3.2 the collection of putrescible waste arising from the activities undertaken on this development shall be collected and removed at periods not exceeding 7 days;
 - 19.3.3 the collection of waste shall be undertaken so as to minimise, so far as reasonable and practical, excessive noise to neighbouring occupants;
 - 19.3.4 the collection method shall ensure that waste is adequately managed to prevent escape of contamination; and

- 19.3.5 waste removal is to be conducted between the hours of 7.00am and 6.00pm, excluding Sundays and Public Holidays.
- 19.4 Refuse bin collection areas shall be maintained in a manner that complies with the following requirements:
 - 19.4.1 waste containers shall be kept in a clean state and in good repair;
 - 19.4.2 waste containers are to be provided with tight-fitting lid assemblies designed to prevent ingress of pests and water;
 - 19.4.3 the occupier of the serviced premises shall ensure that all waste containers supplied are kept within the boundaries of the premises; and
 - 19.4.4 the occupier shall ensure that there is unobstructed access to the container for the removal of waste.

20.0 VISUAL PRIVACY TO BEDROOM WINDOWS

- 20.1 Bedroom windows shall be located no closer than 3 metres from common vehicle accessways, vehicle manoeuvring and parking areas. The 3 metres area between the bedroom window and the common vehicle accessways, vehicle manoeuvring and parking areas shall be landscaped with plants that will achieve a height of 1.8 metres within 3 years of planting and have a foliage that will obstruct views of the bedroom window. Bedroom windows shall be double glazed glass.

OR

- 20.2 Durable, fixed and permanent screening devices having a maximum transparency of 25% shall be erected on the window or directly in front of the window (eg shutters or lattice screens), prior to occupation of the development. These screens are to be maintained until adjacent landscaping reaches a height of 1.8 metres and obstructs views of the bedroom window from common vehicle accessways, vehicle manoeuvring and parking areas. Bedroom windows shall be double glazed glass.

21.0 VISUAL AND GENERAL AMENITY

- 21.1 Any graffiti on the buildings shall be removed immediately.
- 21.2 The buildings and the site shall be maintained in a clean and tidy manner at all times.
- 21.3 All plant, air-conditioning equipment and the like shall be visually screened from the street.

22.0 INFRASTRUCTURE CHARGES

Infrastructure charges are payable in conjunction with this Development Permit.

- 22.1 Infrastructure charges including those associated where applicable with Council's Water, Sewerage, Transport and Parks networks may now be levied under the *Sustainable Planning Act 2009* following its amendment by the *Sustainable Planning (Housing Affordability and Infrastructure Charges Reform) Amendment Act 2011*. **Infrastructure Charges Notices** are attached as required under Section 635 of the *Sustainable Planning Act* detailing the infrastructure charges payable as part of this Material Change of Use approval.

Timing: The adopted infrastructure charges are to be paid prior to commencement of the use for the relevant stage.

23.0 CONSTRUCTION AND NUISANCE MANAGEMENT PLAN

- 23.1 A Construction and Nuisance Management Plan shall be submitted to and endorsed by Council's Planning Manager for the construction and earthworks for the site. The Plan is to cover, but not be limited to, the following:
 - air quality management;
 - noise and vibration management;

- storm water quality management;
- erosion and sediment management;
- vegetation management;
- waste management;
- complaint management;
- community awareness;
- preparation of site work plans;
- workers' car parking arrangements; and
- traffic control during works.

Timing: Prior to the issue of a Development Permit for Operational Work or commencement of any works.

ENGINEERING

24.0 ENGINEERING WORKS

- 24.1 A development application for a Development Permit for Operational Work is required for all Engineering works.
- 24.2 The design and construction of the works shall be certified by a Registered Professional Engineer Queensland – Civil.
- 24.3 A Design Certificate shall be submitted with the application; and a Construction Supervision Certificate shall be submitted upon completion of the approved works.

25.0 MAINTENANCE PERIOD

- 25.1 Works external to the site that will become Council infrastructure shall, upon completion, be placed on-maintenance for a period of 24 months. A maintenance bond in a form acceptable to Council equal to 5% of the value of Council infrastructure shall be provided for the duration of the maintenance period.

26.0 TIMING

- 26.1 Work relating to the external roadworks and sewer reticulation shall be completed and placed on-maintenance (including submission of the maintenance bond) prior to commencement of the use of the relevant stage.

27.0 EXTERNAL ROADWORKS

- 27.1 All external roadworks shall be designed and constructed in accordance with relevant Austroads' Standards and otherwise in accordance with Department of Transport and Main Roads' (DTMR) Standards, Specifications and Guides. These include, but are not limited to those referenced below:

27.1.1 Horizontal and Vertical Alignment:

- (i) Alignments shall be based on *Austroads Part 3 Geometric Design* with a 60km/hr design speed.

27.1.2 Intersection Design:

- (i) Intersection design shall address the requirements of *Austroads Guide to Traffic Engineering Practice, Part 5, Intersections* at a grade for the traffic predicted.

27.1.3 Pavement Design:

- (i) Pavement Design shall be carried out in accordance with *Austroads Guide to Pavement Technology - Part 2 Pavement Structural Design (2010)* and *Queensland Department of Transport and Main Roads Pavement Design Manual (2009)*.

27.1.4 Seal:

- (i) The bitumen seal to the road shall consist of a prime coat followed by two seal coats.
- (ii) The seal design shall be based on *Austroads (2006), Update of the Austroads Sprayed Seal Design Method*.
- (iii) Additionally, consideration shall be given to *DTMR MRS 11 Spray Bitumen Surface*.

27.1.5 Drainage:

- (i) Cross road drainage structures shall provide for an ARI 10 flood event to pass under the road formation.
- (ii) Drainage structures shall be designed so that they cause no adverse impact to upstream properties. The drainage report shall demonstrate that there is no afflux caused by the structure at adjoining property boundaries resulting from construction of the culvert over current stormwater levels.
- (iii) Drainage design shall be based on *Austroads Part 5 Drainage Design* or other approved design methods.
- (iv) The design Intensity Frequency Duration (IFD) data for the area is as provided in the *WDRRC - Draft Regional Standards Manual*.

28.0 SITEWORKS/EARTHWORKS

- 28.1 Detailed engineering drawings or a development application for a Development Permit for Operational Work for bulk earthworks shall be submitted to and approved by Council.
- 28.2 All earthworks should be undertaken in accordance with the provisions of *AS3798 Guidelines on Earthworks for Commercial and Residential Developments*. As a minimum, any fill placed on the site shall be compacted under the supervision of a suitably qualified person and inspected as necessary, by the Structural Engineer designing the footing and slab system for the buildings proposed to be constructed as part of the development.
- 28.3 Any fill, including fill batters, shall be solely contained within the proposed lot of the development site. Fill cannot be placed on adjacent properties without providing Council with written permission from the respective property owner(s).
- 28.4 Where the development involves excavation or filling over or adjacent to water supply and/or sewerage infrastructure, all hydrants and valves access chambers surface levels and sewer manholes shall be adjusted to provide a freeboard of 50mm above the finished ground surface level.
- 28.5 In conjunction with the detailed engineering drawings or an Operational Work application to Council, the following shall be addressed:
 - 28.5.1 details of the location of any material to be sourced for fill, including the volume of fill to be moved from any particular source site;
 - 28.5.2 details of the final location for any material to be exported from the site from excavations;
 - 28.5.3 the haulage route(s) that will be used; approval for the haulage truck sizes and the final haul route(s) is to be obtained prior to works commencing;
 - 28.5.4 the proposed source of fill and haulage route shall be approved by Council prior to commencement of bulk earthworks; this matter shall be addressed as part of the Operational Work application; and

- 28.5.5 details identifying the source/disposal site(s) for material imported/exported as part of the development. The site(s) shall have a current development approval enabling them to export/accept any material.
- 28.6 Cut, fill and other stored material shall be contained wholly within the site.
- 28.7 Contaminated material shall not be used as fill on the site. Any filling shall be undertaken using inert materials only.
- 28.8 Waste material as a result of demolition works and excavation works shall not be used as fill where the material includes the following as defined within the *Waste Reduction & Recycling Act (2011)*:
- commercial waste;
 - construction or demolition waste;
 - domestic clean-up waste;
 - domestic waste;
 - garden waste;
 - industrial waste;
 - interceptor waste;
 - recyclable biodegradable waste;
 - recyclable waste;
 - regulated waste.
- 28.9 All waste material above as defined within the *Waste Reduction & Recycling Act (2011)* shall only be disposed of at a waste facility approved for the receipt of waste.

Timing: Prior to commencement of the works and during construction of the works or as otherwise indicated.

29.0 TRAFFIC WITHIN SITE – CAR PARKING AND REQUIREMENTS

- 29.1 The following requirements are to be adhered to for the car parking and associated manoeuvring areas:
- 29.1.1 vehicle bollards or tyre stops shall be used to control vehicle access and protect landscaping or pedestrian areas where appropriate;
 - 29.1.2 directional linemarking and traffic signs are to be installed to clearly demonstrate the proposed traffic movements within the site;
 - 29.1.3 signage shall be provide that indicates the location of parking areas and the proposed flow of traffic through the site;
 - 29.1.4 vehicle parking and manoeuvring areas shall be maintained for their designated purpose; and
 - 29.1.5 car parking shall be available to staff, residents and visitors during approved hours of operation.

30.0 INTERNAL ACCESS, CAR PARKING, BUS PARKING AND MANOEUVRING

- 30.1 All vehicular property accesses, and on-site car parking and manoeuvring areas to the development shall be provided in accordance with the Approved Plans and constructed and maintained in accordance with Council's Planning Scheme and Council's Standard Drawings.
- 30.2 Internal roadways, parking and manoeuvring areas, unless otherwise specified, shall be a minimum of 6 metres wide and provide manoeuvring and turning paths conforming with *AS 2890.1 2004 Parking Facilities*, including allowances for AV service vehicles and shall be fully sealed or concreted.

- 30.3 Roadways shall be provided with a minimum of 30mm asphalt or a two coat bitumen spray seal based on the Austroads' spray seal design method and include appropriate line marking in accordance with AS 2890.1.
- 30.4 The design of parking areas shall include allowance for PWD parking spaces in accordance with AS2890.6.

31.0 SEWERAGE

31.0 SEWERAGE

- 31.1 The development shall be connected to Council's sewerage network.
- 31.2 Connection shall include a pump station with an ultimate capacity of 13L/s, emergency on-site storage and arising main. The point of connection shall be Council's Treatment Plant or alternatively, the proposed trunk system, depending on timing.

Timing: As part of Stage 1 of the development, prior to commencement of the use of Stage 1.

- 31.3 The pumping station shall remain the property of the developer who will be responsible for its operation and maintenance. The rising main external to the development shall become a Council asset and Council will be responsible for its maintenance.
- 31.4 These works shall be designed in consultation with Council and shall conform with DEWS Planning Guidelines for Water Supply and Sewerage, EDROC Manual and Council standards.
- 31.5 Internal and external sewerage works shall be constructed in accordance with relevant approvals, WSAA Guidelines, DERM Planning Guidelines and the Queensland Plumbing and Wastewater Code.

32.0 WATER SUPPLY

- 32.1 The development shall provide a potable water supply system independent of the Council Miles water reticulation system. Water quality shall be continuously monitored to ensure compliance with WSAA (Water Services Association of Australia) guidelines and HACCP (Hazard Analysis and Critical Control Points) standards for potable water.
- 32.2 The development shall include on-site storage at the minimum rate of 0.5MI per one thousand rooms.
- 32.3 The design and construction of the works shall be in accordance with Council's requirements as set out in Council's Development Manual (draft) I and DEWS [Planning Guidelines for Water Supply and Sewerage](#). The works shall include, but not be limited to, construction of pipework, valves, fire hydrants, and pumps to ensure sufficient fire fighting capacity for the development.

Note: The development is not permitted to connect to Council's reticulated water supply. The developer may wish to discuss potential water alternatives with Council's Infrastructure Services.

33.0 STORMWATER MANAGEMENT

- 33.1 Stormwater management shall generally be in accordance with Stormwater Management Report (Quantity and Quality), Project No. 7850, Revision 1, Workers' Camp, Lots 6 & 10 on RP203808, Laycock Road, Miles, QLD, 4415, prepared by RMA and dated 19/12/2012, to the extent which it is relevant to the changed development over Lot 6 on RP203808.
- 33.2 A detailed Stormwater Management Plan and Report shall be submitted to Council with the Operational Work application. The Plan shall provide:

- 33.2.1 hydrology for the site based on *Australian Rainfall & Runoff: A Guide to Flood Estimation* using design Intensity Frequency Duration (IFD) data for the area as provided by the Bureau of Meteorology considering ARI 2 and ARI 50 events;
- 33.2.2 details of open channel and detention basin design, capacities and operation;
- 33.2.3 estimates of maximum flood heights;
- 33.2.4 piped and overland flow site stormwater systems designed in accordance with *Queensland Urban Drainage Manual* (2007) Natural Resources and Water, Queensland (QUDM);
- 33.2.5 determine the proposed legal point of discharge;
- 33.2.6 demonstration that the peak discharge from the development is not greater than pre-development flows;
- 33.2.7 details of drainage conforming to Australian Standard AS/NZS 3500.3 Stormwater;
- 33.2.8 consideration of water quality leaving the site and addressing State Planning Policy.
- 33.2.9 where a computerised software program is used in the design, the applicant shall provide all digital data for Council to view if requested.

34.0 EROSION AND SEDIMENT CONTROL

- 34.1 An Erosion and Sediment Control Plan shall be included in the Operational Work application covering all aspects of work to be carried out under this approval. The Plan shall provide:
 - 34.1.1 details of sediment fences, earth berms, temporary drainage, temporary sediment basins and stormwater filtering devices designed to prevent sediment or sediment laden water from being transported to adjoining properties, roads and/or stormwater drainage systems;
 - 34.1.2 identification of high and extreme erosion risk areas and treatments to be employed to manage these areas during construction and re-establishment of the areas post construction and during any relevant on-maintenance period;
 - 34.1.3 measures to prevent site vehicles tracking sediment and other pollutants onto adjoining streets during the construction period;
 - 34.1.4 identification of areas to be utilised on the site for stockpiling of materials capable of being moved by the action of wind or running water; the materials shall be stored clear of drainage paths, and appropriate measures implemented to prevent the entry of such materials into either the road or drainage system;
 - 34.1.5 inspection regime of the sediment and erosion controls; and
 - 34.1.6 response times to events where controls have been damaged or are inadequate, and erosion or the release of sediment or sediment laden stormwater have occurred from the site or associated works.

35.0 ENVIRONMENTAL MANAGEMENT – STORMWATER QUALITY

- 35.1 Contaminants or contaminated water shall not be directly or indirectly released from the land subject to this approval or to the ground or groundwater at the land subject to this approval except for:
 - 35.1.1 uncontaminated overland stormwater flow; and
 - 35.1.2 uncontaminated stormwater to the stormwater system.

Timing: Prior to commencement of any works on-site, during works on-site and maintained for the period of the use of the development site.

36.0 PONDING OF STORMWATER

- 36.1 Adjoining properties and roadways to the development are to be protected from ponding or nuisance from stormwater as a result of any site works undertaken as part of the proposed development.

Timing: While development is occurring on-site and during the on-maintenance period and maintained for the period of the use of the development site.

37.0 LOCATION, PROTECTION AND REPAIR OF DAMAGE TO COUNCIL AND PUBLIC UTILITY SERVICES INFRASTRUCTURE AND ASSETS

- 37.1 The developer shall be responsible for the location and protection of any Council and public utility services infrastructure and assets that may be impacted on during construction of the development. The alignment and level of any services/assets above or below ground, likely to be affected by the proposed development, shall be identified prior to detailed design or building work. Any conflict between the development and an existing or proposed service shall be referred to the relevant service authority for determination.
- 37.2 The developer shall undertake all reasonable measures to protect Council and public utility services infrastructure during construction of the development.
- 37.3 The developer shall meet all costs to repair damage to any Council and public utility services infrastructure and asset where damage is a result of the proposed development. Damage to infrastructure assets shall be repaired immediately where it creates a hazard to the community, including a pedestrian or vehicular safety hazard. In circumstances where the damage does not create a hazard to the community, it shall be repaired immediately upon completion of the works associated with the development.

38.0 TELECOMMUNICATIONS

- 38.1 The applicant shall enter into an agreement with the telecommunication carrier to provide telecommunication services to the development site or provide evidence of an existing connection.

39.0 ELECTRICITY

- 39.1 Reticulated power shall be provided to service the development with the full capital cost for all services being met by the applicant.

40.0 RETAINING WALLS AND BATTERS

- 40.1 Retaining walls and earthworks batters designs shall take into account existing retaining walls, structures and services in the vicinity.
- 40.2 All earthworks batters and retaining walls shall be undertaken in accordance with Council's standards. For this proposal, heights of cut/fill and retaining walls shall comply with the following:
- 40.2.1 all proposed retaining walls shall not exceed 1 metre in height (unless otherwise approved by Council); and
- 40.2.2 the slope of batters shall not exceed a maximum slope of 25% (1 in 4) (unless otherwise approved by Council).
- 40.3 The design of all proposed retaining walls and batters shall take into consideration, the overland stormwater flows from adjoining properties. The proposed retaining walls and batters shall not impede, concentrate or pond stormwater from adjoining properties.

41.0 ENVIRONMENTAL

- 41.1 The operations and construction work associated with this development are to be carried out to the requirements of Council. In particular, no nuisance is to be caused to adjoining residents by the way of smoke, dust, stormwater discharge or siltation of drains, at any time, including non-working hours. Where material is spilled or carried onto existing roads, it is to be removed forthwith so as to restrict dust nuisance and ensure traffic safety. Adequate safety precautions are to be maintained where work is taking place on existing roads and any damage deemed by Council's Compliance Senior Officer to be attributable to the progress of works or vehicles associated with the development of the site, shall be repaired to Council's satisfaction.

42.0 CONCURRENCE AGENCY CONDITIONS

- 42.1 The applicant shall comply with the Department of Transport and Main Roads' Concurrence Agency conditions prior to commencement of the use or as otherwise noted in the Department's conditions.

43.0 Deleted.

44.0 INTERNAL ACCESS, CAR PARKING AND MANOEUVRING

- 44.1 The applicant shall construct a minimum of 0.7 on-site sealed car parking spaces per Non-resident Workforce Accommodation Unit within each stage.
- 44.2 The applicant shall provide a sealed drop-off and pick-up area capable of accommodating three (3) 45-seater buses at commencement of Stage 1. A sealed drop-off and pick-up area capable of accommodating an additional three (3) 45-seater buses shall be provided at commencement of Stage 11.
- 44.3 The design of parking areas shall include allowance for PWD parking spaces in accordance with AS2890.6.
- 44.4 The access road to be constructed as part of Stage 1 shall be fully sealed prior to commencement of Stage 2.

45.0 EXTERNAL ROADWORKS

- 45.1 Laycock Road shall be upgraded for the full frontage of the proposed development.
- 45.2 The upgrade shall include construction of the half-road on the western side of Laycock Road centerline to *Western Downs Regional Council Standard for an Industrial Street (WDRC Standard Dwg.) R003*. This will provide a 6 metres sealed width from the road centerline, upright kerb and channel and a profiled verge to the development boundary.
- 45.3 The upgrade shall also include widening of the half-road on the eastern side of Laycock Road of the existing pavement to Western Downs Regional Council Standard for a Rural Access (WDRC Standard Dwg. R002) to a sealed width of 4 metres. The total width of the upgraded road is 10 metres.

Timing: As part of Stage 1 of the development, prior to commencement of the use of Stage 1.

46.0 Deleted.

47.0 Deleted.

C. The applicant be advised of the following Concurrence Agency Response/s:

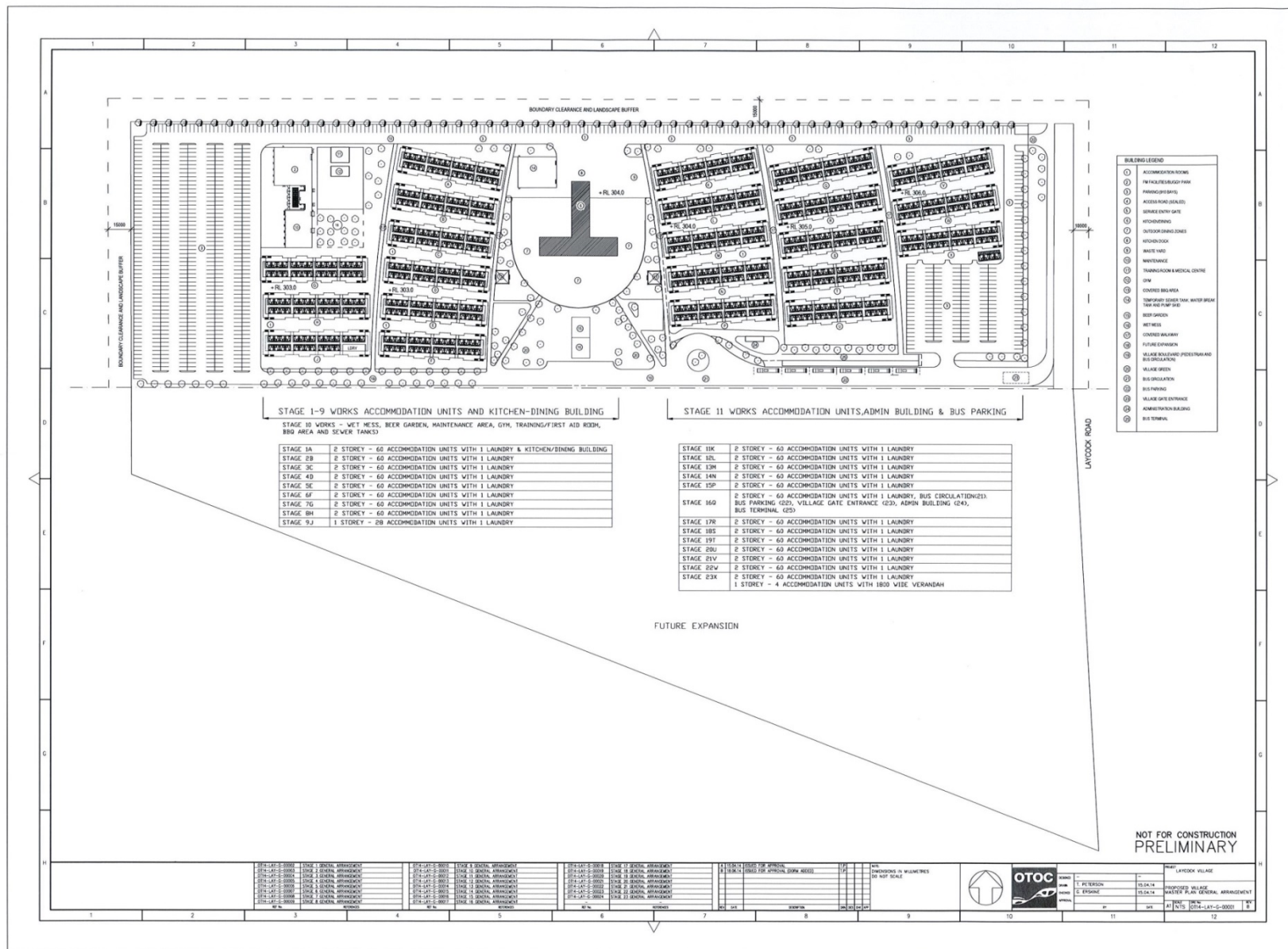
- (a) Refer to attached Concurrence Agency Response.

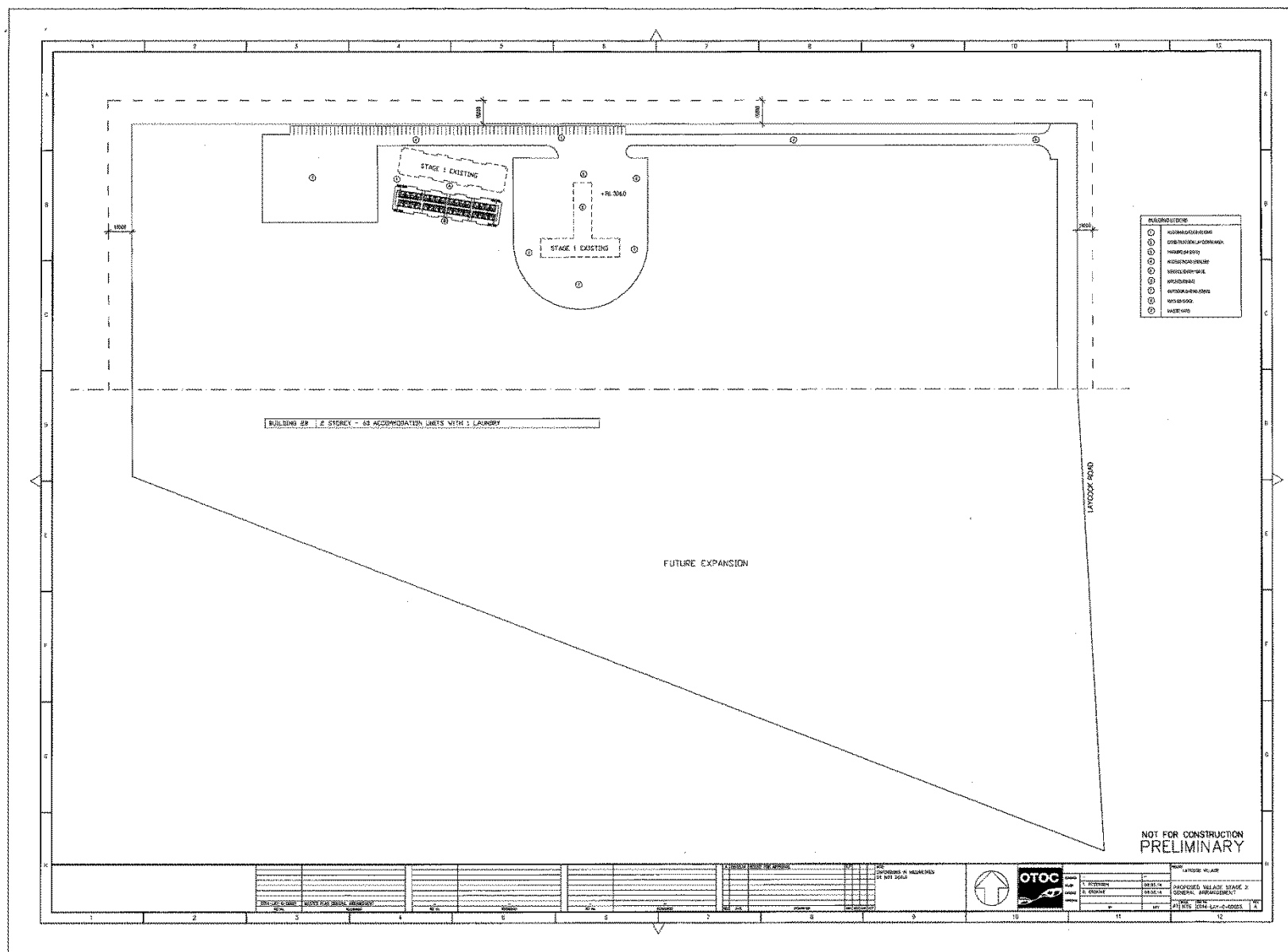
D. The applicant be advised that:

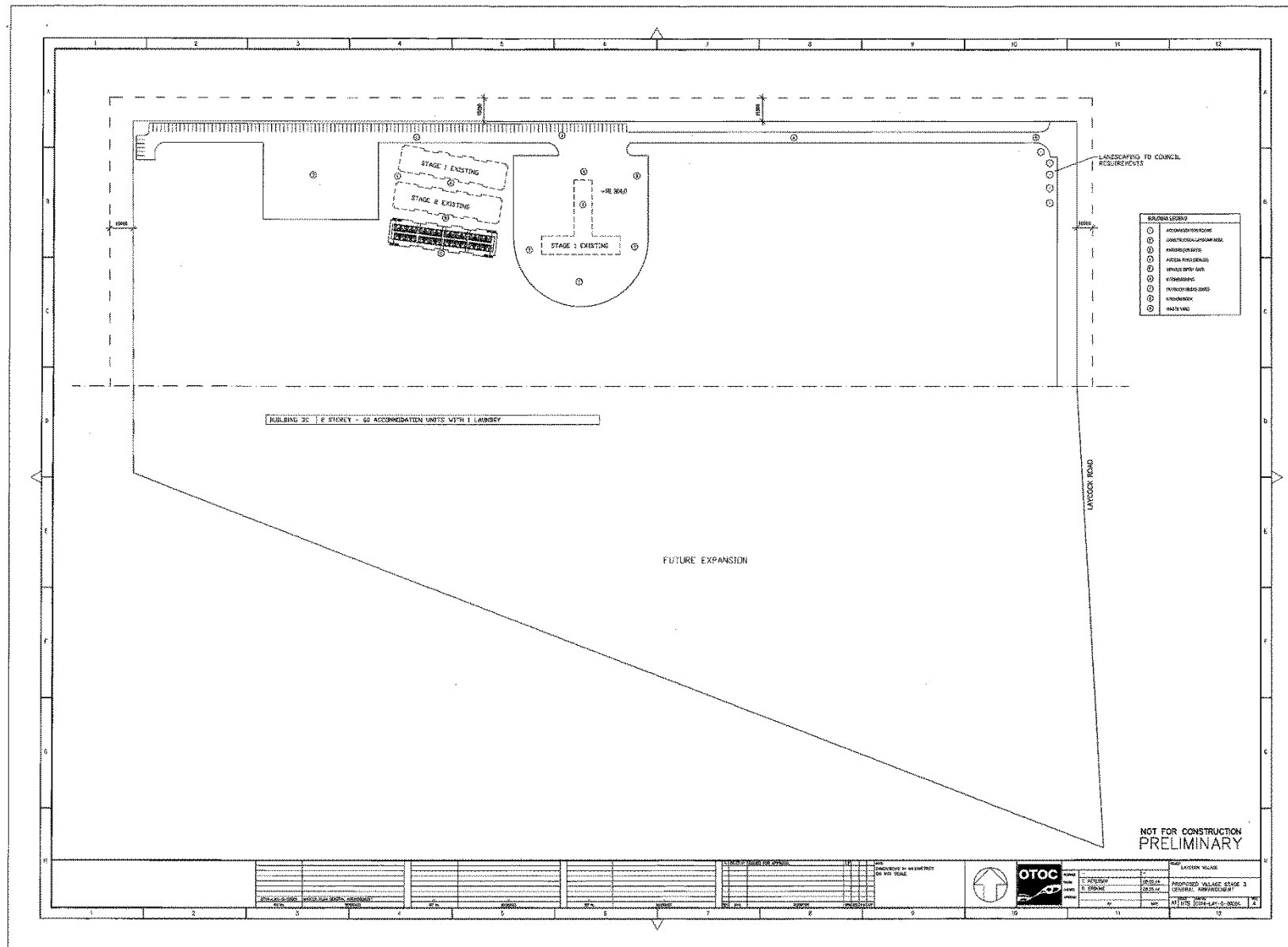
- (a) An applicant has the opportunity to appeal against Council's decision in accordance with the relevant section of the *Sustainable Planning Act 2009*:

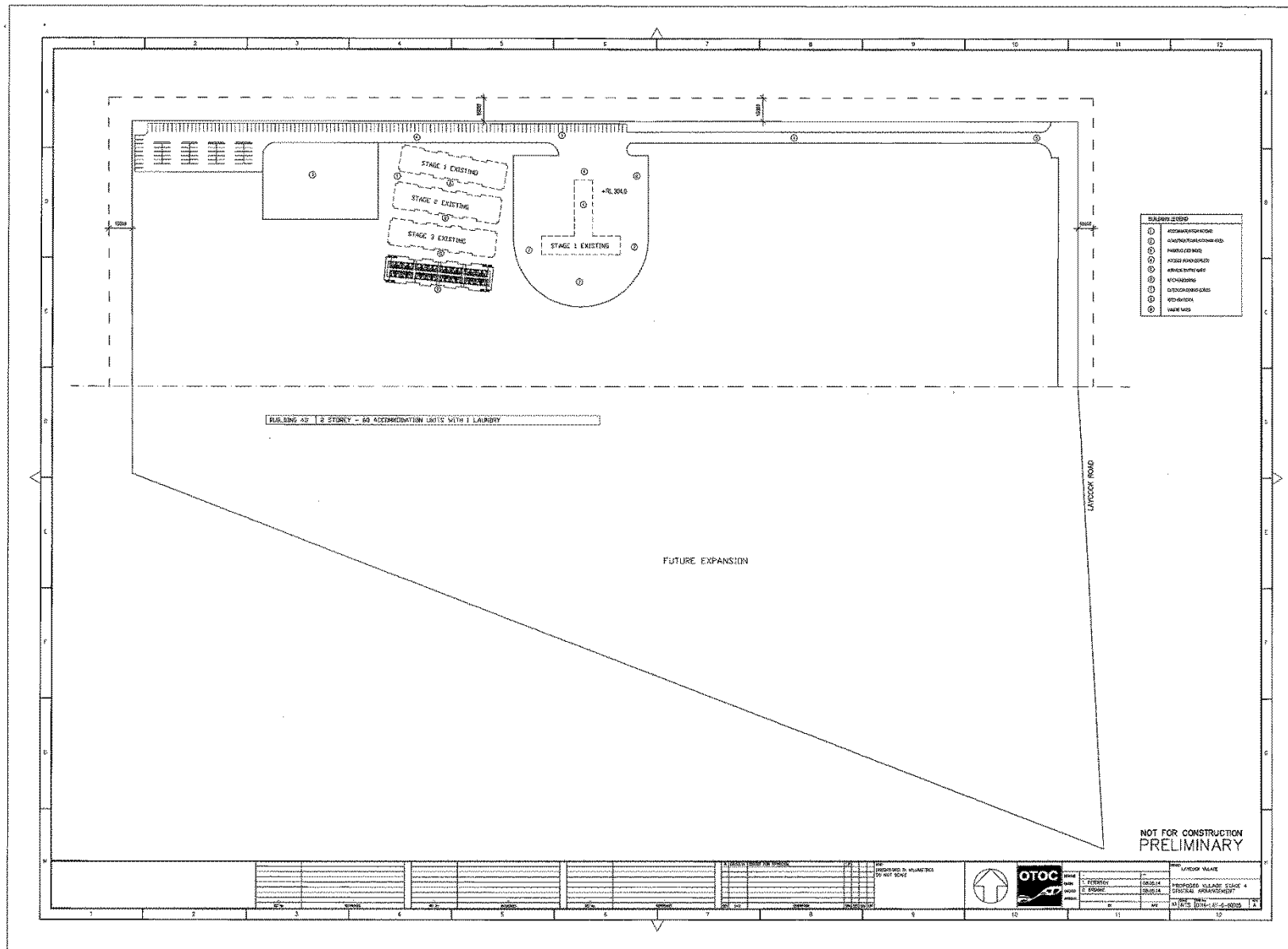
“466 Appeals about decisions relating to permissible changes

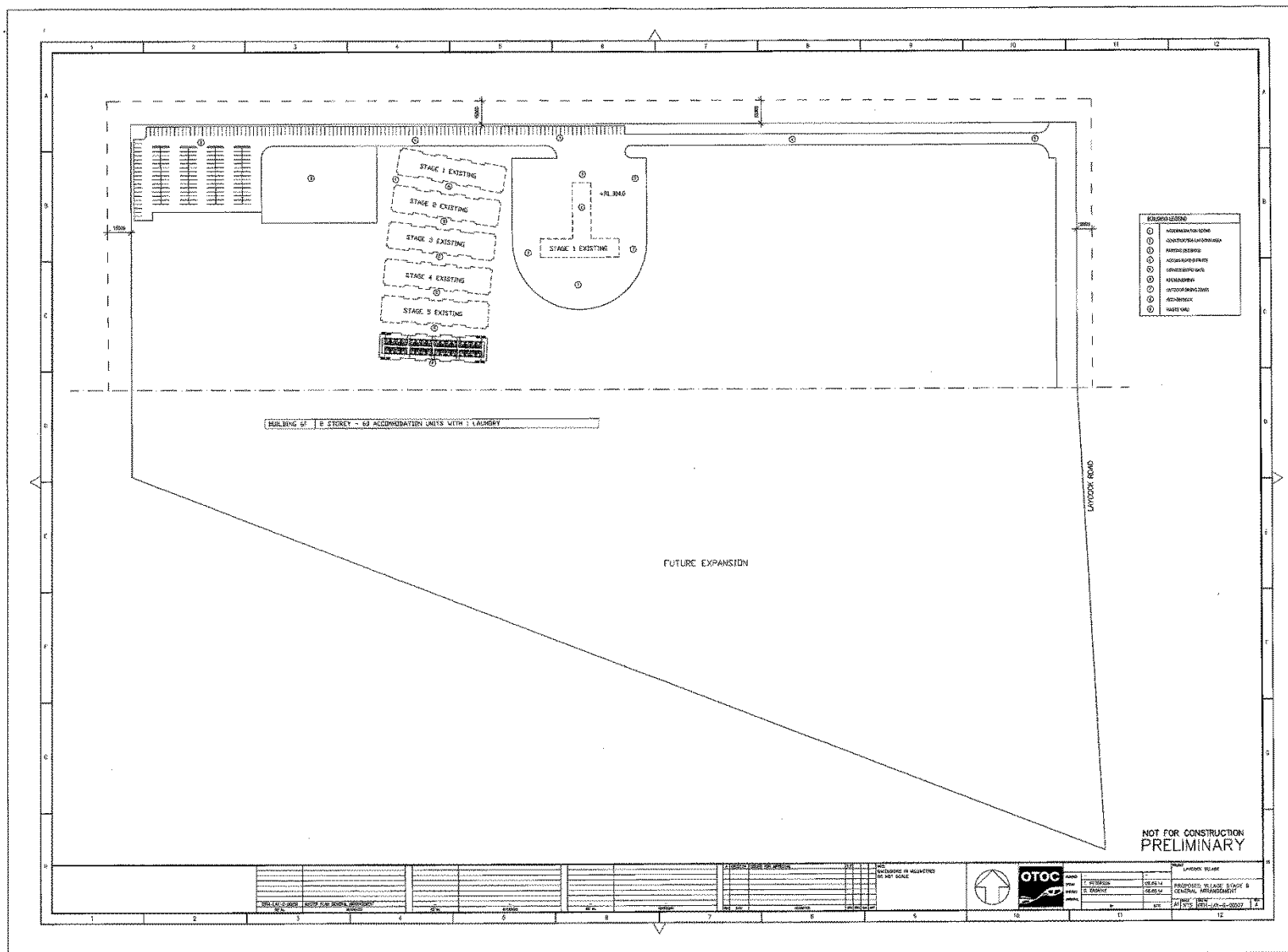
- (1) For a development approval given for a development application, the following persons may appeal to the court against a decision on a request to make a permissible change to the approval—
 - (a) if the responsible entity for making the change is the assessment manager for the application—
 - (i) the person who made the request; or
 - (ii) an entity that gave a notice under Section 373 or a pre-request response notice about the request;
 - (b) if the responsible entity for making the change is a concurrence agency for the application—the person who made the request.
- (2) The appeal must be started within 20 business days after the day the person is given notice of the decision on the request under Section 376.
- (3) Also, a person who has made a request under Section 369 may appeal to the court against a deemed refusal of the request.
- (4) An appeal under Subsection (3) may be started at any time after the last day the decision on the matter should have been made.”

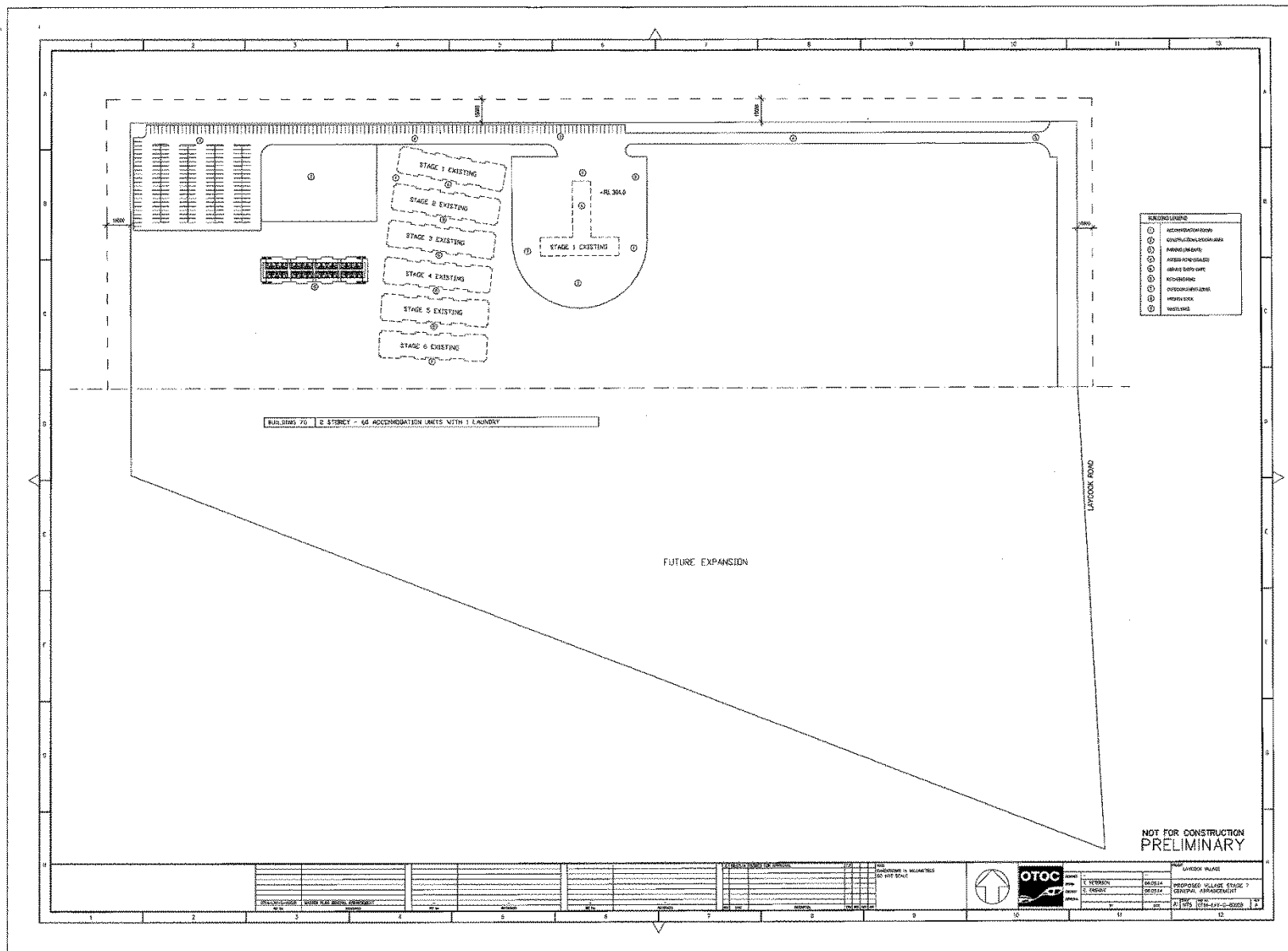


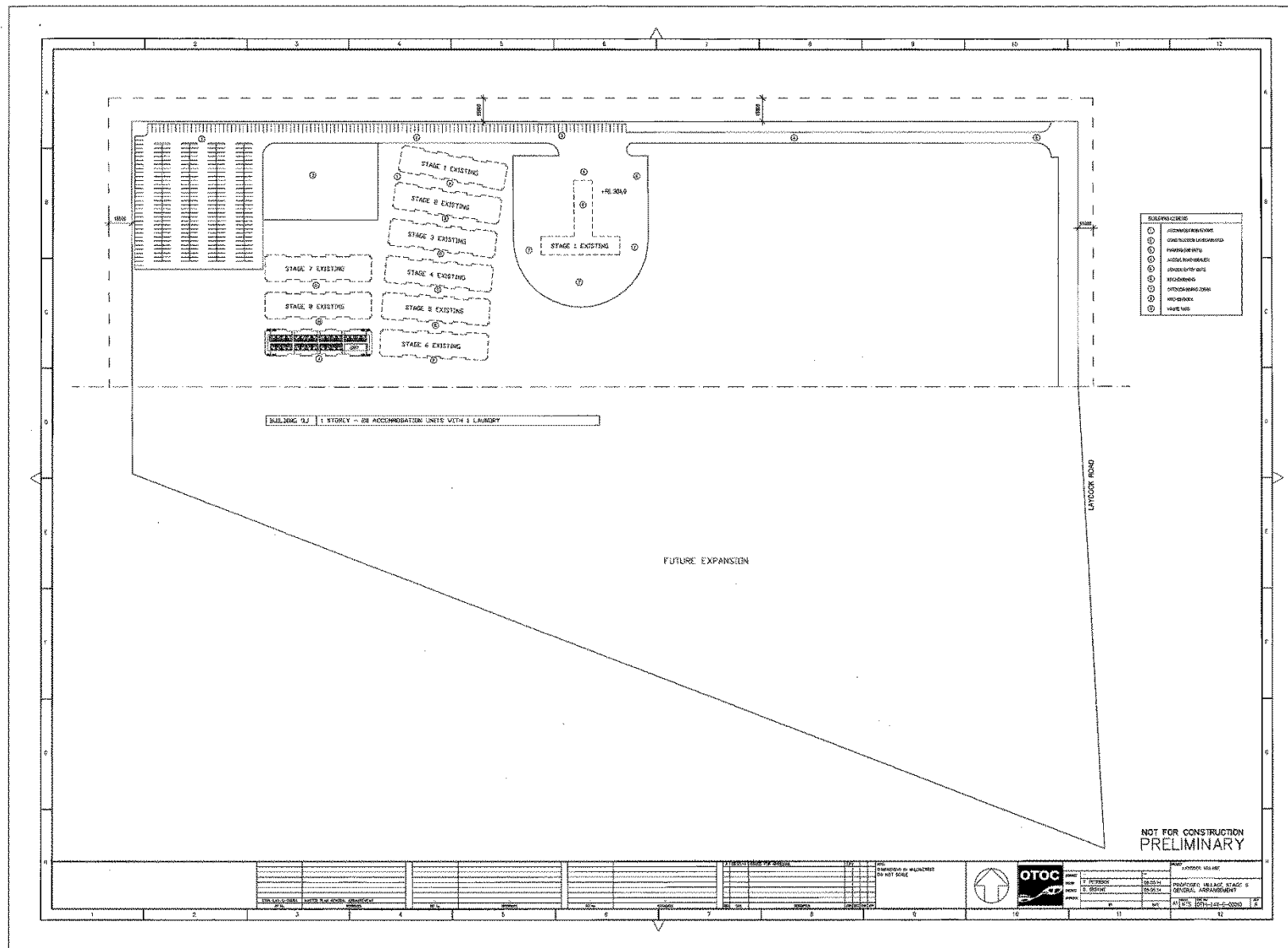


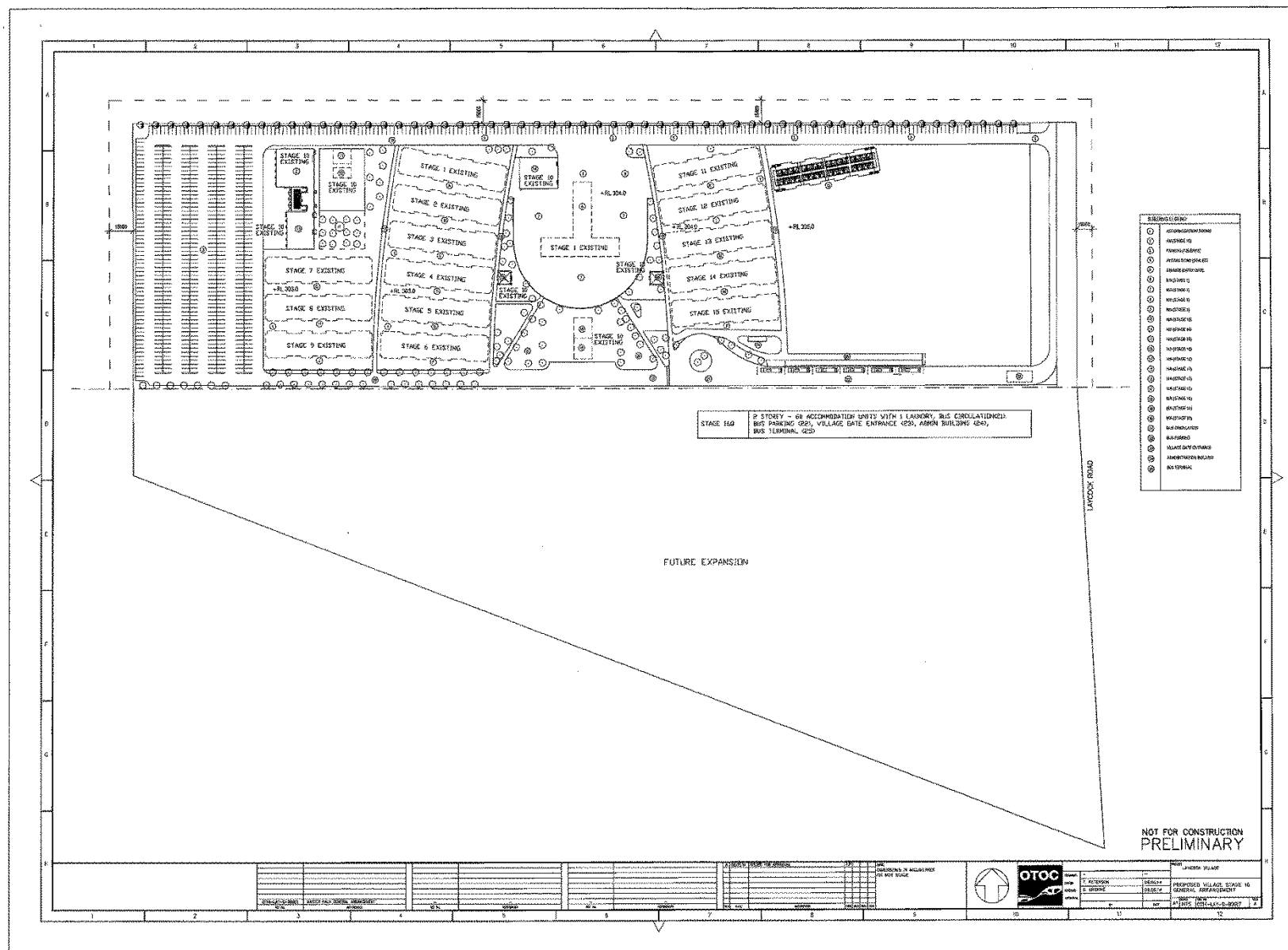


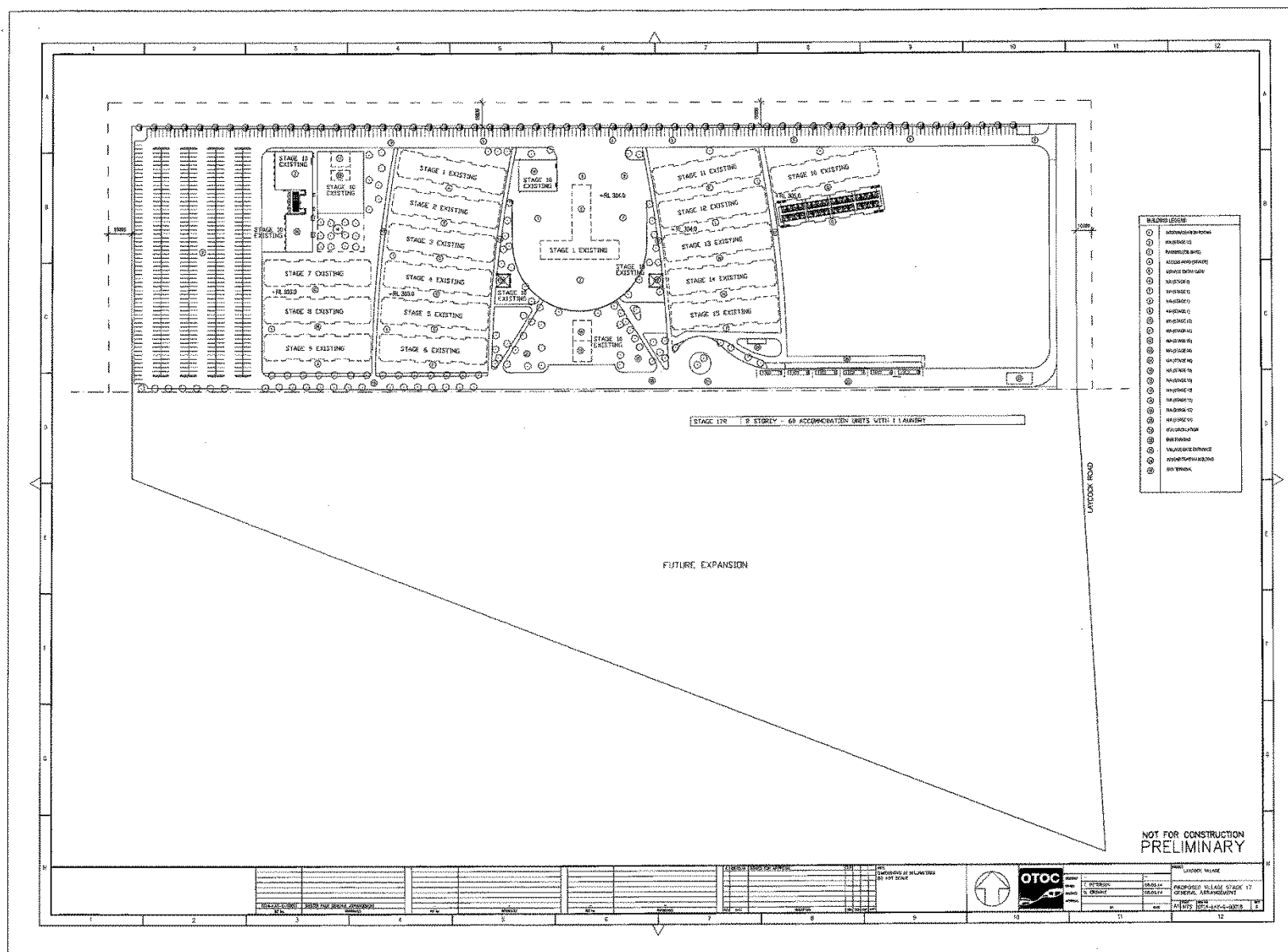


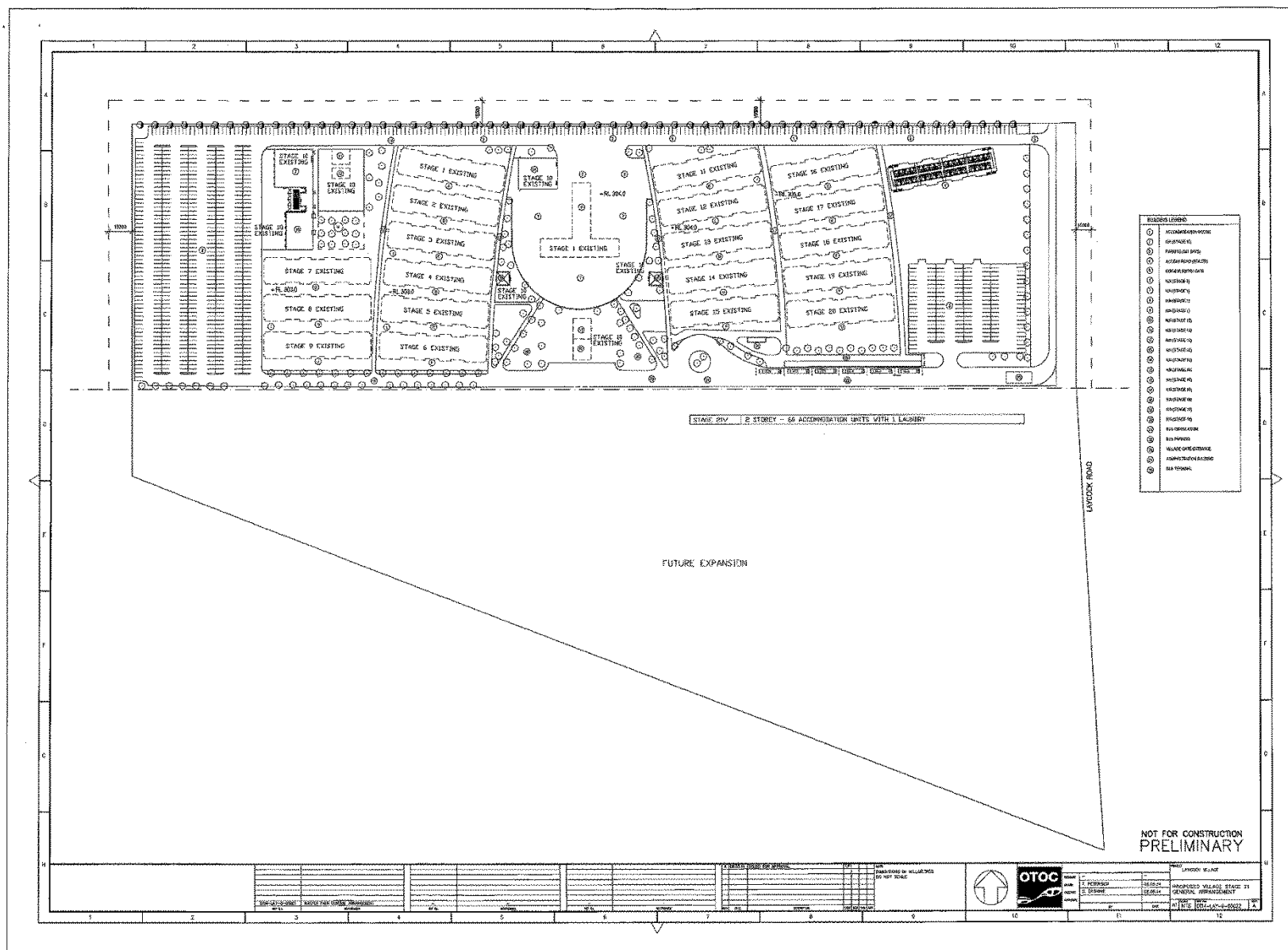


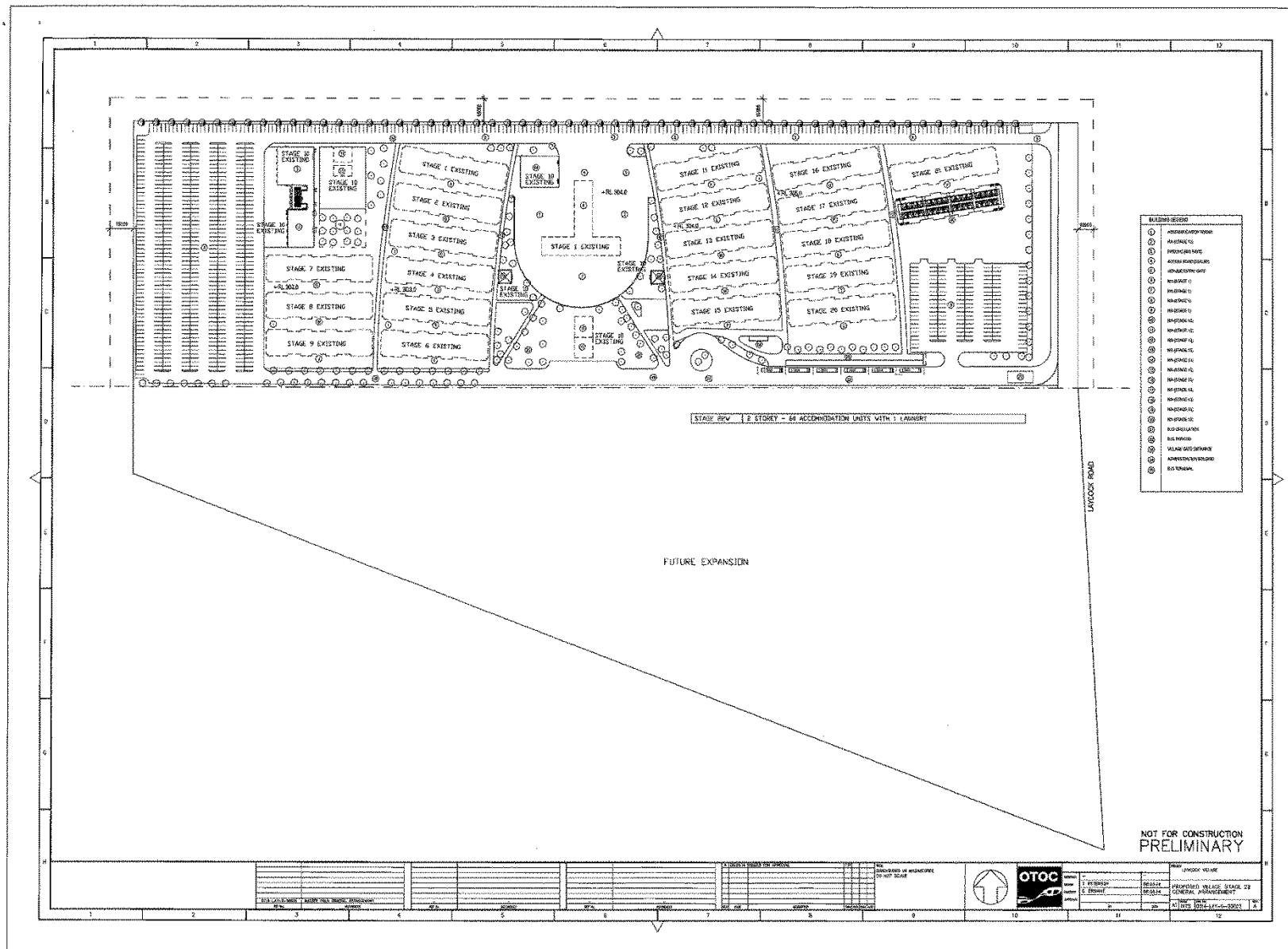


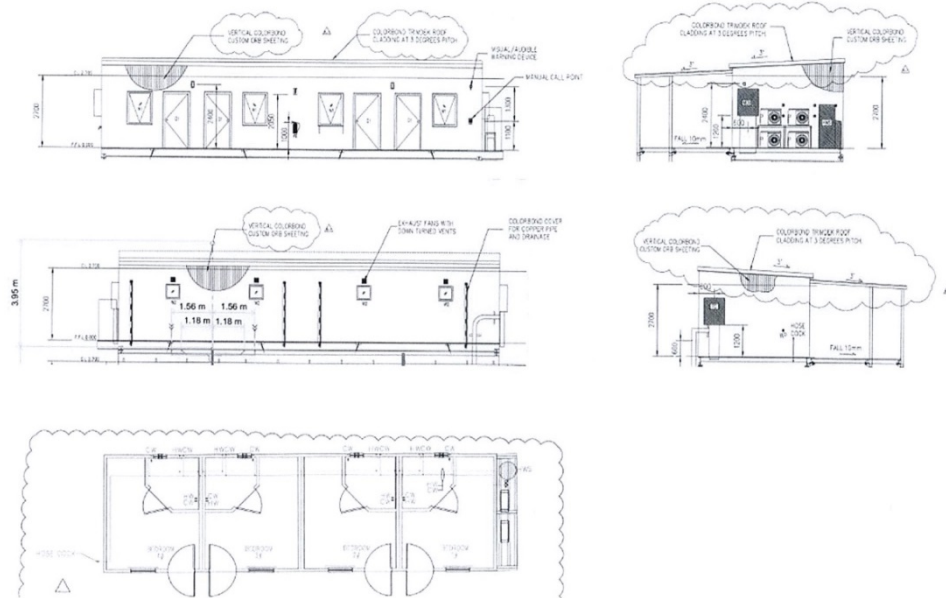










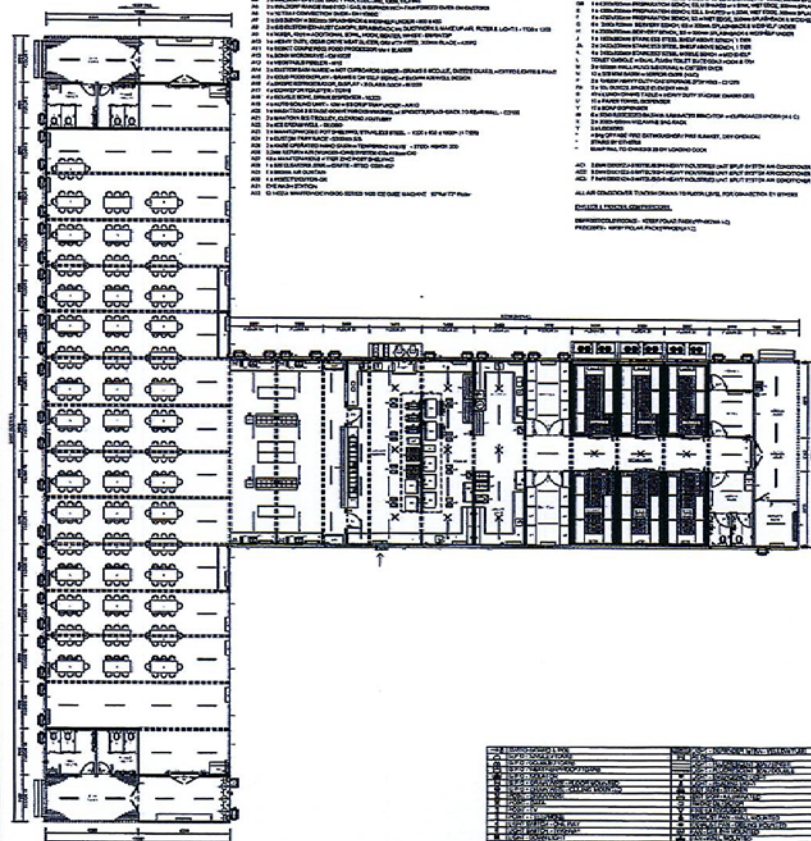


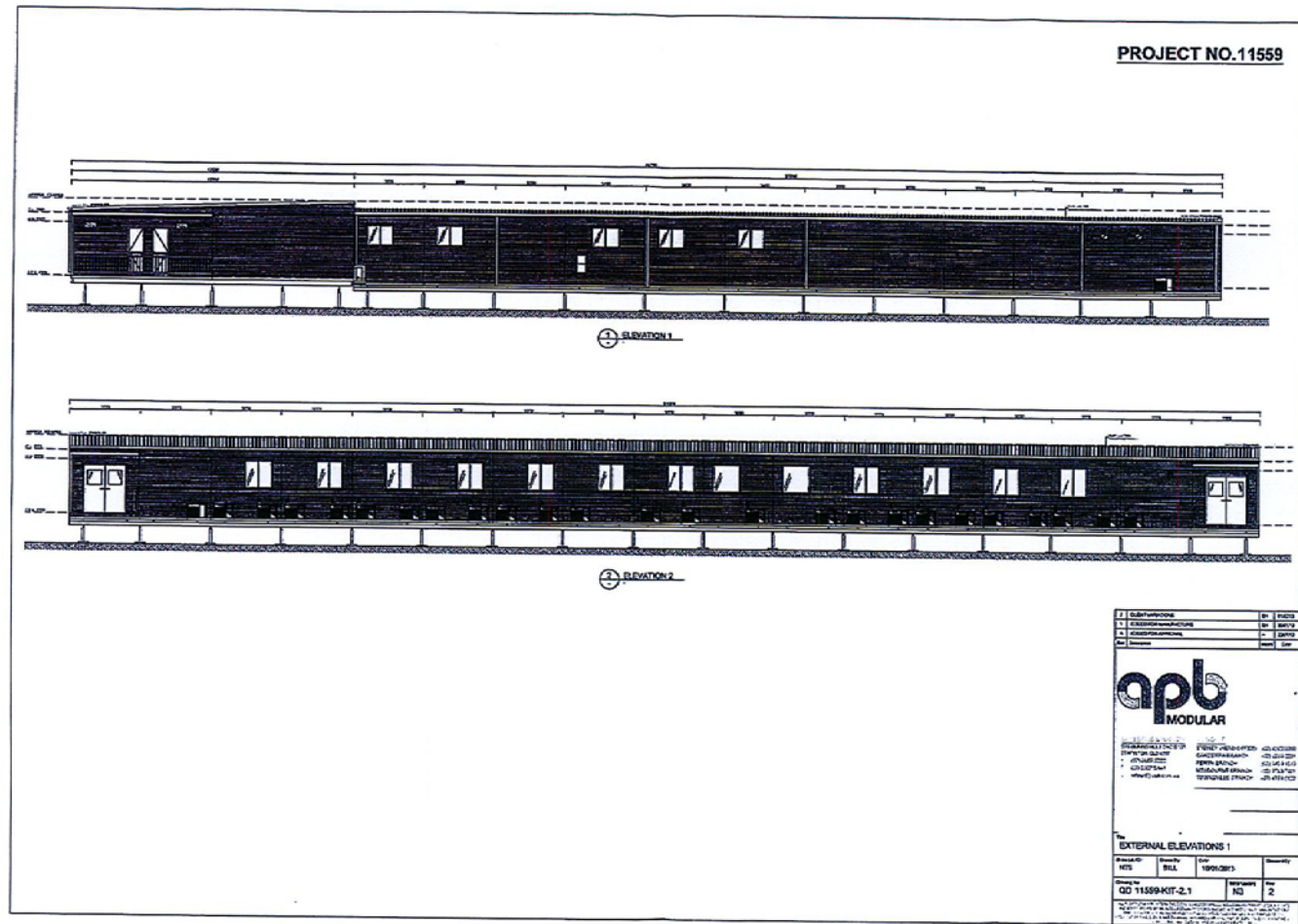
Standard Accommodation Module
 4 Bedroom Single Storey
 Floor plan and Elevations
 As amended by Council in
 Feb on 29/4/2015
 Kym Bannerman

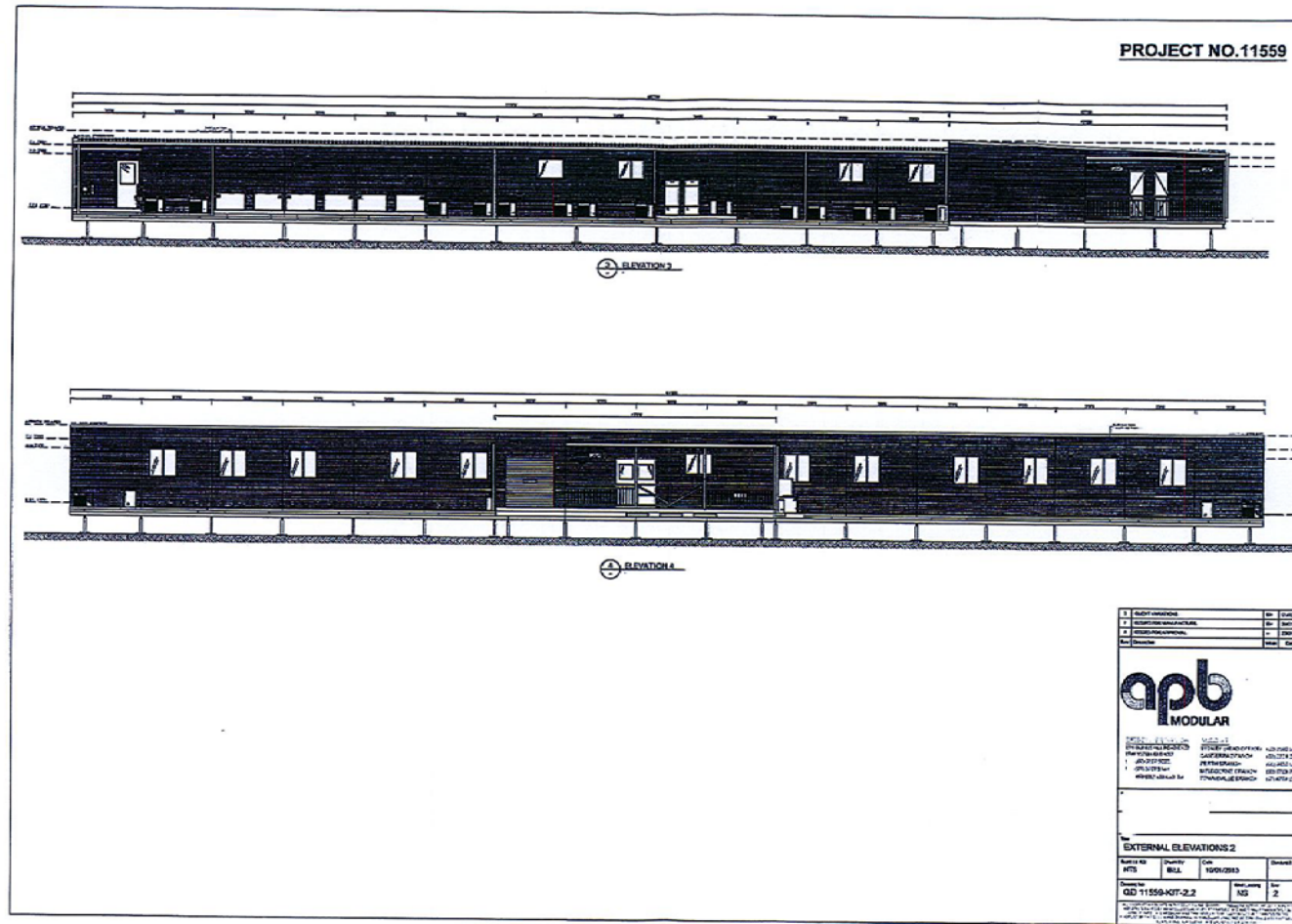


REFER DRAWING 9.3-B.6 FOR
ALL ELECTRICAL LAYOUTS

BUILDING CLASS: 6a

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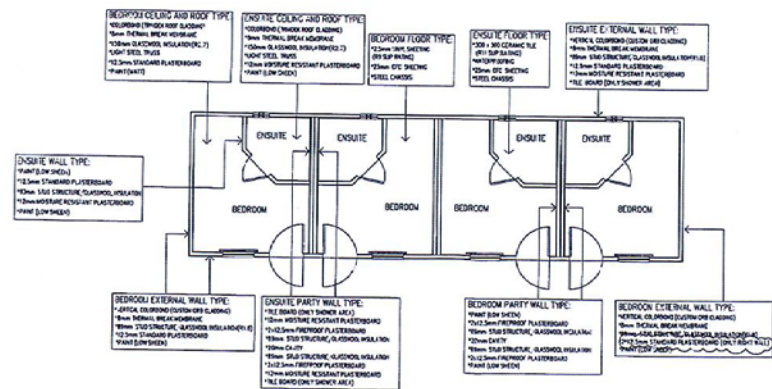
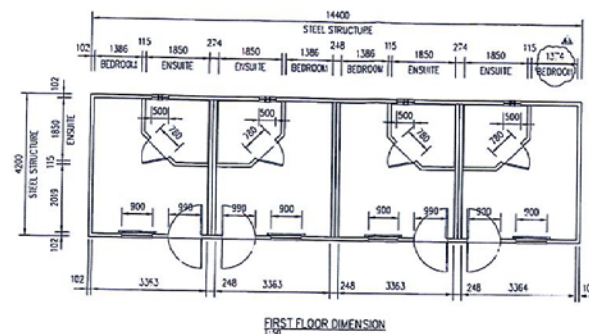


RD



(As amended by Council
in red on 27/5/2014)
Kjms
Kjms Gannerman

[illegible]



Jacobs Equipment No: _____
All changes in the drawing or material used in the drawing is responsibility of Jacobs

<input checked="" type="checkbox"/> 1 Reviewed & Accepted as Final & Released, Manufacture May Proceed	<input checked="" type="checkbox"/> 2 Reviewed & Returned, Control & Rebuilt, Manufacture Should Proceed
<input checked="" type="checkbox"/> 3 Reviewed & Accepted (as Noted) & Released, Manufacture May Proceed	<input checked="" type="checkbox"/> 4 Not Reviewed & Information Only, Manufacture May Proceed
<input checked="" type="checkbox"/> Review and Rebuilds	
<input checked="" type="checkbox"/> Manufacture May Proceed	

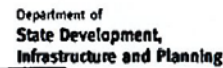
Acceptance of this document by Jacobs E&C Australia Pty Ltd
ABN 60-004231 977 does not release the vendor of any responsibility thereof
or compliance with the terms and conditions of the Agreement or Contract.

Date: 17/5/12 Reviewed By: [Signature]

8100008867-8004-0147-18

889

8/5/10
A 21118.



Dear Mallani

[illegible]

The Department of State Development, Infrastructure and Planning (DSDIP) received representations under section 369 of the *Sustainable Planning Act 2009* on 6 August 2014 for the original decision described below.

Applicant name: PBW Corporation

Lot on plan: Lot 6 on RP203808

Local government area: Western Downs Regional Council

Proposed development: Development permit for material change of use (non-resident workforce accommodation camp).

Original decision

Date of original decision: 2013

Original decision details: Approved subject to conditions

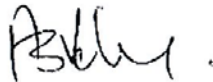
A changed decision notice for this request is attached.

Copies of the following documents are also attached:

- relevant appeal provisions in the Act

For further information, please contact Maria Johnson, Planning Officer, SARA Darling Downs South West on 4616 7302, or email maria.johnson@dsdip.qld.gov.au who will be pleased to assist.

Yours sincerely



Andrew Foley
Manager (Planning)

Cc: PBW Corporation C/McArthur Planning & Development, PO Box 3185, Tarragindi QLD 4121

enc: Changed decision notice
Attachment 1— Changed Concurrence agency conditions
Attachment 2—SPA appeal provisions
Approved plans and specifications

Our reference: SPD-0814-010196

Your reference:

Changed decision notice

(Given under section 376 of the *Sustainable Planning Act 2009*)

Applicant details

Applicant name: PBW Corporation
Applicant contact details: C/- McArthur Planning & Development
PO Box 3185
TARRAGINDI QLD 4121

Application details

Level of assessment: Code assessment
Original application properly made date: 2013
Date of request for change: 6 August 2014

Site details

Street address: 100 Laycock Road, Miles QLD 4415
Lot on plan: Lot 6 on RP203808

Nature of the changes

The nature of the changes agreed to are:

1. Request to amend development approval.

Original decision

Date of original decision: 2013
Original decision details: Approved subject to conditions

Changed decision

Date of changed decision: 4 September 2014
Changed decision details: Approved subject to conditions

Conditions

This approval is subject to:

- the changed assessment manager conditions in Attachment 1

DSDIP has, for particular conditions of this approval, nominated an entity to be the assessing authority for that condition under section 255D(3) of the *Sustainable Planning Act 2009*.

Aspects of development and development approval granted

- Development permit for material change of use (non-workers accommodation camp)

Rights of appeal

The rights of applicants to appeal to the Planning and Environment Court against decisions about a development application are set out in chapter 7, part 1, division 8 of the *Sustainable Planning Act 2009*. For particular applications, there may also be a right to appeal to the Building and Development Dispute Resolution Committee (see chapter 7, part 2 of the Act).

Copies of the relevant appeal provisions are attached.

Our reference: SPD-0814-010196

Your reference:

Attachment 1—Changed concurrence agency conditions

No.	Conditions of development approval	Condition timing
7.3.1—Pursuant to section 255D of the <i>Sustainable Planning Act 2009</i> , the chief executive administering the Act nominates the Director-General Department of Transport and Main Roads (DTMR) to be the assessing authority for the development to which this development approval relates for the administration and enforcement of any matter relating to the following condition(s):		
1.	<p>The development must be carried out generally in accordance with the following plans and report, except as modified by these concurrence agency conditions:</p> <ul style="list-style-type: none"> • Proposed Village Masterplan General Arrangement, OTOC 18.06.14, Drawing No. O114-LAY-G-100001 and Revision B; and • The Registered Professional Engineer of Queensland (RPEQ) certified Traffic Impact Assessment Report V1, Job No. 7850, Revision V1, prepared by RMA and dated 27/07/2014; and <p>Section 5.0 – ALCAM Assessment, prepared by RMA and provided by email to the Department of State Development, Infrastructure and Planning on 19/08/2014.</p>	Prior to the commencement of use and to be maintained at all times.
2.	<p>(a) The McNulty Street and Leichhardt Highway intersection must be upgraded to include a Channelised Right Turn Treatment (CHR) and Basic Left Turn Treatment (BAL). The intersection must be designed and constructed in accordance with the DTMR's Road Planning and Design Manual including the Interim Guide to Road Planning and Design Practice and any manuals/standards referenced therein.</p> <p>AND</p> <p>(b) The intersection must be provided by the applicant at no cost to DTMR.</p> <p>AND</p> <p>All adjustments and/or relocations to existing services within the State-controlled road as a result of the development are at the applicant's expense.</p>	Prior to the commencement of use.
3.	<p>(a) The Warrego Highway and Morgan Street intersection must be upgraded to include a Channelised Right Turn Treatment (CHR) and Auxiliary Left Turn Treatment (AUL). The</p>	Prior to the commencement of use.

No.	Conditions of development approval	Condition timing
	<p>intersection must be designed and constructed in accordance with the DTMR's Road Planning and Design Manual including the Interim Guide to Road Planning and Design Practice and any manuals/standards referenced therein.</p> <p>AND</p> <p>(b) The intersection must be proved by the applicant at no cost to DTMR.</p> <p>AND</p> <p>(c) All adjustments and/or relocations to existing services within the State-controlled road as a result of the development are a the applicant's expense.</p>	
4.	<p>(a) Stormwater management for the development must be in accordance with:</p> <ul style="list-style-type: none"> • The Stormwater Management Report (Quantity and Quality), Ref No. 7850, prepared by RMA and dated 19/12/2012; • The DRAINS model provided by email to the DTMR on 2/5/2013; and • The 'Concept Stormwater layout Plan', Drawing No. CSK201, Rev.1, Job No. 7850, prepared by RMA and dated 19/12/2012. <p>In particular, stormwater management for the development must ensure no worsening or actionable nuisance to the State-controlled road network, rail transport infrastructure and rail corridor land caused by peak discharges, flood levels, frequency/duration of flooding, flow velocities, water quality sedimentation and scour effects.</p> <p>(b) The applicant must provided RPEQ certification to DTMR that the development has been designed and constructed in accordance with part (a) of this condition.</p>	<p>(a) Prior to the commencement of use and to be maintained at all times.</p> <p>(b) Prior to obtaining a final inspection certificate or certificate of classification, whichever is applicable, or prior to the commencement of use, whichever occurs first.</p>
5.	<p>(a) The existing rail level crossing on Morgan Street (Crossing ID: 2485) must be upgraded at the applicant's expense. The upgraded level crossing must be designed and constructed in accordance with AS1742.7 – 2007 <i>Manual of uniform traffic control devices, Part 7: Railway crossings</i> to include the following control treatments at a minimum:</p> <ul style="list-style-type: none"> • Box markings and 'keep tracks clear' signage. 	<p>(a) Prior to the commencement of use and to be maintained at all times.</p> <p>(b) Prior to obtaining a final inspection</p>

No.	Conditions of development approval	Condition timing
	(b) The applicant must provide to DTMR written evidence from the Railway Manager that the development has been designed and constructed in accordance with part (a) of this condition.	certificate or certificate of classification, whichever is applicable, or prior to the commencement of use, whichever occurs first.

Recommends the following advice be provided to the assessment manager (SPA section 287(6)):

General advice for public passenger transport and railways
Pursuant to section 255 of the <i>Transport Infrastructure Act 1994</i> , the railway manager's written approval is required to carry out works in or on a railway corridor or otherwise interfere with the railway or its operations.
Further information regarding development in a railway environment can be obtained from the Guide for Development in a Railway Environment which is available at: http://www.tmr.qld.gov.au/Business-industry/Technical-standards-publications.aspx
The Transport Planning and Coordination Regulation 2005 is available at http://www.legislation.qld.gov.au
As per the <i>memorandum of Understanding between the Local Government Associated of Queensland and Queensland Rail and the Department of Transport and Main Roads with respect to the Management and Funding Responsibility for Level Crossing Safety</i> , the local government is responsible for any safety upgrades to a level crossing if the change in risk to the level crossing is due to changes in nearby land uses which have been authorised by local government.
The development is likely to contribute to cumulative impacts on the Morgan Street (ID:2485) and Leichhardt Highway/Dawson Street (ID:906) crossing of the Western Line at Miles. Western Downs Regional Council should continue to monitor the level of safety risk and number of reported level crossing issues at these railway level crossings as further development in the area is approved. It should also give consideration to implementing improved control and safety measures, as required.
General advice for State-controlled roads.
Under section 33 of the <i>Transport Infrastructure Act 1994</i> , written approval is required from the DTMR to carry out road works, including road access works, on a State-controlled road. Please contact DTMR to make an application for road works approval. This approval must be obtained prior to commencing any works on the State-controlled road reserve. The approval process may require the approval of engineering designs of the proposed works, certified by a RPEQ.

Our reference: SPD-0814-010196
 Your reference:

Attachment 2—SPA Appeal Provisions

Sustainable Planning Act 2009—Representation and appeal provisions

The following relevant appeal provisions are provided in accordance with s336(a) of the *Sustainable Planning Act 2009*.

Chapter 6 Integrated development assessment system (IDAS)

Part 8 Dealing with decision notices and approvals

Division 1 Changing decision notices and approvals during applicant's appeal period

360 Application of div 1

This division applies only during the applicant's appeal period.

361 Applicant may make representations about decision

- (1) The applicant may make written representations to the assessment manager about—
 - (a) a matter stated in the decision notice, other than a refusal or a matter about which a concurrence agency told the assessment manager under section 287(1) or (5); or
 - (b) the standard conditions applying to a deemed approval.
- (2) However, the applicant can not make representations under subsection (1)(a) about a condition attached to an approval under the direction of the Minister.

362 Assessment manager to consider representations

The assessment manager must consider any representations made to the assessment manager under section 361.

363 Decision about representations

- (1) If the assessment manager agrees with any of the representations about a decision notice or a deemed approval, the assessment manager must give a new decision notice (the *negotiated decision notice*) to—
 - (a) the applicant; and
 - (b) each principal submitter; and
 - (c) each referral agency; and
 - (d) if the assessment manager is not the local government and the development is in a local government area—the local government.
- (2) Before the assessment manager agrees to a change under this section, the assessment manager must consider the matters the assessment manager was required to consider in assessing the application, to the extent the matters are relevant.
- (3) Only 1 negotiated decision notice may be given.
- (4) The negotiated decision notice—

- (a) must be given within 5 business days after the day the assessment manager agrees with the representations; and
- (b) must comply with section 335; and
- (c) must state the nature of the changes; and
- (d) replaces—
 - (i) the decision notice previously given; or
 - (ii) if a decision notice was not previously given and the negotiated decision notice relates to a deemed approval—the standard conditions applying to the deemed approval.
- (5) If the assessment manager does not agree with any of the representations, the assessment manager must, within 5 business days after the day the assessment manager decides not to agree with any of the representations, give written notice to the applicant stating the decision about the representations.

364 Giving new notice about charges for infrastructure

- (1) This section applies if the development approved by the negotiated decision notice is different from the development approved in the decision notice or deemed approval in a way that affects the amount of an infrastructure charge, regulated infrastructure charge or adopted infrastructure charge.
- (2) The local government may give the applicant a new infrastructure charges notice under section 633, regulated infrastructure charges notice under section 643 or adopted infrastructure charges notice under section 648F to replace the original notice.

366 Applicant may suspend applicant's appeal period

- (1) If the applicant needs more time to make the representations, the applicant may, by written notice given to the assessment manager, suspend the applicant's appeal period.
- (2) The applicant may act under subsection (1) only once.
- (3) If the representations are not made within 20 business days after the day written notice was given to the assessment manager, the balance of the applicant's appeal period restarts.
- (4) If the representations are made within 20 business days after the day written notice was given to the assessment manager—
 - (a) if the applicant gives the assessment manager a notice withdrawing the notice under subsection (1)—the balance of the applicant's appeal period restarts the day after the assessment manager receives the notice of withdrawal; or
 - (b) if the assessment manager gives the applicant a notice under section 363(5)—the balance of the applicant's appeal period restarts the day after the applicant receives the notice; or
 - (c) if the assessment manager gives the applicant a negotiated decision notice—the applicant's appeal.

Chapter 7 Appeals, offences and enforcement

Part 1 Planning and Environment Court

Division 8 Appeals to court relating to development applications and approvals

461 Appeals by applicants

- (1) An applicant for a development application may appeal to the court against any of the following—
 - (a) the refusal, or the refusal in part, of the development application;
 - (b) any condition of a development approval, another matter stated in a development approval and the identification or inclusion of a code under section 242;
 - (c) the decision to give a preliminary approval when a development permit was applied for;
 - (d) the length of a period mentioned in section 341;
 - (e) a deemed refusal of the development application.
- (2) An appeal under subsection (1)(a), (b), (c) or (d) must be started within 20 business days (the **applicant's appeal period**) after—
 - (a) if a decision notice or negotiated decision notice is given—the day the decision notice or negotiated decision notice is given to the applicant; or
 - (b) otherwise—the day a decision notice was required to be given to the applicant.
- (3) An appeal under subsection (1)(e) may be started at any time after the last day a decision on the matter should have been made.

462 Appeals by submitters—general

- (1) A submitter for a development application may appeal to the court only against—
 - (a) the part of the approval relating to the assessment manager's decision about any part of the application requiring impact assessment under section 314; or
 - (b) the part of the approval relating to the assessment manager's decision under section 327.
- (2) To the extent an appeal may be made under subsection (1), the appeal may be against 1 or more of the following—
 - (a) the giving of a development approval;
 - (b) any provision of the approval including—
 - (i) a condition of, or lack of condition for, the approval; or
 - (ii) the length of a period mentioned in section 341 for the approval.
- (3) However, a submitter may not appeal if the submitter—
 - (a) withdraws the submission before the application is decided; or
 - (b) has given the assessment manager a notice under section 339(1)(b)(ii).
- (4) The appeal must be started within 20 business days (the **submitter's appeal period**) after the decision notice or negotiated decision notice is given to the submitter.

463 Additional and extended appeal rights for submitters for particular development applications

- (1) This section applies to a development application to which chapter 9, part 7 applies.
- (2) A submitter of a properly made submission for the application may appeal to the court about a referral agency's response made by a concurrence agency for the application.
- (3) However, the submitter may only appeal against a referral agency's response to the extent it relates to—
 - (a) development for an aquacultural ERA; or
 - (b) development that is—
 - (i) a material change of use of premises for aquaculture; or

- (ii) operational work that is the removal, damage or destruction of a marine plant.
- (3) Despite section 462(1), the submitter may appeal against the following matters for the application even if the matters relate to code assessment—
 - (a) a decision about a matter mentioned in section 462(2) if it is a decision of the chief executive;
 - (b) a referral agency's response mentioned in subsection (2).

464 Appeals by advice agency submitters

- (1) Subsection (2) applies if an advice agency, in its response for an application, told the assessment manager to treat the response as a properly made submission.
- (2) The advice agency may, within the limits of its jurisdiction, appeal to the court about—
 - (a) any part of the approval relating to the assessment manager's decision about any part of the application requiring impact assessment under section 314; or
 - (b) any part of the approval relating to the assessment manager's decision under section 327.
- (3) The appeal must be started within 20 business days after the day the decision notice or negotiated decision notice is given to the advice agency as a submitter.
- (4) However, if the advice agency has given the assessment manager a notice under section 339(1)(b)(ii), the advice agency may not appeal the decision.

465 Appeals about decisions relating to extensions for approvals

- (1) For a development approval given for a development application, a person to whom a notice is given under section 389, other than a notice for a decision under section 386(2), may appeal to the court against the decision in the notice.
- (2) The appeal must be started within 20 business days after the day the notice of the decision is given to the person.
- (3) Also, a person who has made a request under section 383 may appeal to the court against a deemed refusal of the request.
- (4) An appeal under subsection (3) may be started at any time after the last day the decision on the matter should have been made.

466 Appeals about decisions relating to permissible changes

- (1) For a development approval given for a development application, the following persons may appeal to the court against a decision on a request to make a permissible change to the approval—
 - (a) if the responsible entity for making the change is the assessment manager for the application—
 - (i) the person who made the request; or
 - (ii) an entity that gave a notice under section 373 or a pre-request response notice about the request;
 - (b) if the responsible entity for making the change is a concurrence agency for the application—the person who made the request.
- (2) The appeal must be started within 20 business days after the day the person is given notice of the decision on the request under section 376.
- (3) Also, a person who has made a request under section 369 may appeal to the court against a deemed refusal of the request.

- (4) An appeal under subsection (3) may be started at any time after the last day the decision on the matter should have been made.

467 Appeals about changing or cancelling conditions imposed by assessment manager or concurrence agency

- (1) A person to whom a notice under section 378(9)(b) giving a decision to change or cancel a condition of a development approval has been given may appeal to the court against the decision in the notice.
- (2) The appeal must be started within 20 business days after the day the notice of the decision is given to the person.

Division 11 Making and appeal to Court

481 How appeals to the court are started

- (1) An appeal is started by lodging written notice of appeal with the registrar of the court.
- (2) The notice of appeal must state the grounds of the appeal.
- (3) The person starting the appeal must also comply with the rules of the court applying to the appeal.
- (4) However, the court may hear and decide an appeal even if the person has not complied with subsection (3).

482 Notice of appeal to other parties—development applications and approvals

- (1) An appellant under division 8 must give written notice of the appeal to—
- (a) if the appellant is an applicant—
- (i) the chief executive; and
 - (ii) the assessment manager; and
 - (iii) any concurrence agency; and
 - (iv) any principal submitter whose submission has not been withdrawn; and
 - (v) any advice agency treated as a submitter whose submission has not been withdrawn; or
- (b) if the appellant is a submitter or an advice agency whose response to the development application is treated as a submission for an appeal—
- (i) the chief executive; and
 - (ii) the assessment manager; and
 - (iii) any referral agency; and
 - (iv) the applicant; or
- (c) if the appellant is a person to whom a notice mentioned in section 465(1) has been given—
- (i) the chief executive; and
 - (ii) the assessment manager for the development application to which the notice relates; and
 - (iii) any entity that was a concurrence agency for the development application to which the notice relates; and
 - (iv) the person who made the request under section 383 to which the notice relates, if the person is not the appellant; or
- (d) if the appellant is a person mentioned in section 466(1)—
- (i) the chief executive; and
 - (ii) the responsible entity for making the change to which the appeal relates; and

- (iii) the person who made the request to which the appeal relates under section 369, if the person is not the appellant; and
- (iv) if the responsible entity is the assessment manager—any entity that was a concurrence agency for the development application to which the notice of the decision on the request relates; or
- (e) if the appellant is a person to whom a notice mentioned in section 467 has been given—the entity that gave the notice.
- (2) The notice must be given within—
 - (a) if the appellant is a submitter or advice agency whose response to the development application is treated as a submission for an appeal—2 business days after the appeal is started; or
 - (b) otherwise—10 business days after the appeal is started.
- (3) The notice must state—
 - (a) the grounds of the appeal; and
 - (b) if the person given the notice is not the respondent or a co-respondent under section 485—that the person may, within 10 business days after the notice is given, elect to become a co-respondent to the appeal by filing in the court a notice of election in the approved form.

485 Respondent and co-respondents for appeals under div 8

- (1) Subsections (2) to (8) apply for appeals under sections 461 to 464.
- (2) The assessment manager is the respondent for the appeal.
- (3) If the appeal is started by a submitter, the applicant is a co-respondent for the appeal.
- (4) Any submitter may elect to become a co-respondent for the appeal.
- (5) If the appeal is about a concurrence agency's response, the concurrence agency is a co-respondent for the appeal.
- (6) If the appeal is only about a concurrence agency's response, the assessment manager may apply to the court to withdraw from the appeal.
- (7) The respondent and any co-respondents for an appeal are entitled to be heard in the appeal as a party to the appeal.
- (8) A person to whom a notice of appeal is required to be given under section 482 and who is not the respondent or a co-respondent for the appeal may elect to be a co-respondent.
- (9) For an appeal under section 465—
 - (a) the assessment manager is the respondent; and
 - (b) if the appeal is started by a concurrence agency that gave the assessment manager a notice under section 385—the person asking for the extension the subject of the appeal is a co-respondent; and
 - (c) any other person given notice of the appeal may elect to become a co-respondent.
- (10) For an appeal under section 466—
 - (a) the responsible entity for making the change to which the appeal relates is the respondent; and
 - (b) if the responsible entity is the assessment manager—
 - (i) if the appeal is started by a person who gave a notice under section 373 or a pre-request response notice—the person who made the request for the change is a co-respondent; and
 - (ii) any other person given notice of the appeal may elect to become a co-respondent.
- (11) For an appeal under section 467, the respondent is the entity given notice of the appeal.

488 How an entity may elect to be a co-respondent

An entity that is entitled to elect to be a co-respondent to an appeal may do so, within 10 business days after notice of the appeal is given to the entity, by following the rules of court for the election.

490 Lodging appeal stops particular actions

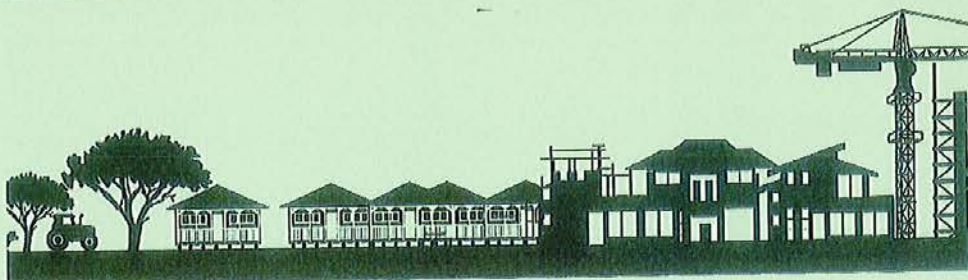
- (1) If an appeal, other than an appeal under section 465, 466 or 467, is started under division 8, the development must not be started until the appeal is decided or withdrawn.
- (2) If an appeal is about a condition imposed on a compliance permit, the development must not be started until the appeal is decided or withdrawn.
- (3) Despite subsections (1) and (2), if the court is satisfied the outcome of the appeal would not be affected if the development or part of the development is started before the appeal is decided, the court may allow the development or part of the development to start before the appeal is decided.

STORMWATER MANAGEMENT REPORT (Quantity and Quality)

Workers' Camp
Lot 6 & 10 on RP203808, Laycock Road
Miles, QLD 4415

FOR: Landtrak Investments Pty Ltd

PROJECT NO. 7850



www.rmaeng.com.au



Report Control Sheet
19 December 2012

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Site:	Lot 6 & 10 on RP203808, Laycock Road, Miles
Report Title:	Stormwater Management Report

Document Control

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Disclaimer:

This report is a professional opinion based on the information available at the time of writing. It is not intended as a quote, guarantee or warranty and does not cover any latent defects.

This report will comment on the Civil infrastructure to the project and may outline probable costs but the extent of the commission of RMA does not extend to detailed cost feasibility, as such the costs should not be relied on for financing arrangements.

The conclusions in this report should not be read in isolation. We recommend that its contents be reviewed in person with the author so that the assumptions and available information can be discussed in detail to enable the reader to make their own risk assessment in conjunction with information from other sources.

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1.0 Introduction

RMA Engineers Pty Ltd have been commissioned by Landtrak Investments Pty Ltd (referred to as the "Client" hereafter) to prepare a Stormwater Management Report, in support of the Development Application for a proposed development on Lot 6 & 10 on RP203808, Laycock Road, Miles.

The Stormwater Management Plan has been developed to assist in identifying acceptable stormwater management measures that incorporate the design fundamentals outlined within the local authorities' engineering manual and Queensland Urban Drainage Manual (QUDM).

The following item will be addressed in this report.

- a) Calculation of Peak discharges for existing and developed site conditions for peak 2, 5, 10, 20, 50 and 100 year ARI storm events.
- b) Non-worsening of peak rate of stormwater discharge from the development site for storm events of 2, 5, 10, 20, 50 and 100 year ARIs.
- c) Concept stormwater drainage design for the site.
- d) Identification of the required Water Quality Objectives for the proposed development.
- e) Proposed stormwater quality management plan for the proposed development.

This report has been compiled based on:

- a) Discussions between RMA and the Client.
- b) Discussions between RMA and Toowoomba Regional Council (referred to as the "Council" hereafter)
- c) Site Layout Plan by vabasis.
- d) Survey provided by Byrne Surveyors
- e) Site visits by RMA.

This report has been prepared specifically for the aforementioned client, site and project. It has been written solely for the purpose of providing engineering advice on the above issues for the Council and the Client for this development site. Please note that this report has been compiled based on the information that is current at the time of report printing, and that the recommendations supplied within this report are based solely on the above.

It is further noted that no analysis has been undertaken beyond the legal point of discharge. As such, the responsibility for any existing drainage issues downstream of the legal point of discharge is considered to remain with the Council to investigate.

2.0 Site Characteristics

2.1 LOCATION & DESCRIPTION

The development site is located within two lots; Lot 6 & 10 on RP203808 at Laycock Road, Miles. The current use of the land is agricultural. It is being proposed that a workers' camp be built on the development site.

The development site has a total area of approximately 20 hectares. The site has a general fall of approximately 0.7% towards western direction. A portion of the site falls towards the adjoining lot along its southern boundary. There are no external catchments discharging runoff into the development site.

Refer **Appendix A & B** for existing survey and the proposed development layout plans respectively.



Figure 1 – Locality Plan (google.com)

2.2 EXISTING STORMWATER INFRASTRUCTURE & LAWFUL POINT OF DISCHARGE

There is no existing underground stormwater infrastructure near the development site. There is an existing table drain on either side of Laycock Road. But, the development site has a general fall towards western direction and away from the road.

The majority of the site discharges to the adjoining property along its western boundary (Discharge Location 1). A portion of the development site discharges to adjoining lot along its southern boundary (Discharge Location 2). All runoff from the site is being discharged into adjoining properties as sheet flow.

Discharge Locations 1 & 2 have been assumed as the lawful points of discharge for the post development flows from the proposed development site.

3.0 Stormwater Quantity

3.1 HYDROLOGICAL MODELLING

Hydrological analysis has been undertaken using DRAINS. DRAINS is a modelling software package developed for the design and analysis of urban stormwater drainage systems. It utilises either the "EXTENDED RATIONAL METHOD" or the "ILSAX METHOD" hydrology loss model to convert Australian Rainfall and Runoff Temporal Patterns and rainfall data into runoff Hydrographs.

The hydrological model used for this analysis is the Extended Rational Method Model.

Rainfall is modelled for the catchment in equal time intervals under each storm event and the subsequent runoff routed through a drainage system. The following table summarises the IFD Data used to create the rainfall events.

	2 Year	50 Year			Coordinates
1 Hour Rainfall Intensity (mm/hr)	38.96	66.73	G	0.26	26°40'15.66" (Latitude)
12 Hour Rainfall Intensity (mm/hr)	5.88	10.49	F2	4.28	150°12'02.65" (Longitude)
72 Hour Rainfall Intensity (mm/hr)	1.47	2.97	F50	16.72	

Table 1 – IFD Data

In order to ascertain the most likely rain event that would require the greatest volume of detention, the following list of rain events were analysed in DRAINS for each model.

Storm	Description
⁵ Q ₂	AR&R 2 year, 5 minutes storm, average 122 mm/h, Zone 2
¹⁰ Q ₂	AR&R 2 year, 10 minutes storm, average 92.7 mm/h, Zone 2
¹⁵ Q ₂	AR&R 2 year, 15 minutes storm, average 78.7 mm/h, Zone 2
²⁰ Q ₂	AR&R 2 year, 20 minutes storm, average 69.3 mm/h, Zone 2
²⁵ Q ₂	AR&R 2 year, 25 minutes storm, average 62.2 mm/h, Zone 2
³⁰ Q ₂	AR&R 2 year, 30 minutes storm, average 56.6 mm/h, Zone 2
⁴⁵ Q ₂	AR&R 2 year, 45 minutes storm, average 44.9 mm/h, Zone 2
^{1hr} Q ₂	AR&R 2 year, 1 hour storm, average 37.5 mm/h, Zone 2
^{1.5hr} Q ₂	AR&R 2 year, 1.5 hours storm, average 28.4 mm/h, Zone 2
^{2hr} Q ₂	AR&R 2 year, 2 hours storm, average 23.0 mm/h, Zone 2
^{3hr} Q ₂	AR&R 2 year, 3 hours storm, average 16.9 mm/h, Zone 2
⁵ Q ₅	AR&R 5 year, 5 minutes storm, average 153 mm/h, Zone 2
¹⁰ Q ₅	AR&R 5 year, 10 minutes storm, average 116 mm/h, Zone 2
¹⁵ Q ₅	AR&R 5 year, 15 minutes storm, average 98.0 mm/h, Zone 2
²⁰ Q ₅	AR&R 5 year, 20 minutes storm, average 85.9 mm/h, Zone 2
²⁵ Q ₅	AR&R 5 year, 25 minutes storm, average 77.0 mm/h, Zone 2
³⁰ Q ₅	AR&R 5 year, 30 minutes storm, average 69.9 mm/h, Zone 2
⁴⁵ Q ₅	AR&R 5 year, 45 minutes storm, average 55.4 mm/h, Zone 2
^{1hr} Q ₅	AR&R 5 year, 1 hour storm, average 46.2 mm/h, Zone 2
^{1.5hr} Q ₅	AR&R 5 year, 1.5 hours storm, average 35.0 mm/h, Zone 2
^{2hr} Q ₅	AR&R 5 year, 2 hours storm, average 28.4 mm/h, Zone 2
^{3hr} Q ₅	AR&R 5 year, 3 hours storm, average 20.9 mm/h, Zone 2

Table 2 – Stormwater Rainfall Events

Storm	Description
${}^5Q_{10}$	AR&R 10 year, 5 minutes storm, average 172 mm/h, Zone 2
${}^{10}Q_{10}$	AR&R 10 year, 10 minutes storm, average 130 mm/h, Zone 2
${}^{15}Q_{10}$	AR&R 10 year, 15 minutes storm, average 110 mm/h, Zone 2
${}^{20}Q_{10}$	AR&R 10 year, 20 minutes storm, average 96.0 mm/h, Zone 2
${}^{25}Q_{10}$	AR&R 10 year, 25 minutes storm, average 85.9 mm/h, Zone 2
${}^{30}Q_{10}$	AR&R 10 year, 30 minutes storm, average 78.0 mm/h, Zone 2
${}^{45}Q_{10}$	AR&R 10 year, 45 minutes storm, average 61.7 mm/h, Zone 2
${}^{1hr}Q_{10}$	AR&R 10 year, 1 hour storm, average 51.4 mm/h, Zone 2
${}^{1.5hr}Q_{10}$	AR&R 10 year, 1.5 hours storm, average 39.0 mm/h, Zone 2
${}^{2hr}Q_{10}$	AR&R 10 year, 2 hours storm, average 31.7 mm/h, Zone 2
${}^{3hr}Q_{10}$	AR&R 10 year, 3 hours storm, average 23.3 mm/h, Zone 2
${}^5Q_{20}$	AR&R 20 year, 5 minutes storm, average 198 mm/h, Zone 2
${}^{10}Q_{20}$	AR&R 20 year, 10 minutes storm, average 150 mm/h, Zone 2
${}^{15}Q_{20}$	AR&R 20 year, 15 minutes storm, average 126 mm/h, Zone 2
${}^{20}Q_{20}$	AR&R 20 year, 20 minutes storm, average 110 mm/h, Zone 2
${}^{25}Q_{20}$	AR&R 20 year, 25 minutes storm, average 98.2 mm/h, Zone 2
${}^{30}Q_{20}$	AR&R 20 year, 30 minutes storm, average 89.1 mm/h, Zone 2
${}^{45}Q_{20}$	AR&R 20 year, 45 minutes storm, average 70.5 mm/h, Zone 2
${}^{1hr}Q_{20}$	AR&R 20 year, 1 hour storm, average 58.8 mm/h, Zone 2
${}^{1.5hr}Q_{20}$	AR&R 20 year, 1.5 hours storm, average 44.6 mm/h, Zone 2
${}^{2hr}Q_{20}$	AR&R 20 year, 2 hours storm, average 36.2 mm/h, Zone 2
${}^{3hr}Q_{20}$	AR&R 20 year, 3 hours storm, average 26.7 mm/h, Zone 2
${}^5Q_{50}$	AR&R 50 year, 5 minutes storm, average 233 mm/h, Zone 2
${}^{10}Q_{50}$	AR&R 50 year, 10 minutes storm, average 176 mm/h, Zone 2
${}^{15}Q_{50}$	AR&R 50 year, 15 minutes storm, average 148 mm/h, Zone 2
${}^{20}Q_{50}$	AR&R 50 year, 20 minutes storm, average 129 mm/h, Zone 2
${}^{25}Q_{50}$	AR&R 50 year, 25 minutes storm, average 115 mm/h, Zone 2
${}^{30}Q_{50}$	AR&R 50 year, 30 minutes storm, average 104 mm/h, Zone 2
${}^{45}Q_{50}$	AR&R 50 year, 45 minutes storm, average 82.3 mm/h, Zone 2
${}^{1hr}Q_{50}$	AR&R 50 year, 1 hour storm, average 68.6 mm/h, Zone 2
${}^{1.5hr}Q_{50}$	AR&R 50 year, 1.5 hours storm, average 52.0 mm/h, Zone 2
${}^{2hr}Q_{50}$	AR&R 50 year, 2 hours storm, average 42.3 mm/h, Zone 2
${}^{3hr}Q_{50}$	AR&R 50 year, 3 hours storm, average 31.2 mm/h, Zone 2
${}^5Q_{100}$	AR&R 100 year, 5 minutes storm, average 261 mm/h, Zone 2
${}^{10}Q_{100}$	AR&R 100 year, 10 minutes storm, average 197 mm/h, Zone 2
${}^{15}Q_{100}$	AR&R 100 year, 15 minutes storm, average 165 mm/h, Zone 2
${}^{20}Q_{100}$	AR&R 100 year, 20 minutes storm, average 143 mm/h, Zone 2
${}^{25}Q_{100}$	AR&R 100 year, 25 minutes storm, average 128 mm/h, Zone 2
${}^{30}Q_{100}$	AR&R 100 year, 30 minutes storm, average 116 mm/h, Zone 2
${}^{45}Q_{100}$	AR&R 100 year, 45 minutes storm, average 91.5 mm/h, Zone 2
${}^{1hr}Q_{100}$	AR&R 100 year, 1 hour storm, average 76.3 mm/h, Zone 2
${}^{1.5hr}Q_{100}$	AR&R 100 year, 1.5 hours storm, average 57.8 mm/h, Zone 2
${}^{2hr}Q_{100}$	AR&R 100 year, 2 hours storm, average 47.0 mm/h, Zone 2
${}^{3hr}Q_{100}$	AR&R 100 year, 3 hours storm, average 34.7 mm/h, Zone 2

Table 2 – Stormwater Rainfall Events

3.2 CATCHMENTS

The total development site has been divided into 2 pre development catchments; Catchment 1 and 2. Runoff from Catchments 1 and 2 are discharged to Discharge Locations 1 & 2 respectively as sheet flow. Refer **Appendix C** for stormwater catchment plan.

The total development site has been divided into 3 post development catchments; Catchment A, B and C. All runoff from the post development catchments would be discharged to Discharge Location 1. Refer **Appendix C** for stormwater catchment plan

The times of concentrations for both pre and post development conditions have been calculated using the methods outlined in QUDM.

The following table summarises the pre and post development catchment characteristics used in DRAINS.

Catchment	Area (ha)	Fraction Impervious	Time of Concentration (minutes)	
			Impervious Areas	Pervious Areas
1 (Pre Dev)	18.60	0.00	-	27
2 (Pre Dev)	1.40	0.00	-	20

Table 3 - Pre Development Catchment Summary

Catchment	Area (ha)	Fraction Impervious	Time of Concentration (minutes)	
			Impervious Areas	Pervious Areas
A (Post Dev)	18.30	0.70	18.5	18.5
B (Post Dev)	1.25	0.00	-	15.0
C (Post Dev)	0.52	0.00	-	15.0

Table 4 - Post Development Catchment Summary

3.3 PEAK FLOWS

Hydrological modelling in DRAINS has been carried out to determine the peak flow through the development site.

The following tables represent the peak discharges for pre and post development conditions.

Catchments / Discharge Point	Q ₂ (m ³ /s)	Q ₅ (m ³ /s)	Q ₁₀ (m ³ /s)	Q ₂₀ (m ³ /s)	Q ₅₀ (m ³ /s)	Q ₁₀₀ (m ³ /s)
1 (Pre Dev)	1.570	2.160	2.530	3.030	3.800	4.410
2 (Pre Dev)	0.139	0.192	0.225	0.270	0.335	0.390
Discharge Location 1	1.570	2.160	2.530	3.030	3.800	4.410
Discharge Location 2	0.139	0.192	0.225	0.270	0.335	0.390

Table 5 – Peak discharge (Pre Development)

Catchments / Discharge Point	Q ₂ (m ³ /s)	Q ₅ (m ³ /s)	Q ₁₀ (m ³ /s)	Q ₂₀ (m ³ /s)	Q ₅₀ (m ³ /s)	Q ₁₀₀ (m ³ /s)
A (Post Dev)	2.640	3.650	4.280	5.140	6.180	6.950
B (Post Dev)	0.149	0.206	0.242	0.291	0.358	0.416
C (Post Dev)	0.062	0.086	0.101	0.121	0.149	0.173
Discharge Location 1	2.830	3.920	4.600	5.530	6.640	7.490
Discharge Location 2	-	-	-	-	-	-

Table 6 – Peak discharge (Post Development without mitigation)

The results of the hydrological analysis show that there will be an increase in the peak discharges at Location 1, as compared to the existing pre development condition, and that a suitable design is required to limit the rate of discharge of the post development flows matching pre development conditions.

3.4 PROPOSED DESIGN

A design has been developed to limit the post development peak rate of discharge, at Discharge Location 1, to those matching pre-development conditions.

It is proposed that a detention system be constructed to attenuate the peak discharges from the proposed development. The catchment areas have been modelled to post development conditions and the resulting storage capacity identified based on the peak flows off the site for 2, 5, 10, 20, 50 and 100 year ARI storm events.

The proposed accommodation unit buildings (131 nos), within Catchment A, are proposed to be provided with 3 above ground detention tanks (5000 litres per tank). All runoff from the roof areas for each of these buildings would be discharged to the detention tank prior to discharging to the ground. The final configuration of these detention tanks would be confirmed during detailed design.

Overflows from these detention tanks, along with the runoff from the rest of the Catchment A, would be conveyed to a proposed detention basin at the south-west corner of the development site. Runoff from Catchment B would discharge off the site as sheet flow and undetained. Catchment C is the proposed detention basin area.

Refer **Appendix D** for a concept stormwater layout sketch.

Analysis conducted in DRAINS has indicated the following total peak inflow/outflow at Location 1 for each design ARI.

Storm	1 Pre -Dev (m ³ /s)	2 Post - Dev (m ³ /s)	% Increase to Pre - Dev (Col 2 vs Col 1)	Detention Basin Storage Capacity (m ³)	3 Post Dev with Detention (m ³ /s)	% Increase to Pre - Dev (Col 3 vs Col 1)
Peak Q ₂	1.570	2.830	80.25	3700	1.550	-1.27
Peak Q ₅	2.160	3.920	81.48	3700	2.170	0.46
Peak Q ₁₀	2.530	4.600	81.82	3700	2.370	-6.32
Peak Q ₂₀	3.030	5.530	82.51	3700	2.770	-8.58
Peak Q ₅₀	3.800	6.640	74.74	3700	3.720	-2.11
Peak Q ₁₀₀	4.410	7.490	69.84	3700	4.410	0.00

Table 7 - Storage Capacity Calculation

Results show that there is a worsening of approximately 10 litres per second (less than 0.5%) during peak 5 year ARI storm event. However, this increase is assumed to be negligible and the proposed design sufficient to satisfy the requirements of non-worsening of peak flows off the development site and into the adjoining properties.

3.4.1 Preliminary Detention Basin Characteristics

The following table summarises the proposed detention basin characteristics.

Minimum Total Depth of the Basin (m)	Outlet details	
	Low Level Outlet	High Level Outlet Discharge Location
1.0m at the deepest end of the basin (Exclusive of any freeboard)	3x900x4500 RCBC (@ 0.4% grade)	<u>Weir</u> Crest Level = 0.75m from the bottom of the basin Crest Length = 7.4m Weir Coefficient = 2.0
	Final configuration of the detention basin and its outlet structures to be confirmed during detailed design	

Table 8 – Proposed Detention Basin Characteristics

3.4.2 Preliminary Detention Tank Characteristics

For the purposes of modelling, multiples of 5000 litre tanks have been used. The final configuration of the detention tanks will need to be confirmed as part of the detailed design process . The following table summarises the proposed characteristics for each 5000 litre detention tank.

Min. Total Volume (litres)	Tank Low Level Outlet	Tank Overflow Outlet	Comments
5000 per tank	30mm dia orifice plate at the bottom of the tank with 90mm dia outlet pipe	90mm dia outlet pipe at 200mm below the top of the tank.	<ul style="list-style-type: none"> Any changes to the size of each of the tank may require the outlet details to be modified accordingly. All outlet pipes from the tanks to discharge to the ground

Table 9 – Proposed Detention Tank Characteristics (Each Tank)

4.0 Stormwater Quality

The proposed development will cause an increase in the pollutants conveyed off the site by stormwater runoff. This report has been prepared to identify acceptable stormwater management measures to meet water quality objectives identified for the site.

4.1 WATER QUALITY OBJECTIVES

"State Planning Policy 4/2010" - *Healthy Waters* (referred to as SPP 4/10 hereafter) refers to Chapter 2 of the "Urban Stormwater Quality Planning Guideline" (2010) for the recommended minimum stormwater design objectives with respect to water quality.

The following table summarises the identified minimum water quality objectives for the site as recommended in Chapter 2 of the "Urban Stormwater Quality Planning Guideline" (2010)

Indicator	Reduction in average annual pollutant load discharging from site
Total Suspended Solids	80%
Total Phosphorous	60%
Total Nitrogen	45%
Gross Pollutants	90%

Table 10 – Water Quality Objectives

4.2 POLLUTANT MODELLING

To assess the discharge concentrations of key pollutants from the development, a treatment train has been developed and the results analysed using MUSIC software (Version 5).

MUSIC is the Model for Urban Stormwater Improvement Conceptualisation, developed by the MUSIC Development Team of the CRC for Catchment Hydrology. MUSIC provides the ability to simulate both quantity and quality of runoff from catchments ranging from a single house block up to many square kilometres, and the effect of a wide range of treatment facilities on the quantity and quality of runoff downstream. MUSIC will simulate the performance of a group of stormwater management measures, configured in series or in parallel to form a "treatment train". MUSIC runs on an event or continuous basis, allowing rigorous analysis of the merit of proposed strategies over the short-term and long-term.

MUSIC Modelling Guidelines (Version 1.0-2010) - Water by Design (referred to as the "Water by Design Guideline" hereafter) has been used to obtain the various source and treatment node parameters for the proposed treatment train in Figure 2.

4.2.1 Catchments

The total development site has been divided into 3 catchments; Catchment A, B and C. Catchment C is the proposed detention basin area, Catchment B is the proposed on-site sewage treatment area and Catchment A is the rest of the development site.

The following tables summarise the individual catchment areas and the calculated fraction impervious.

Catchment	Area (ha)	f_i	Comments
A1	5.45	1.0	Roof areas to rainwater tank
A2	0.45	1.0	Roof Areas to the ground
A3	5.31	1.0	Carpark and Road areas
A4	7.61	0.3	Rest of the area of Catchment A
B	1.25	0.0	Proposed on-site sewage treatment area. Since there is no anticipated change in the fraction impervious area, this catchment has not been included in the model.
C	0.52	0.0	Proposed detention basin area.

Table 11 - Catchment Areas (for MUSIC)

4.2.2 Rainfall Data

The following rainfall data and modelling periods have been used for the site.

Council	Station ID	Station Name	Climate Period
Western Downs Regional Council	041140	Dalby Regional Council	1/1/1960 - 31/12/1959

Mean PET (mm) (Monthly areal potential evapotranspiration map from Bureau of Meteorology)											
Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
187	142	157	113	82	67	67	98	113	157	172	187

Table 12 – Rainfall Data and modelling Period (for MUSIC)

4.2.3 Source Node

Different source nodes have been used to model various catchment characteristics. The following tables summarise the recommended rainfall runoff parameters and pollutant export parameters for split catchment land use that have been used in the MUSIC model for the development site. These parameters have been used as per the recommendations made in Water by Design Guidelines.

Parameter	Urban Residential Land Use
Rainfall Threshold (mm)	1
Soil Storage Capacity (mm)	500
Initial Storage (% capacity)	10
Field Capacity (mm)	200
Infiltration capacity coefficient a	211
Infiltration capacity exponent b	5.0
Initial depth (mm)	50
Daily recharge rate (%)	28
Daily baseflow rate (%)	27
Daily deep seepage rate (%)	0

Land Use	Surface Type	Flow Type	TSS Log 10 values (mg/L)		TP Log 10 values (mg/L)		TN Log 10 values (mg/L)	
			Mean	Std Dev	Mean	Std Dev	Mean	Std Dev
Urban Residential	Roof	Baseflow	-	-	-	-	-	-
		Stormflow	1.30	0.39	-0.89	0.31	0.26	0.23
	Road	Baseflow	1.00	0.34	-0.97	0.31	0.20	0.20
		Stormflow	2.43	0.39	-0.30	0.31	0.26	0.23
	Ground Level	Baseflow	1.00	0.34	-0.97	0.31	0.20	0.20
		Stormflow	2.18	0.39	-0.47	0.31	0.26	0.23

Table 13 – Source Nodes Parameters

4.2.4 Treatment Train

A concept design for a treatment train for the proposed development has been prepared. The following figure summarises the proposed treatment train for the site.

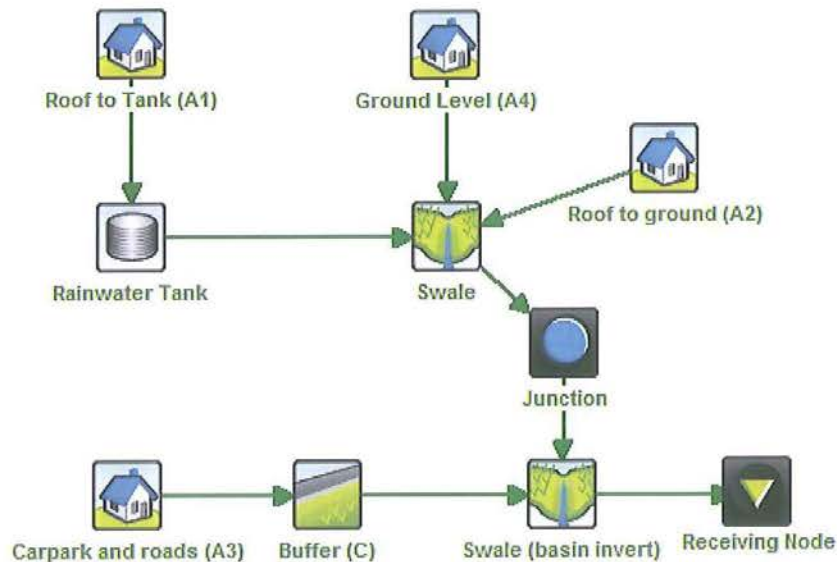


Figure 2: Concept Treatment Train

4.2.4.1 BUFFER STRIPS

The batters and the surface of the detention basin have been modelled as buffer strips. The following table summarises the proposed buffer strip parameters.

Parameters	Values
Percentage of upstream impervious area buffered (%)	100
Buffer Area (% of upstream impervious area)	5

Table 17 – Buffer Strip characteristics.

4.2.4.2 RAINWATER TANKS

It is proposed that at least 36KL rainwater tank be provided for each accommodation building (24 units per accommodation building).

Multiple tanks have been combined to one tank for the development site and modelled in accordance with the Water by Design Guidelines.

It has also been assumed that rainwater would be re-used for at least laundry and toilet uses. Occupancy of 0.8 persons per unit has been assumed. Per capita internal water demand of 21 litres/day & 25 litres/day have been used to calculate the daily rainwater reuse demand for laundry and toilet uses respectively. Annual irrigation water demands have been ignored.

The following table summarises the proposed rainwater tanks parameters.

Parameters	Values
Volume below overflow pipe (KL)	36KL per tank per accommodation building
Depth above overflow (m)	0.20m
Surface area (m ²)	Volume of the tank / 2
Overflow pipe diameter	90mm for each tank
Daily Demand for tank water reuse (litres/per person/day)	21 litres for laundry reuse 25 litres for toilet reuse

Table 15 – Proposed Rainwater Tanks characteristics.

4.2.4.3 SWALE

Swales with a combined length of minimum 1250m are proposed for the site between each of the accommodation buildings. Swales would discharge to the proposed road areas. Runoff from the road areas and the swales would, then, be discharged to the proposed detention basin. The following table summarises the proposed bio retention basin parameters.

Parameters	Values
Minimum Total Length (m)	1250
Bed Slope (%)	0.5 (min)
Base Width (m)	0
Top Width (m)	2.0 (min)
Depth (m)	0.1 (min)
Vegetation Height (m)	0.05
Exfiltration Rate (mm/hr)	0.00

Table 16 – Proposed vegetated swale characteristics.

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4.2.5 Treatment Train Effectiveness

The following table summarises the effectiveness of the proposed treatment train as compared to the identified water quality objectives.

	Sources	Residual Load	% Reduction	Required % reduction
Total Suspended Solids (kg/yr)	13.3E3	3.81E3	71.5	80
Total Phosphorous (kg/yr)	25.3	11.1	56.1	60
Total Nitrogen (kg/yr)	136	60.8	55.2	40
Gross Pollutants (kg/yr)	2.05E3	0.00	100.0	90

Table 18 – Treatment Train Effectiveness

Refer **Appendix E** for summary report from MUSIC.

Results summarised in Table 18 show that the required water quality objectives for pollutants like suspended solids and phosphorous have not been achieved. To achieve the required water quality objectives for the site, a tertiary treatment device, like a bio-retention basin, will be required. However, because of a lack of sufficient fall across the site, a bio-retention basin cannot be constructed.

Hence, instead, it is proposed that, as a best management practice, all stormwater runoff into the detention basin be conveyed as sheet flow. The grassed/landscaped batters and the floor of the proposed basin would act as buffers and provide some treatment.

5.0 Conclusion

This is a report for the proposed development site based on the current layout plan provided by vabasis. Any future change in the proposed layout may require this report to be revised.

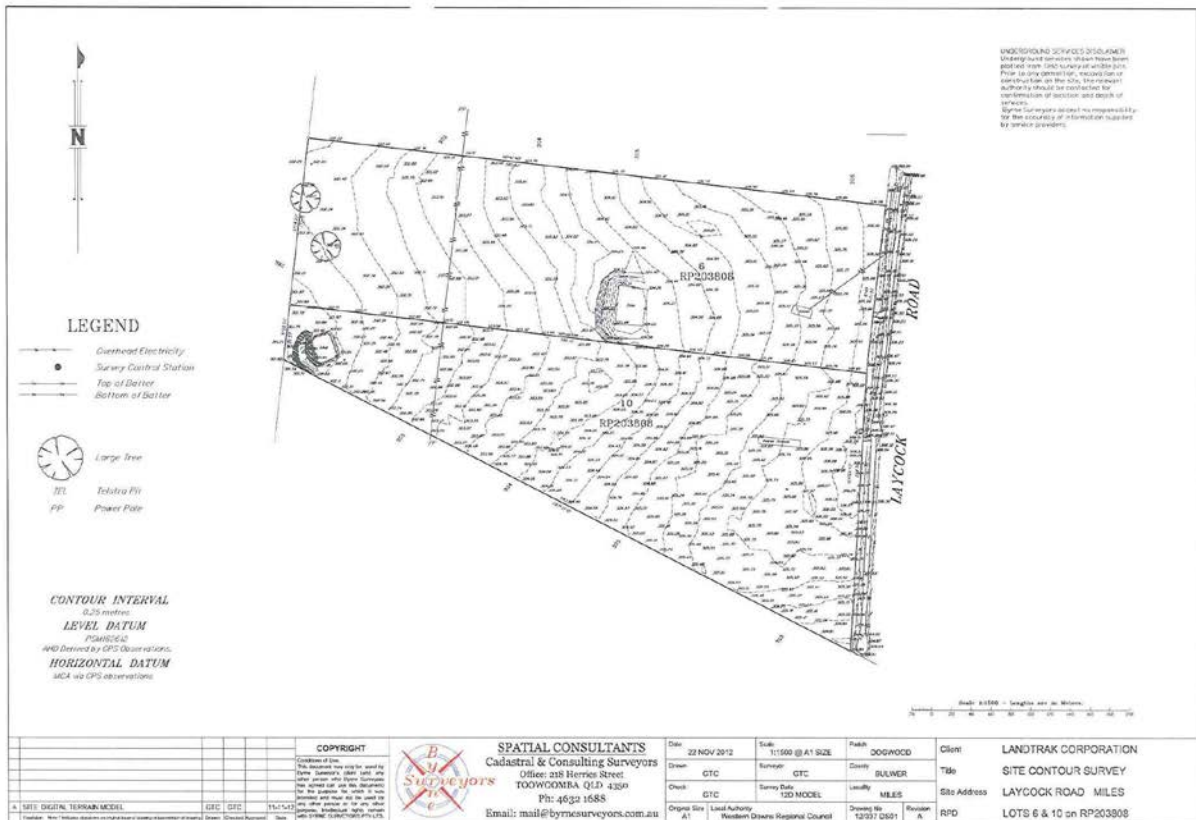
A concept design has been prepared to achieve the non-worsening of peak stormwater flows off the site and into the adjoining properties.

However, due to the site constraints, the require water quality objectives for the proposed development could not be achieved. Hence, some best management practices like the use of rainwater tanks, swales and buffers have been proposed in the concept design.

RMA provides the above assessment and the information contained in the attached appendices based on the information outlined on page 4 of this report.

6.0 Appendices

APPENDIX A – EXISTING SURVEY BY BYRNE SURVEYORS



APPENDIX B – PROPOSED SITE LAYOUT PLAN



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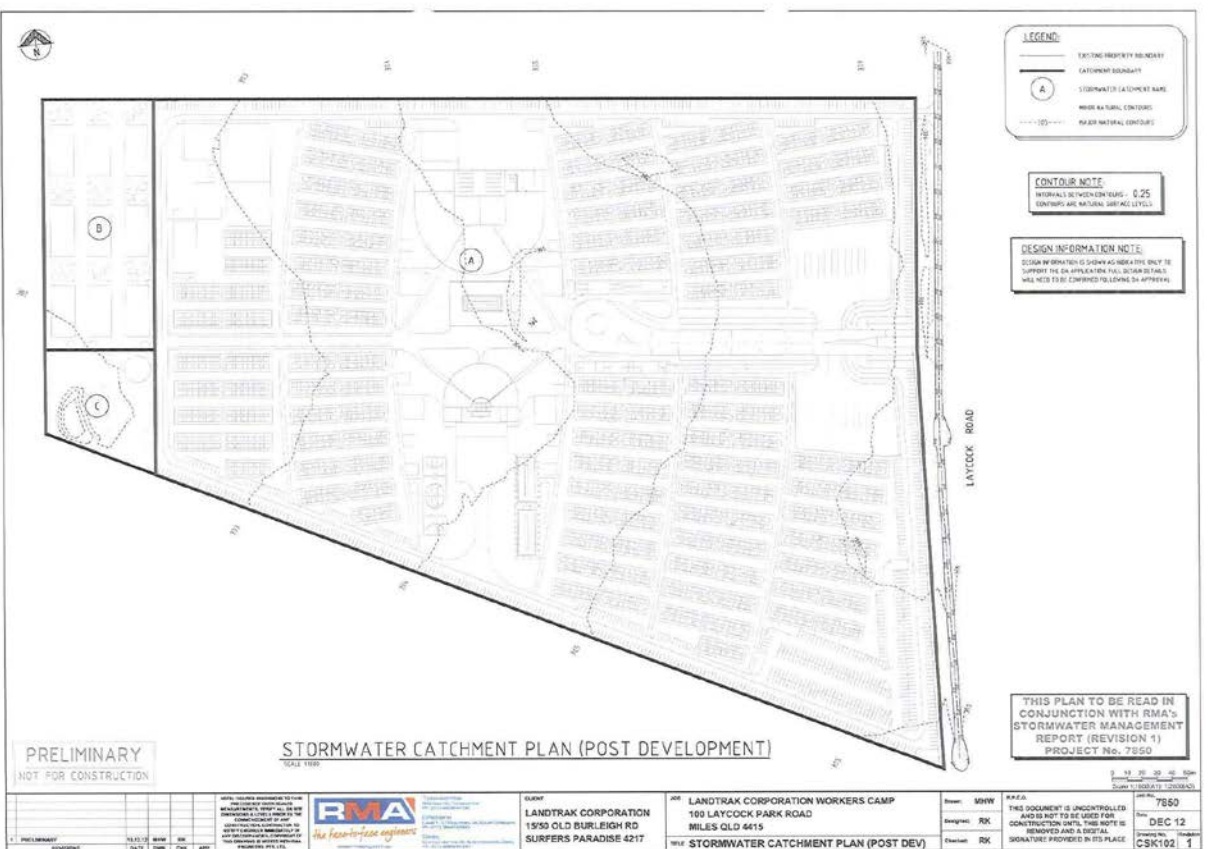
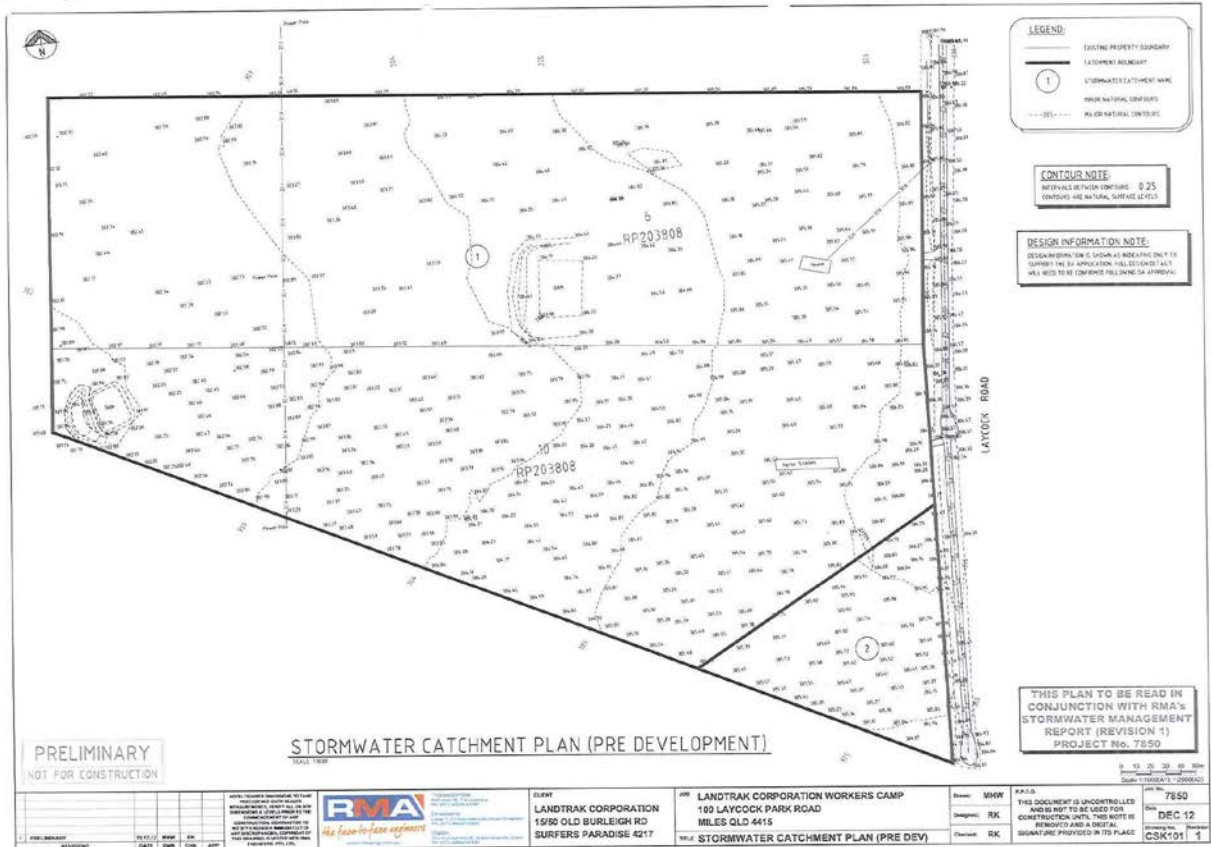
APPENDIX C – STORMWATER CATCHMENT PLANS

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APPENDIX D – CONCEPT STORMWATER LAYOUT PLAN



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APPENDIX E – SUMMARY REPORT FROM MUSIC

Source nodes
Location, Roof to Tank (A1), Ground Level (A4), Carpark and roads (A3), Roof to ground (A2)
ID, 1, 2, 3, 4
Node Type, UrbanSourceNode, UrbanSourceNode, UrbanSourceNode, UrbanSourceNode
Total Area (ha), 5.45, 7.61, 5.31, 0.45
Area Impervious (ha), 5.45, 1.11701107266436, 5.31, 0.45
Area Pervious (ha), 0, 6.49298892733564, 0, 0
Field Capacity (mm), 200, 200, 200, 200
Pervious Area Infiltration Capacity coefficient - a, 211, 211, 211, 211
Pervious Area Infiltration Capacity exponent - b, 5, 5, 5, 5
Impervious Area Rainfall Threshold (mm/day), 1, 1, 1, 1
Pervious Area Soil Storage Capacity (mm), 500, 500, 500, 500
Pervious Area Soil Initial Storage (% of Capacity), 10, 10, 10, 10
Groundwater Initial Depth (mm), 50, 50, 50, 50
Groundwater Daily Recharge Rate (%), 28, 28, 28, 28
Groundwater Daily Baseflow Rate (%), 27, 27, 27, 27
Groundwater Daily Deep Seepage Rate (%), 0, 0, 0, 0
Stormflow Total Suspended Solids Mean (log mg/L), 1.3, 2.18, 2.43, 1.3
Stormflow Total Suspended Solids Standard Deviation (log mg/L), 0.39, 0.39, 0.39, 0.39
Stormflow Total Suspended Solids Estimation
Method, Stochastic, Stochastic, Stochastic, Stochastic
Stormflow Total Suspended Solids Serial Correlation, 0, 0, 0, 0
Stormflow Total Phosphorus Mean (log mg/L), -0.89, -0.47, -0.3, -0.89
Stormflow Total Phosphorus Standard Deviation (log mg/L), 0.31, 0.31, 0.31, 0.31
Stormflow Total Phosphorus Estimation
Method, Stochastic, Stochastic, Stochastic, Stochastic
Stormflow Total Phosphorus Serial Correlation, 0, 0, 0, 0
Stormflow Total Nitrogen Mean (log mg/L), 0.26, 0.26, 0.26, 0.26
Stormflow Total Nitrogen Standard Deviation (log mg/L), 0.23, 0.23, 0.23, 0.23
Stormflow Total Nitrogen Estimation
Method, Stochastic, Stochastic, Stochastic, Stochastic
Stormflow Total Nitrogen Serial Correlation, 0, 0, 0, 0
Baseflow Total Suspended Solids Mean (log mg/L), 0, 1, 1, 0
Baseflow Total Suspended Solids Standard Deviation (log mg/L), 0, 0.34, 0.34, 0
Baseflow Total Suspended Solids Estimation
Method, Stochastic, Stochastic, Stochastic, Stochastic
Baseflow Total Suspended Solids Serial Correlation, 0, 0, 0, 0
Baseflow Total Phosphorus Mean (log mg/L), 0, -0.97, -0.97, 0
Baseflow Total Phosphorus Standard Deviation (log mg/L), 0, 0.31, 0.31, 0
Baseflow Total Phosphorus Estimation
Method, Stochastic, Stochastic, Stochastic, Stochastic
Baseflow Total Phosphorus Serial Correlation, 0, 0, 0, 0
Baseflow Total Nitrogen Mean (log mg/L), 0, 0.2, 0.2, 0
Baseflow Total Nitrogen Standard Deviation (log mg/L), 0, 0.2, 0.2, 0
Baseflow Total Nitrogen Estimation
Method, Stochastic, Stochastic, Stochastic, Stochastic
Baseflow Total Nitrogen Serial Correlation, 0, 0, 0, 0
OUT - Mean Annual Flow (ML/yr), 28.3, 6.15, 27.6, 2.34
OUT - TSS Mean Annual Load (kg/yr), 851, 1.41E3, 11.0E3, 69.2
OUT - TP Mean Annual Load (kg/yr), 4.70, 2.67, 17.6, 0.383
OUT - TN Mean Annual Load (kg/yr), 59.8, 12.8, 58.3, 4.94
OUT - Gross Pollutant Mean Annual Load (kg/yr), 838, 331, 816, 69.2
Rain In (ML/yr), 31.7897, 44.389, 30.9731, 2.62484

ET Loss (ML/yr),3.50136,37.8077,3.41142,0.289101
 Deep Seepage Loss (ML/yr),0,0,0,0
 Baseflow Out (ML/yr),0,0.0531628,0,0
 Imp. Stormflow Out (ML/yr),28.2884,5.92499,27.5617,2.33574
 Perv. Stormflow Out (ML/yr),0,0.17227,0,0
 Total Stormflow Out (ML/yr),28.2884,6.09726,27.5617,2.33574
 Total Outflow (ML/yr),28.2884,6.15042,27.5617,2.33574
 Change in Soil Storage (ML/yr),0,0.430779,0,0
 TSS Baseflow Out (ML/yr),0,0.732832,0,0
 TSS Total Stormflow Out (ML/yr),851.017,1407.23,11012.6,69.1842
 TSS Total Outflow (ML/yr),851.017,1407.96,11012.6,69.1842
 TP Baseflow Out (ML/yr),0,0.0073342,0,0
 TP Total Stormflow Out (ML/yr),4.69994,2.66029,17.5704,0.382736
 TP Total Outflow (ML/yr),4.69994,2.66763,17.5704,0.382736
 TN Baseflow Out (ML/yr),0,0.0925586,0,0
 TN Total Stormflow Out (ML/yr),59.8462,12.7266,58.2562,4.93697
 TN Total Outflow (ML/yr),59.8462,12.8191,58.2562,4.93697
 GP Total Outflow (ML/yr),837.574,331.02,816.059,69.1575

No Imported Data Source nodes

USTM treatment nodes

Location,Rainwater Tank,Swale,Buffer (C),Swale (basin invert)
 ID,5,6,8,10
 Node Type,RainWaterTankNode,SwaleNode,BufferNode,SwaleNode
 Lo-flow bypass rate (cum/sec),0,0, ,0
 Hi-flow bypass rate (cum/sec),100, , ,
 Inlet pond volume,0, , ,
 Area (sqm),2358, ,2655,
 Extended detention depth (m),0.2,0.1, ,0.1
 Permanent Pool Volume (cubic metres),4716, , ,
 Proportion vegetated,0, , ,
 Equivalent Pipe Diameter (mm),1030, , ,
 Overflow weir width (m),10, , ,
 Notional Detention Time (hrs),0.119, , ,
 Orifice Discharge Coefficient,0.6, , ,
 Weir Coefficient,1.7, , ,
 Number of CSTR Cells,2,10, ,10
 Total Suspended Solids - k (m/yr),400,8000, ,8000
 Total Suspended Solids - C* (mg/L),12,20, ,20
 Total Suspended Solids - C** (mg/L),12,14, ,14
 Total Phosphorus - k (m/yr),300,6000, ,6000
 Total Phosphorus - C* (mg/L),0.13,0.13, ,0.13
 Total Phosphorus - C** (mg/L),0.13,0.13, ,0.13
 Total Nitrogen - k (m/yr),40,500, ,500
 Total Nitrogen - C* (mg/L),1.4,1.4, ,1.4
 Total Nitrogen - C** (mg/L),1.4,1.4, ,1.4
 Threshold Hydraulic Loading for C** (m/yr),3500,3500, ,3500
 Horizontal Flow Coefficient, , , ,
 Extraction for Re-use,On,Off,Off,Off
 Annual Re-use Demand - scaled by daily PET (ML),0, , ,
 Annual Re-use Demand - scaled by daily PET - Rain (ML),0, , ,
 Constant Daily Re-use Demand (kL),115.7, , ,
 User-defined Annual Re-use Demand (ML),0, , ,
 Percentage of User-defined Annual Re-use Demand Jan,8.33333333333333, , ,
 Percentage of User-defined Annual Re-use Demand Feb,8.33333333333333, , ,
 Percentage of User-defined Annual Re-use Demand Mar,8.33333333333333, , ,
 Percentage of User-defined Annual Re-use Demand Apr,8.33333333333333, , ,

Percentage of User-defined Annual Re-use Demand May,8.33333333333333, , ,
 Percentage of User-defined Annual Re-use Demand Jun,8.33333333333333, , ,
 Percentage of User-defined Annual Re-use Demand Jul,8.33333333333333, , ,
 Percentage of User-defined Annual Re-use Demand Aug,8.33333333333333, , ,
 Percentage of User-defined Annual Re-use Demand Sep,8.33333333333333, , ,
 Percentage of User-defined Annual Re-use Demand Oct,8.33333333333333, , ,
 Percentage of User-defined Annual Re-use Demand Nov,8.33333333333333, , ,
 Percentage of User-defined Annual Re-use Demand Dec,8.33333333333333, , ,
 User-defined Re-use File, , , ,
 Filter area (sqm), , , ,
 Filter perimeter (m), , , ,
 Filter depth (m), , , ,
 Filter Median Particle Diameter (mm), , , ,
 Saturated Hydraulic Conductivity (mm/hr), , , ,
 Infiltration Media Porosity, , , ,
 Length (m), ,1200, ,5
 Bed slope, ,0.002, ,0.0015
 Base Width (m), ,0, ,0
 Top width (m), ,2, ,1
 Vegetation height (m), ,0.05, ,0.05
 Vegetation Type, , , ,
 Total Nitrogen Content in Filter (mg/kg), , , ,
 Orthophosphate Content in Filter (mg/kg), , , ,
 Is Base Lined?, , , ,
 Is Underdrain Present?, , , ,
 Is Submerged Zone Present?, , , ,
 Submerged Zone Depth (m), , , ,
 B for Media Soil Texture,-9999,-9999,-9999,-9999
 Proportion of upstream impervious area treated, , ,1,
 Exfiltration Rate (mm/hr),0,0,0,0
 Evap Loss as proportion of PET,0, , , ,
 Depth in metres below the drain pipe, , , ,
 TSS A Coefficient, , , ,
 TSS B Coefficient, , , ,
 TP A Coefficient, , , ,
 TP B Coefficient, , , ,
 TN A Coefficient, , , ,
 TN B Coefficient, , , ,
 Sfc, , , ,
 S*, , , ,
 Sw, , , ,
 Sh, , , ,
 Emax (m/day), , , ,
 Ew (m/day), , , ,
 IN - Mean Annual Flow (ML/yr),28.3,10.8,27.6,38.4
 IN - TSS Mean Annual Load (kg/yr),851,1.52E3,11.0E3,3.86E3
 IN - TP Mean Annual Load (kg/yr),4.70,3.39,17.6,11.2
 IN - TN Mean Annual Load (kg/yr),59.8,22.2,58.3,60.8
 IN - Gross Pollutant Mean Annual Load (kg/yr),838,400,816,816
 OUT - Mean Annual Flow (ML/yr),2.36,10.9,27.6,38.4
 OUT - TSS Mean Annual Load (kg/yr),38.2,367,3.49E3,3.81E3
 OUT - TP Mean Annual Load (kg/yr),0.344,1.51,9.68,11.1
 OUT - TN Mean Annual Load (kg/yr),4.43,14.1,46.7,60.8
 OUT - Gross Pollutant Mean Annual Load (kg/yr),0.00,0.00,816,0.00
 Flow In (ML/yr),28.2879,10.8408,27.562,38.3892
 ET Loss (ML/yr),0,0,0,0
 Infiltration Loss (ML/yr),0,0,0,0
 Low Flow Bypass Out (ML/yr),0,0,0,0

High Flow Bypass Out (ML/yr),0,0,0,0
 Orifice / Filter Out (ML/yr),2.3553,5.70797,27.562,3.55384
 Weir Out (ML/yr),0,5.17435,0,34.8883
 Transfer Function Out (ML/yr),0,0,0,0
 Reuse Supplied (ML/yr),26.1168,0,0,0
 Reuse Requested (ML/yr),42.6175,0,0,0
 % Reuse Demand Met,61.282,0,0,0
 % Load Reduction,91.6738,-0.383407,0,-0.13765
 TSS Flow In (kg/yr),851.017,1515.32,11012.6,3851.12
 TSS ET Loss (kg/yr),0,0,0,0
 TSS Infiltration Loss (kg/yr),0,0,0,0
 TSS Low Flow Bypass Out (kg/yr),0,0,0,0
 TSS High Flow Bypass Out (kg/yr),0,0,0,0
 TSS Orifice / Filter Out (kg/yr),38.2196,79.905,3489.69,63.231
 TSS Weir Out (kg/yr),0,287.179,0,3743.41
 TSS Transfer Function Out (kg/yr),0,0,0,0
 TSS Reuse Supplied (kg/yr),324.77,0,0,0
 TSS Reuse Requested (kg/yr),0,0,0,0
 TSS % Reuse Demand Met,0,0,0,0
 TSS % Load Reduction,95.5089,75.7752,68.3119,1.15483
 TP Flow In (kg/yr),4.69995,3.39397,17.5704,11.1794
 TP ET Loss (kg/yr),0,0,0,0
 TP Infiltration Loss (kg/yr),0,0,0,0
 TP Low Flow Bypass Out (kg/yr),0,0,0,0
 TP High Flow Bypass Out (kg/yr),0,0,0,0
 TP Orifice / Filter Out (kg/yr),0.34368,0.741598,9.68023,0.468965
 TP Weir Out (kg/yr),0,0.769946,0,10.6362
 TP Transfer Function Out (kg/yr),0,0,0,0
 TP Reuse Supplied (kg/yr),3.41526,0,0,0
 TP Reuse Requested (kg/yr),0,0,0,0
 TP % Reuse Demand Met,0,0,0,0
 TP % Load Reduction,92.6876,55.4639,44.906,0.664636
 TN Flow In (kg/yr),59.8463,22.1865,58.2564,60.7381
 TN ET Loss (kg/yr),0,0,0,0
 TN Infiltration Loss (kg/yr),0,0,0,0
 TN Low Flow Bypass Out (kg/yr),0,0,0,0
 TN High Flow Bypass Out (kg/yr),0,0,0,0
 TN Orifice / Filter Out (kg/yr),4.43101,7.98795,46.7484,4.84336
 TN Weir Out (kg/yr),0,6.08271,0,55.9583
 TN Transfer Function Out (kg/yr),0,0,0,0
 TN Reuse Supplied (kg/yr),41.4675,0,0,0
 TN Reuse Requested (kg/yr),0,0,0,0
 TN % Reuse Demand Met,0,0,0,0
 TN % Load Reduction,92.596,36.5802,19.7541,-0.10464
 GP Flow In (kg/yr),837.583,400.094,816.064,816.064
 GP ET Loss (kg/yr),0,0,0,0
 GP Infiltration Loss (kg/yr),0,0,0,0
 GP Low Flow Bypass Out (kg/yr),0,0,0,0
 GP High Flow Bypass Out (kg/yr),0,0,0,0
 GP Orifice / Filter Out (kg/yr),0,0,0,0
 GP Weir Out (kg/yr),0,0,0,0
 GP Transfer Function Out (kg/yr),0,0,0,0
 GP Reuse Supplied (kg/yr),0,0,0,0
 GP Reuse Requested (kg/yr),0,0,0,0
 GP % Reuse Demand Met,0,0,0,0
 GP % Load Reduction,100,100,100,100

No Generic treatment nodes

Other nodes

Location,Receiving Node,Junction

ID,7,9

Node Type,ReceivingNode,JunctionNode

IN - Mean Annual Flow (ML/yr),38.4,10.9

IN - TSS Mean Annual Load (kg/yr),3.81E3,367

IN - TP Mean Annual Load (kg/yr),11.1,1.51

IN - TN Mean Annual Load (kg/yr),60.8,14.1

IN - Gross Pollutant Mean Annual Load (kg/yr),0.00,0.00

OUT - Mean Annual Flow (ML/yr),0.00,10.9

OUT - TSS Mean Annual Load (kg/yr),0.00,367

OUT - TP Mean Annual Load (kg/yr),0.00,1.51

OUT - TN Mean Annual Load (kg/yr),0.00,14.1

OUT - Gross Pollutant Mean Annual Load (kg/yr),0.00,0.00

Links

Location,Drainage Link,Drainage Link,Drainage Link,Drainage Link,Drainage Link,Drainage Link,Drainage Link,Drainage Link,Drainage Link,Drainage Link

Source node ID,1,5,2,6,4,3,8,9,10

Target node ID,5,6,6,9,6,8,10,10,7

Muskingum-Cunge Routing,Not Routed,Not Routed,Not Routed,Not Routed,Not Routed,Not Routed,Not Routed,Not Routed,Not Routed

Muskingum K, , , , , , , , ,

Muskingum theta, , , , , , , , ,

IN - Mean Annual Flow

(ML/yr),28.3,2.36,6.15,10.9,2.34,27.6,27.6,10.9,38.4

IN - TSS Mean Annual Load

(kg/yr),851,38.2,1.41E3,367,69.2,11.0E3,3.49E3,367,3.81E3

IN - TP Mean Annual Load

(kg/yr),4.70,0.344,2.67,1.51,0.383,17.6,9.68,1.51,11.1

IN - TN Mean Annual Load

(kg/yr),59.8,4.43,12.8,14.1,4.94,58.3,46.7,14.1,60.8

IN - Gross Pollutant Mean Annual Load

(kg/yr),838,0.00,331,0.00,69.2,816,816,0.00,0.00

OUT - Mean Annual Flow

(ML/yr),28.3,2.36,6.15,10.9,2.34,27.6,27.6,10.9,38.4

OUT - TSS Mean Annual Load

(kg/yr),851,38.2,1.41E3,367,69.2,11.0E3,3.49E3,367,3.81E3

OUT - TP Mean Annual Load

(kg/yr),4.70,0.344,2.67,1.51,0.383,17.6,9.68,1.51,11.1

OUT - TN Mean Annual Load

(kg/yr),59.8,4.43,12.8,14.1,4.94,58.3,46.7,14.1,60.8

OUT - Gross Pollutant Mean Annual Load

(kg/yr),838,0.00,331,0.00,69.2,816,816,0.00,0.00



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engineers



TRAFFIC IMPACT ASSESSMENT REPORT

100 Laycock Road
MILES QLD 4415
Australia

Project No. 7850

Date: 15/04/2013

report

WESTERN DOWNS
REGIONAL COUNCIL
APPROVED


04 JUN 2014

PER

Paul

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Disclaimer:

This report is a professional opinion based on the information available at the time of writing. It is not intended as a quote, guarantee or warranty and does not cover any latent defects.

The conclusions in this report should not be read in isolation. We recommend that its contents be reviewed in person with the author so that the assumptions and available information can be discussed in detail to enable the reader to make their own risk assessment in conjunction with information from other sources.

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EXECUTIVE SUMMARY

In response to the "Information Request" from the Department of Main Roads and Transport, this Traffic Impact Assessment Report has been reviewed to address TMR issues as part of supporting the Development Application for the Landtrak Corporation Workers Camp, Miles. The Traffic Impact Assessment Report has presented traffic analysis results and discussions that clearly demonstrate that there would be no significant impacts that would arise as a result of the ultimate development.

Traffic analysis results indicate that the intersections of Laycock Road/Site Access, Leichhardt Hwy/McNulty Street, and Warrego Hwy/Morgan Street have been assessed to operate reasonably and safely as priority junctions with low Degrees of Saturation, minimum delays and queues with development traffic by the design year horizon of 2027. However, The SIDRA analyses have revealed that the intersection of Warrego Hwy and Leichhardt Hwy would experience higher DOSs of up to 0.761 and delays of about 44s in the PM Peak by the design year horizon of 2027, especially Leichhardt Hwy (southern approach) purely based on the existing projected background traffic. The report has recommended an alternative intersection layout option 1 that could be considered by TMR to provide additional capacity for the projected future development and background traffic volumes.

From a traffic engineering point of view, the development would be compliant with the Planning Scheme, and therefore, it is recommended that approval be given as proposed.

1.0 INTRODUCTION

RMA Engineers have been engaged by Landtrak Corporation to undertake a Traffic Impact Assessment for proposed Workers Camp development located at 100 Laycock Road, Miles. The development involves material change of use for the following:

- Residential Accommodation Precinct;
- Recreation Precinct;
- Facilities Management Precinct;
- Catering Precinct;
- Infrastructure
- Transport Precinct; and
- Administration Precinct.

The report will provide details of the assessment including the identification of potential traffic impacts of this development proposal.

1.1 BACKGROUND

RMA Engineers understand that a development application for the Landtrak Corporation Workers Camp will be lodged with Western Downs Regional Council. The proposed development consists of a 300 bed accommodation for each stage, and to be undertaken in 10 stages over a 4 year period. This report has been prepared in response to TMR Information Request (TMR13-005302 dated 20 February 2013).

The Information Request includes the following traffic issues:

- *Provision of an ALCAM (Australian Level Crossing Assessment Model) Assessment as part of a REPQ certified Traffic Impact Assessment Report.*
- *The traffic generation of the development should be based on 100% occupancy, not the 85%, and subsequent traffic analysis should be revised accordingly.*
- *Some development trips appear to proceed along Dawson Street, which is inappropriate because it is a local street which only serves Miles Township. In this regard, the trip distribution should be clarified, preferably by showing the development volumes on a separate road base similar to Figure 3.4 in the report.*
- *SIDRA analysis and assessment should be revised to take into account any changes arising from (b) above.*
- *An assessment of the turn treatments for the three State-controlled Road intersections is required in accordance with the warrants in Figure 13.23 of RPDM.*
- *An assessment is required showing the impact of the roaster changeover on the Warrego Highway/Morgan Street intersection.*

1.2 REPORT OBJECTIVES

This report assesses the appropriate access provisions for the development and the need for any improvements to the adjacent road system to ensure the safety and efficiency of the road network following completion of the development. The report addresses the following:

- Existing roadway conditions of the site and surrounding area;
- Existing traffic volumes, development traffic and future traffic volumes;
- Traffic Generation, Directional Splits and Trip Distribution;
- Traffic Analysis on accesses to the development and external road network; and
- An Impact Assessment of the development traffic on the road network and recommendations for any remedial works to cater for this traffic.

1.3 REFERENCE MATERIAL

- Western Downs Regional Council Planning Scheme
- Austroads Guide to Traffic Management, Part 12: Traffic Impacts of Developments - 2009
- DTMR Road Planning & Design Manual – 2006
- SIDRA INTERSECTION
- DTMR Guidelines for Assessment of Road Impacts of Development - 2006
- RTA Guide to Traffic Generating Developments – 2002
- Austroads Guide to Traffic Engineering Practice – Part 5: Intersections at Grade – 2005

2.0 PROPOSED DEVELOPMENT

2.1 LOCATION & DESCRIPTIONS

The development site is described as Lot 6 and 10 on RP 203808 and is located 100 Laycock Road, Miles within the Western Downs Regional Council boundaries. It is understood that the full development is anticipated to be completed by 2017 in 10 stages over a 4 year period (opening year) and fully operational in this year. Therefore, for the sake of this assessment, it has been assumed that the 10 year design horizon would be 2027.

The proposed development is shown illustrated on the Locality Plan in **Figure 2.1**.



Figure 2.1: Locality Plan of the Development Site (Map)

2.2 ON-SITE DEVELOPMENT

The proposed Landtrak Corporation Workers Camp land use and planning details are summarised in **Table 2.1**. The development is proposed to be undertaken in 4 Stages with 300 bed accommodation for each stage over 4 years. The total car parks of 952 provided based on rate of 0.315 parks per room have been assessed to be more than adequate, especially considering the fact that most of the trips to Miles would be Fly In/Fly Out, and local trips In/Out of the Workers Camp would be by buses. However, considering that most major resource industry companies operate based on fatigue reduction policies, buses would be the main form of transport and less parking will be required. Moreover, since these industries operate on a roster system, the 85% Workers Camp occupancy is overly conservative. However, in response to the TMR Information Request, the occupancy has been assumed at 100%. Therefore, it seems logical that car parking demand could be confirmed during the staging process of the development.

Figure 2.2 is the proposed land use site layout plan, a copy also presented in **Appendix A** of the report.

Table 2.1: Development Planning Details

Project Plan	Land Use	Total Units	Car Parking
Site 1 – Lot 6 on RP 203808	56 Two Storey Buildings (24 Units per Building)	1344 Units	303 Car Parks
Site 2 – Lot 10 on RP 203808	75 Two Storey Buildings (24 Units per building)	1800 Units	649 Car parks
Total Development		3144 Rooms	952 Car parks (Excl. PWD)
Deductions	Laundry Laundry (Including Linen) 1:10 Ratio (10 WM Per 3 Bed Module TBA) 3000 Man Camp = 30 Modules (90 Rooms)		Rate: 0.315 Car Parks/Room
PWD	22 Rooms (TBA) 2/Module = 11 Modules (33 Rooms)		
Total Rooms Available	3144 (Excluding Deductions)	3021 Rooms	952 Car Parks



Figure 2.2 Landtrak Corporation Workers Camp Site Layout Plan

2.3 EXISTING ROAD NETWORK

Access to the development site will be through Laycock Road. The surrounding road network in the area includes McNulty St, Morgan St and Warrego Highway to the north and Leichhardt Highway to the west of the site

The following is a brief description of the existing road network:

2.3.1 Laycock Road

Laycock Road is a sealed local access road under the control of Western Downs Regional Council. This road provides access to the site through the intersection with McNulty Street, about 1km to the north.

This road has the following features:

- The pavement is about 5.0m wide with 1m shoulders and in reasonable condition with no markings.
- The road is generally straight with clear visibility.
- Overhead power lines on the western side of Laycock Road.
- The posted speed is 50km/hr.

Figures 2.3 are photos taken from the development site showing the existing road.



Figure 2.3: Laycock Road adjacent to the Development Site facing South and North



Figure 2.4: Laycock Road facing north and the intersection with McNulty Street

2.3.2 McNulty Street

Laycock Street is a sealed local access road under the control of Western Downs Regional Council.

This Street has the following features:

- The pavement is about 6.0m wide with 1m shoulders and in reasonable condition with no markings. This street is about 1.5km distance from Leichhardt Highway to Laycock Road.
- The road is generally straight with clear visibility.
- Overhead power lines on the southern side of McNulty Street.
- The posted speed is 50km/hr.
- The street has about 3 at-grade railway crossings with give-way signs and no boom gates.

Figure 2.5 is photos of the existing road taken near the intersection with Laycock Road.



Figure 2.5: McNulty Street facing east and west

2.3.3 Warrego Highway

Warrego Highway is a state controlled (TMR) two-lane two-way sealed road forming a link between Brisbane and western, southern and northern Queensland towns.

This Highway has the following features:

- The pavement is about 7.0m wide with 1m shoulders and in reasonable condition with markings. The lanes are about 3.5 m wide.
- The road is generally straight with clear visibility.
- The posted speed limit along the section of the Highway in the vicinity of Morgan Street is 60km/hr.

Figures 2.6 and 2.7 are photos of the existing intersection of Leichhardt Hwy and Warrego hwy.



Figure 2.6: Leichhardt Hwy and Dawson St facing the intersection with Warrego Hwy



Figure 2.7: Warrego Hwy facing west and east



2.3.4 Leichhardt Highway

Leichhardt Highway is a state controlled (TMR) two-lane two-way sealed road.

This Highway has the following features:

- The pavement is about 7.0 m wide with 1 m shoulders and in reasonable condition with markings. The lanes are about 3.5 m wide.
- The road is generally straight with clear visibility.
- The posted speed limit along the section of the Highway near the site is 60km/hr.



Figure 2.8: Leichhardt Hwy Facing North and South near McNulty Street



Figure 2.9: Intersection of McNulty Street and Leichhardt Hwy facing east

2.3.5 Morgan Street (McNulty Street)

Morgan Street which is also called McNulty Street in most maps is a sealed local access road under the control of Western Downs Regional Council.

This Street has the following features:

- The pavement is about 6.0 m wide with 1 m shoulders and in reasonable condition with no markings.
- The road is generally straight with clear visibility and links McNulty Street and Warrego Highway over about a 100 m distance.
- The posted speed is 50km/hr.



Figures 2.10: Morgan Street and the intersection with Warrego Highway.

3.0 DEVELOPMENT SITE TRAFFIC

3.1 EXISTING TRAFFIC VOLUMES

Laycock Road currently is a dead-end street providing access to only a few isolated properties. There are currently about 8 residential properties and two businesses that have been constructed in the last year and not completely finished as shown in the photos in **Figure 3.1** below. One business seems to be for equipment storage and the other for hire. Therefore, this assessment has assumed a conservative generation rate of 20 trips per day for the two businesses.

The following traffic volume data and other consideration have been used for the traffic analysis:

- *Leichhardt Highway & McNulty Street* – Utilised the most recent classified 12 hour traffic count survey data conducted on 24/01/2012 by TTM on behalf of TMR.
- *Leichhardt Highway & Warrego Highway* – Utilised TMR 24 hour intersection traffic count survey data conducted on 10 November 2009 and applied a 5.5% growth rate to project opening year (2017) and design year (2027) traffic volumes.
- *Warrego Highway and Morgan Street* – Considering that most of the traffic (at least more than 90%) is not local traffic, it has been assumed that a 100% of the through traffic to/from miles along Warrego Highway passes through Morgan Street intersection. Turning traffic volumes have been estimated from a traffic survey conducted in 2011 as part of a Traffic Impact Study Involving a development assessment on McNulty Street. The traffic survey indicates that less than 10 vehicles per hour turn into or out of Morgan Street.
- Laycock Road has hardly any traffic at this stage apart from servicing the isolated properties and the two recent businesses estimated at about 50 vehicles per day. Therefore, future traffic volumes are at this stage based on the proposed development site traffic generation and distribution.

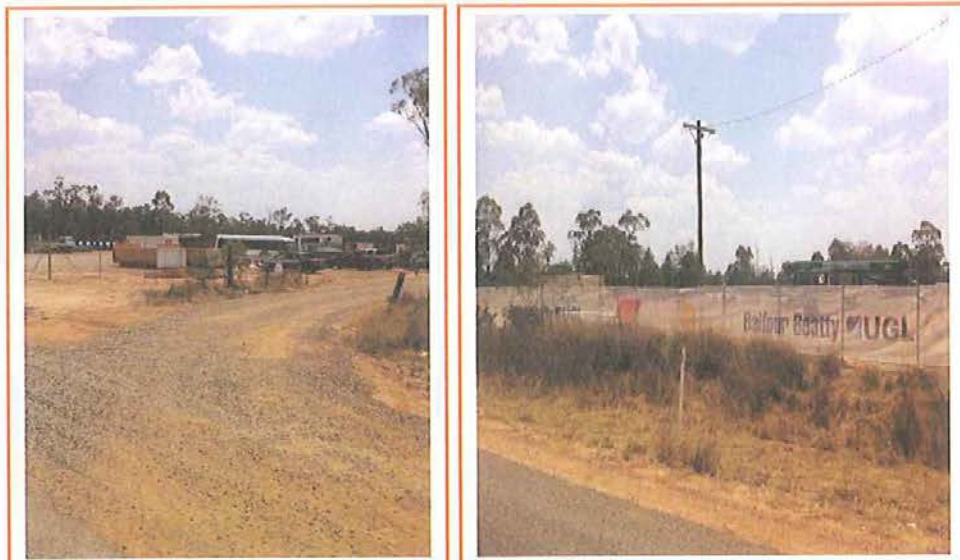


Figure 3.1: Equipment Storage Place and Summit Tower Hire Businesses

3.2 TRAFFIC GENERATION

In order to estimate the change in the traffic flow on affected surrounding road network, the trips likely to be generated by the development proposal have been determined based on the number of proposed dwelling units at the camp site.

Based on the current established standard traffic generation rates (RTA) for dwelling units, the following generation rates apply:

Smaller Units and flats:

- Daily vehicle trips = 4.0 per dwelling.
- Weekday peak hour vehicle trips = 0.4 per dwelling.

Dwelling Houses:

- Daily vehicle trips = 9.0 per dwelling.
- Weekday peak hour vehicle trips = 0.85 per dwelling.

Assumptions:

- The workers will be working in various parts of the Surat Basin (Not Miles).
- Buses which will seat up to 50 workers will be used to transport workers for example, as far as Wandoan. Therefore, this assessment has assumed that 70% of the trips will be by buses.
- The Village will be reliant on the new Origin Airport currently under construction to bring workers to Miles. The services provided in the accommodation will be a shuttle from the airport to the village and then daily transport to and from sites.
- Most of the cleaning, catering and management will reside at the village. It would be unlikely that local staff would be available due to staff demand already in the industry.
- The two new businesses on Laycock Road would generate 20 trips each per day.
- The assumed occupancy at the village is to be 100% = 3021 units (1 person per unit), 70% by Buses = 2115 Units, 30% by Private vehicle = 906 units.
- 2115 units will require 43 buses in the peak hour, Daily Trips for 906 Units = 3624 Trips, Peak Hour Trips = 362 Trips. Total Daily Trips = 86 Buses + 3624 = 3710 Trips. Peak hour = 43 Buses + 362 = 405 Trips.
- For peak hour generation, a directional distribution of 75% out/25% in was utilised for the AM Peak and reverse for the PM peak.
- Two Businesses – Total Daily Trips = 40 distributed over the whole day, Peak Hour Trips = 10% with 50%/50% distribution.

Table 4.1: Development Traffic Generation Trips

Traffic Generation Characteristics	Workers Camp (Village Units)	Two Businesses	8 Dwelling Houses	Total
Daily Trips	3710	40	72	3822
AM Peak	405	4	8	417
PM Peak	405	4	8	417

3.3 DIRECTIONAL SPLITS

Traffic generated by the proposed development was distributed in accordance with the expected turning movement patterns at the intersection as shown in **Table 4.2**.

Table 4.2: Development Traffic Distribution

Traffic Generation Characteristics	Workers Camp			2 Businesses			8 Dwelling Houses			Overall Total
	In	Out	Total	In	Out	Total	In	Out	Total	
AM Peak	101	304	405	2	2	4	2	6	8	417
PM Peak	304	101	405	2	2	4	6	2	8	417

3.4 TRAFFIC DISTRIBUTION

The traffic generated by the proposed development was distributed based on the assumptions in the directional splits and the limitations on the available alternative routes within the anticipated catchment area. **Figure 3.2** and **3.3** shows traffic distribution for the subject road network with existing 2009, and 2012 AM and PM Peak volumes.

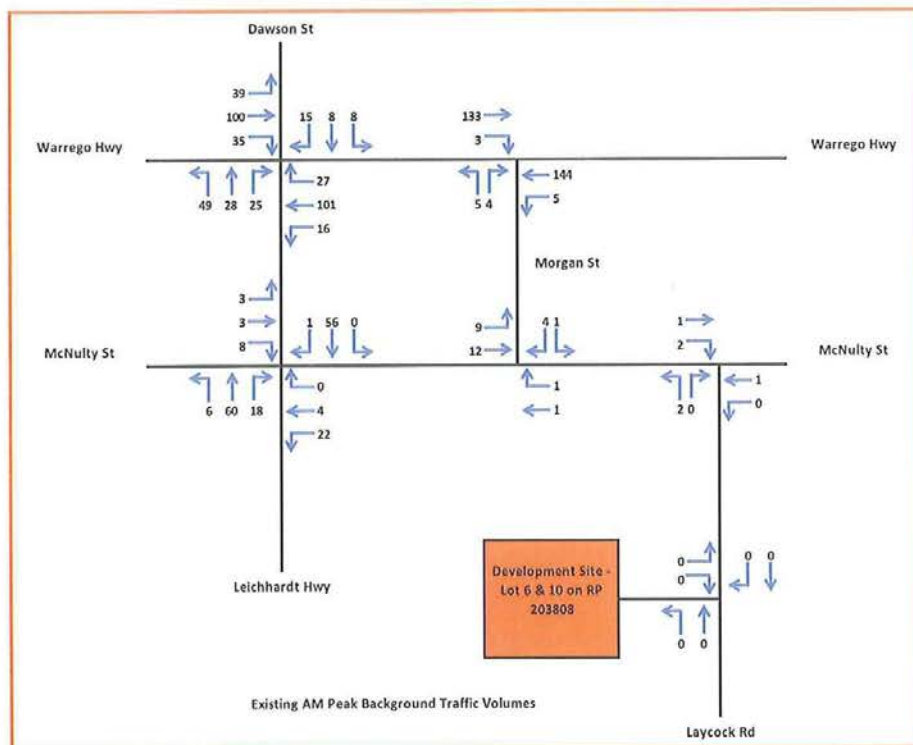


Figure 3.2: Existing AM Peak Background Traffic Volumes

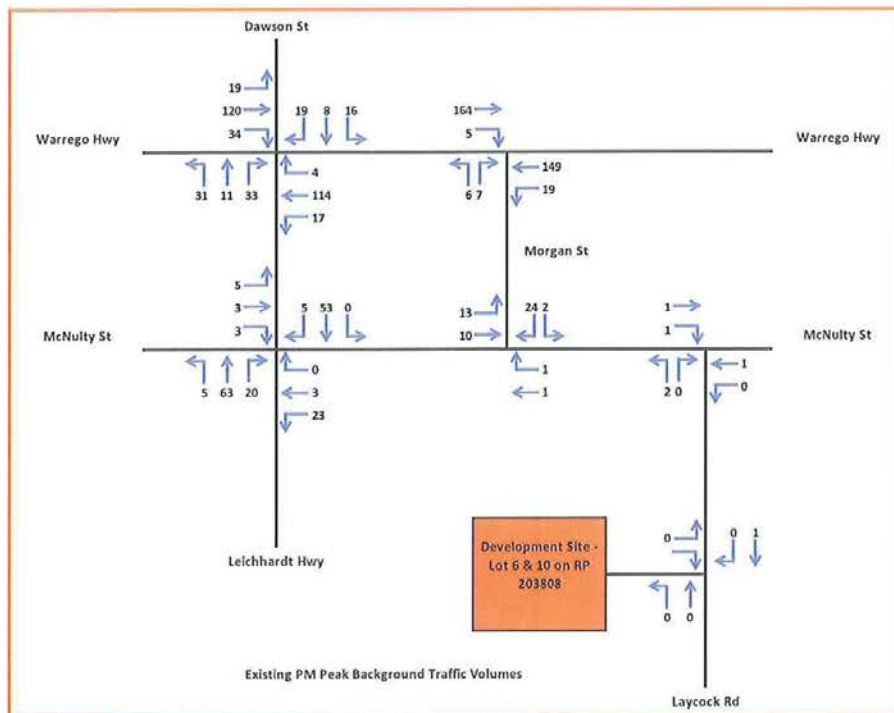


Figure 3.3: Existing PM Peak Background Traffic Volumes

3.5 FUTURE TRAFFIC VOLUMES

Design peak hour traffic volumes have been estimated based on AADT Segment Report for 2011 at the following Sites:

- Road Section 18D - Warrego Highway (Miles - Roma)** at Site 40250, 30m east of Abut A Dogwood Creek Bridge, and 1.14 km Roma side of the intersection with Leichhardt Highway, Miles, indicates that this section of Warrego Highway has an AADT of about 3,334 vehicles per day. The average traffic growth rate over 5 years is about 6.09% and 5.31% over 10 years. The growth rate adopted for this assessment is 5.5%.
- Road Section 26C - Leichhardt Highway (Miles - Goondiwindi)** at Site 40401, 80m north of Columboola Crk Bridge, Miles, indicates that this section of Leichhardt Highway has an AADT of about 615 vehicles per day. The average traffic growth rate over 5 years is about 6.14% and 5.14% over 10 years. The growth rate adopted for this assessment is 5.5%.

Figures 3.4 to 3.13 shows the distribution of projected future traffic volumes for 2013, 2017 and 2027 AM and PM Peak periods.

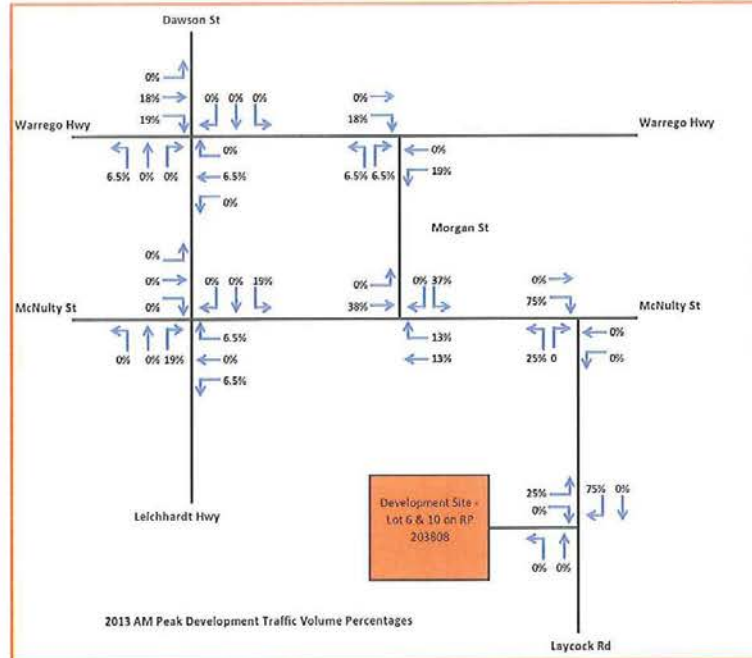


Figure 3.4: 2013 AM Peak Development Traffic Splits

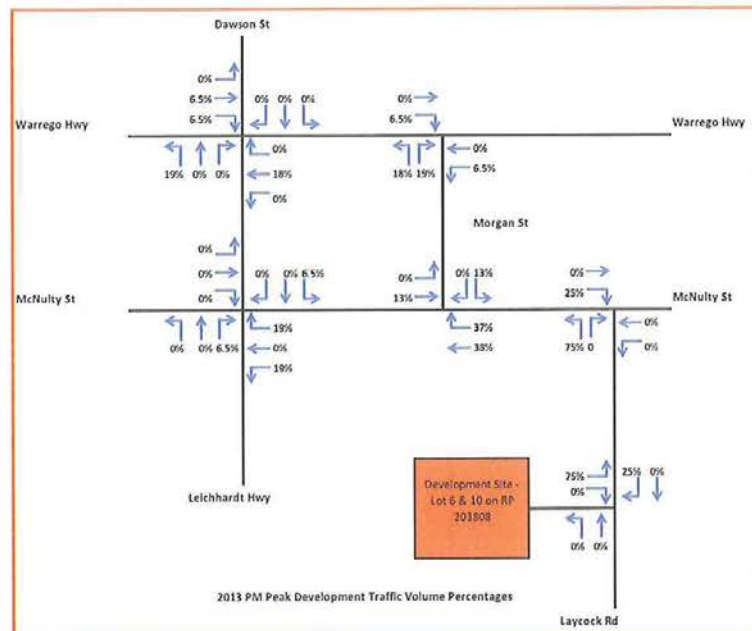


Figure 3.5: 2013 PM Peak Development Traffic Splits

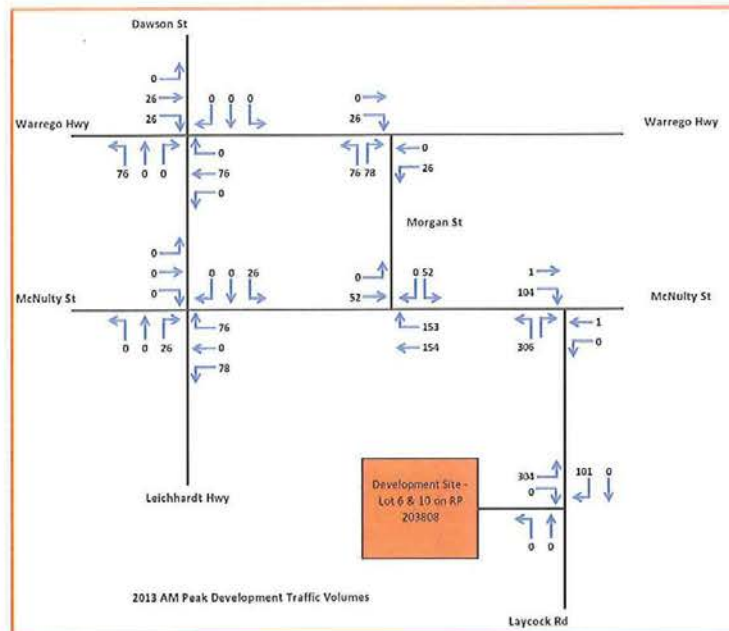


Figure 3.6: AM Peak Development Generated Traffic Volumes

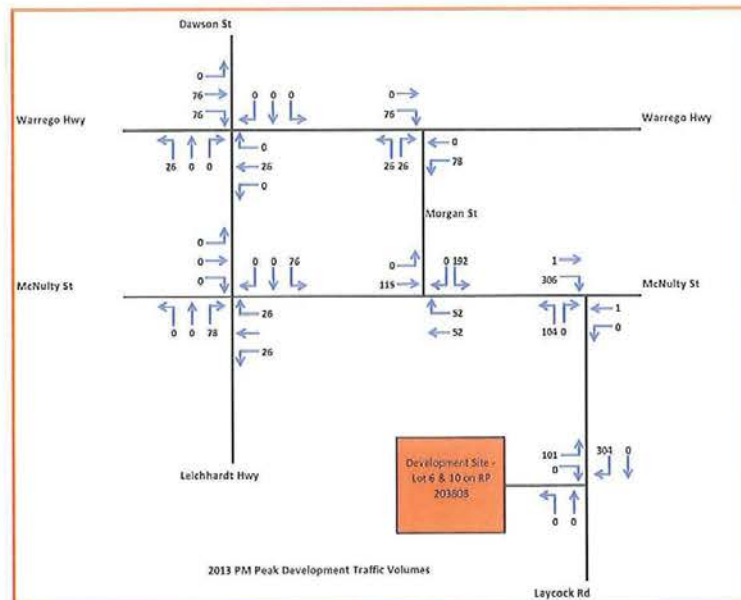


Figure 3.7: PM Peak Development Generated Traffic Volumes

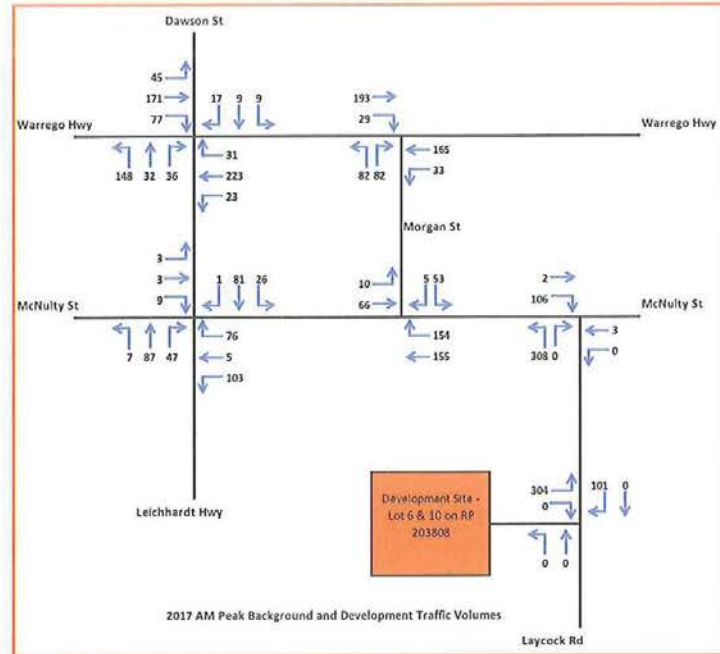


Figure 3.8: 2017 AM Peak Opening Year Traffic Volumes

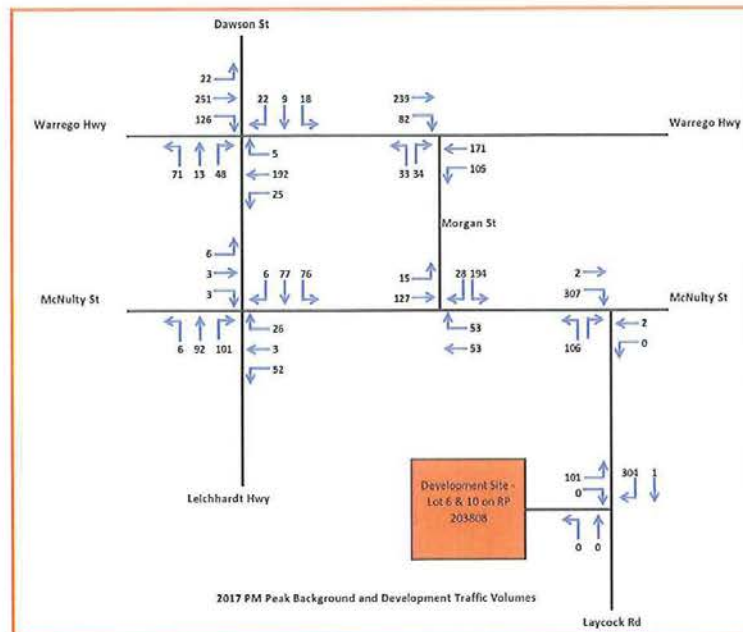


Figure 3.9: 2017 PM Peak Opening Year Traffic Volumes

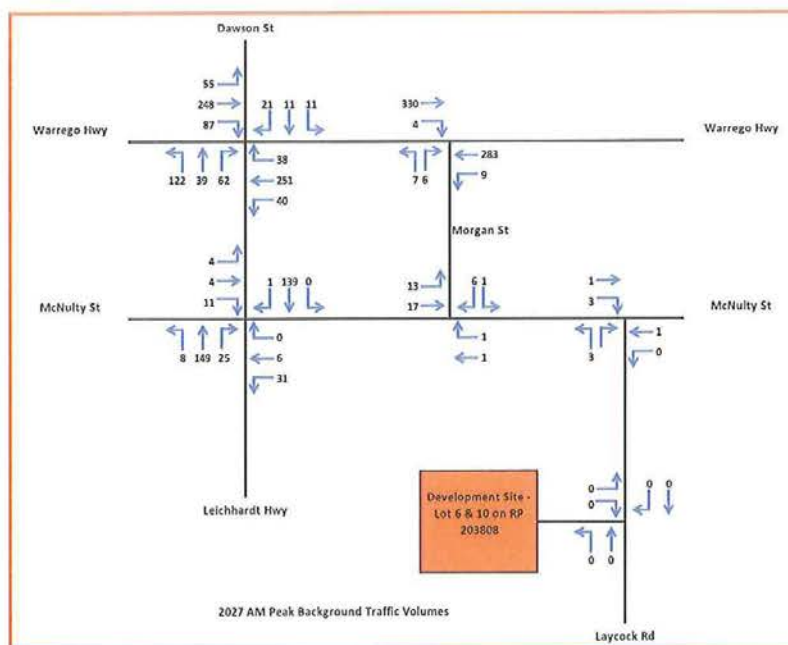


Figure 3.10: 2027 AM Peak Design Year Background Traffic Volumes

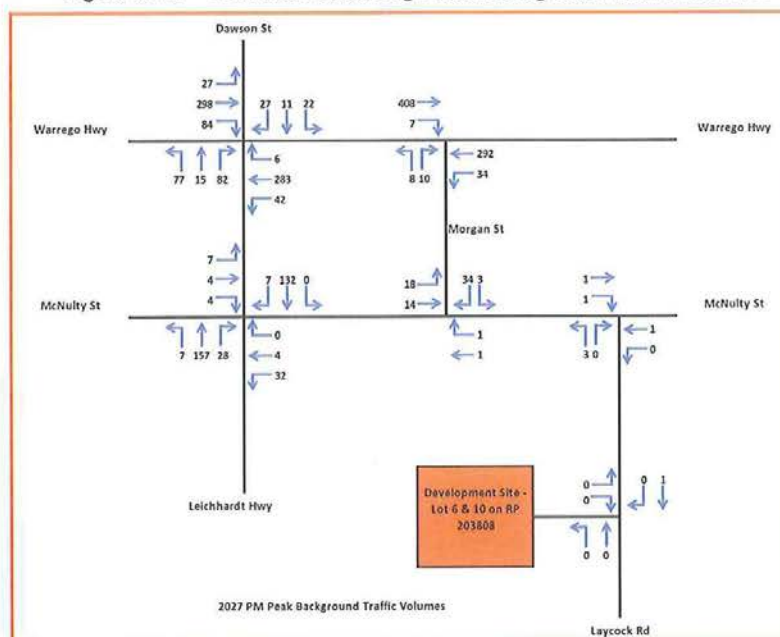


Figure 3.11: 2027 PM Peak Design Year Background Traffic Volumes

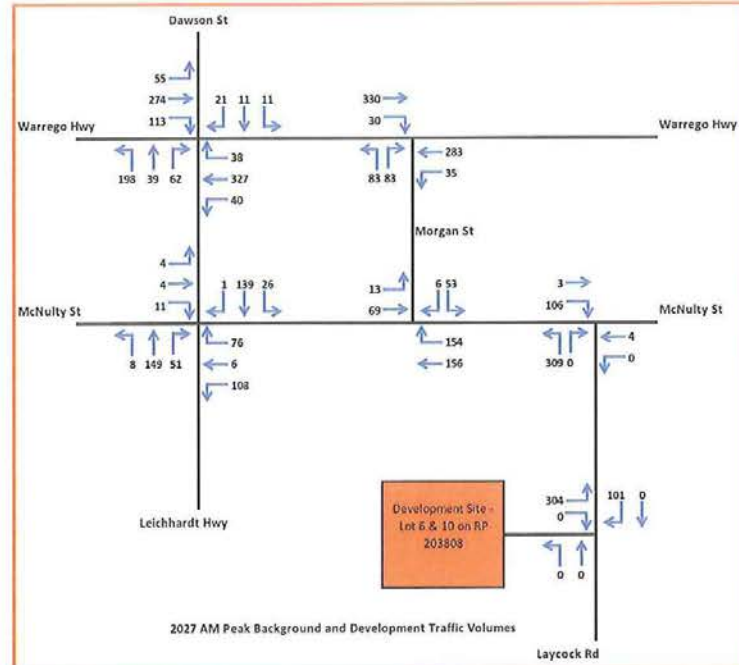


Figure 3.12: 2027 AM Peak Design Year Volumes

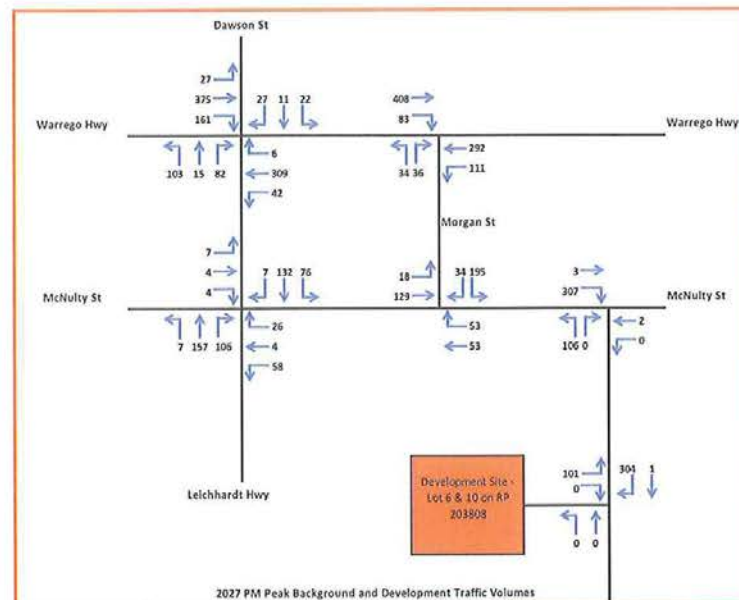


Figure 3.13: 2027 PM Peak Design Year Volumes

4.0 TRAFFIC OPERATION ASSESSMENT

4.1 TRAFFIC ANALYSIS

Detailed analyses have been undertaken using SIDRA INTERSECTION Version 5.1 software package to obtain intersection's capacity and performance characteristics such as Degree of Saturation (DOS), Delays and Queues. According to current standards (*DTMR Guidelines for Assessment of Road Impacts of Development* and *Austroads Guide to Traffic Management, Part 12: Traffic Impacts of Development*), the limits of operation for the different types of intersections are generally accepted as being:

- **Signalised Intersections** – the intersection **DOS**, which represents the proportion of available green time capacity taken up for the critical movement(s), should generally not exceed **0.90**. This represents 90% of the theoretical capacity and is considered a "practical capacity" beyond which delays increase substantially for modest increase in volume.
- **Roundabouts** – the **DOS** for any movement should not exceed **0.85**.
- **Priority Intersection** – the DOS for any movement should not exceed **0.85**.

In the SIDRA analysis, the following values have been adopted:

- Default values have been used except for 1850 Saturation Flow Rate for all shared and turning lane movements.
- All intersections have been analysed as priority controlled.
- Considering that the almost all the traffic on Laycock Road would generated from the development site (at this stage), the assessment has only considered the "Opening Year" scenario for 2017.
- 10% Heavy Vehicles which are mostly buses and occasional service vehicles.

The following are the intersections analysed:

- Laycock Road and Site Access
- Leichhardt Hwy and McNully Street
- Warrego Hwy and Leichhardt Hwy
- Warrego Hwy and Morgan Street

Details of the SIDRA INTERSECTION performance results are presented in **Appendix C** of the Report.

4.1.1 Laycock Road and Site Access

The proposed intersection is priority controlled with shared through and right turn lanes on Laycock Road as shown in **Figure 4.1**.

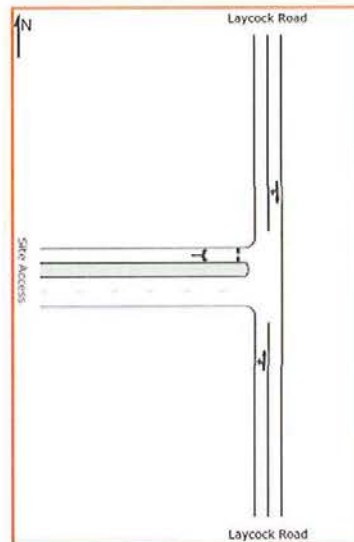


Figure 4.1: Site Intersection Layout

Table 4.1 presents summary results of the SIDRA Analyses. As can be reflected from the table, by the Design Year 2027 (same as 2017), this intersection would be operating with very low Degrees of Saturation, and very short Delays and Queues. Therefore, the proposed development does not have any significant impacts to Laycock Road and the surrounding road network.

Table 4.1: Intersection Movement Performance Summary Results
2017 Opening Year Scenario

Approach	Movement	AM Peak			PM Peak		
		DOS v/c	Average Delays (s)	95% Back of Queues (m)	DOS v/c	Average Delays (s)	95% Back of Queues (m)
Laycock Road (S)	Left	0.001	8.2	0.0	0.001	8.2	0.0
	Through	0.001	0.0	0.0	0.001	0.0	0.0
Laycock Road (S)	Through	0.234	0.0	2.5	0.234	0.0	8.8
	Right	0.234	8.7	2.5	0.234	8.7	8.8
Site Access	Left	0.282	8.6	1.3	0.095	8.6	2.8
	Right	0.282	8.2	1.3	0.095	8.2	2.8

4.1.2 Leichhardt Highway and McNulty Street

The existing intersection layout (Figure 4.2) is priority controlled with "Give Way" signs on McNulty St.

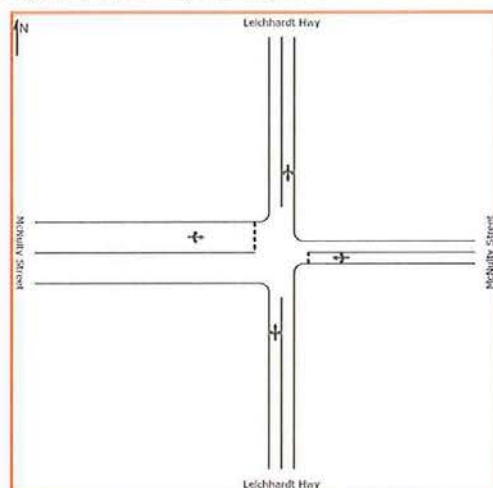


Figure 4.2: Existing Intersection Layout

Table 4.2 presents summary results of the SIDRA Analyses. By the Design Year 2027, the proposed development would have no significant impacts the surrounding road network.

Table 4.2: Intersection Movement Performance Summary Results

Approach	Movement	2017 Opening Year Scenario					
		AM Peak			PM Peak		
		DOS v/c	Average Delays (s)	95% Back of Queues (m)	DOS v/c	Average Delays (s)	95% Back of Queues (m)
Leichhardt Hwy (South)	Left	0.103	11.1	4.4	0.149	9.0	5.7
	Through	0.103	0.7	4.4	0.149	0.8	5.7
	Right	0.103	9.8	4.4	0.149	9.5	5.7
McNulty St (East)	Left	0.271	10.9	9.2	0.115	10.6	3.3
	Through	0.271	10.3	9.2	0.115	9.9	3.3
	Right	0.271	11.5	9.2	0.115	10.6	3.3
Leichhardt Hwy (North)	Left	0.073	9.1	3.5	0.104	9.0	4.3
	Through	0.073	0.6	3.5	0.104	0.4	4.3
	Right	0.073	9.3	3.5	0.104	8.5	4.3
McNulty St (West)	Left	0.031	13.5	0.9	0.018	10.5	0.5
	Through	0.031	12.6	0.9	0.018	9.3	0.5
	Right	0.031	11.9	0.9	0.018	10.8	0.5
2027 Design Year Scenario							
Leichhardt Hwy (South)	Left	0.150	11.6	7.3	0.213	9.8	10.4
	Through	0.150	1.2	7.3	0.213	1.6	10.4
	Right	0.150	10.3	7.3	0.213	10.7	10.4
McNulty St (East)	Left	0.341	13.3	13.0	0.155	12.2	4.5
	Through	0.341	12.6	13.0	0.155	11.6	4.5
	Right	0.341	13.8	13.0	0.155	12.6	4.5
Leichhardt Hwy (North)	Left	0.112	9.6	6.1	0.141	9.4	6.6
	Through	0.112	1.1	6.1	0.141	0.8	6.6
	Right	0.112	9.8	6.1	0.141	8.9	6.6
McNulty St (West)	Left	0.051	16.3	1.5	0.030	12.4	0.8
	Through	0.051	15.4	1.5	0.030	11.2	0.8
	Right	0.051	14.7	1.5	0.030	12.7	0.8

4.1.3 Warrego Highway and Leichhardt Highway (Existing Traffic)

The existing intersection layout (Figure 4.3) is priority controlled with "Give Way" signs on Dawson St.

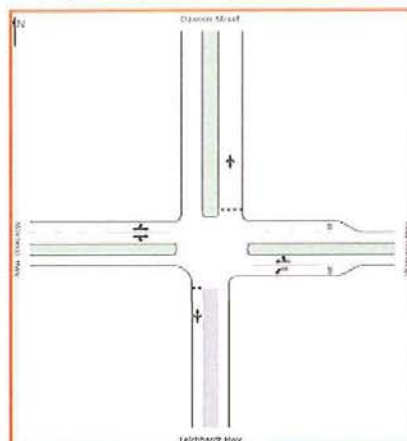


Figure 4.3: Existing Intersection Layout

Table 4.3 presents summary results of the SIDRA Analyses for the intersection under background traffic growth only. Even without the development traffic, by the Design Year 2027, this intersection would be getting closer to capacity, especially the Leichhardt Hwy approach which would experience high DOS of 0.761, and Delays of up to 44s in the PM Peak.

Table 4.3: Intersection Movement Performance Summary Results

Approach	Movement	2017 Opening Year Scenario (Background Traffic Volumes)					
		AM Peak			PM Peak		
		DOS v/c	Average Delays (s)	95% Back of Queues (m)	DOS v/c	Average Delays (s)	95% Back of Queues (m)
Leichhardt Hwy (South)	Left	0.277	13.9	9.5	0.250	15.2	8.2
	Through	0.277	12.4	9.5	0.250	13.7	8.2
	Right	0.277	13.9	9.5	0.250	15.2	8.2
Warrego Hwy (East)	Left	0.015	8.6	0.0	0.017	8.8	0.0
	Through	0.123	1.0	5.7	0.110	1.1	5.5
	Right	0.123	9.1	5.7	0.110	9.1	5.5
Dawson St (North)	Left	0.083	14.3	2.3	0.102	13.5	2.8
	Through	0.083	13.5	2.3	0.102	12.6	2.8
	Right	0.083	13.9	2.3	0.102	13.0	2.8
Warrego Hwy (West)	Left	0.037	8.5	0.0	0.038	8.5	0.0
	Through	0.136	1.1	0.8	0.139	1.1	7.1
	Right	0.136	10.3	0.8	0.139	10.5	7.1
2027 Design Year Scenario (Background Traffic Volumes)							
Leichhardt Hwy (South)	Left	0.714	32.2	46.8	0.761	44.3	46.5
	Through	0.714	30.8	46.8	0.761	42.8	46.5
	Right	0.714	32.3	46.8	0.761	44.3	46.5
Warrego Hwy (East)	Left	0.027	8.8	0.0	0.028	8.8	0.0
	Through	0.201	2.0	11.5	0.186	2.2	11.7
	Right	0.201	10.1	11.5	0.186	10.2	11.7
Dawson St (North)	Left	0.192	23.2	5.0	0.236	22.0	6.5
	Through	0.192	22.3	5.0	0.236	21.2	6.5
	Right	0.192	22.7	5.0	0.236	21.5	6.5
Warrego Hwy (West)	Left	0.065	8.5	0.0	0.068	8.5	0.0
	Through	0.236	2.2	14.0	0.248	2.3	15.6
	Right	0.236	11.7	14.0	0.248	12.2	15.6

4.1.4 Warrego Highway and Leichhardt Highway (Option 1)

The SIDRA analyses in **Section 4.1.3** have shown that this intersection would experience high DOSs and significant delays in the AM Peak in 2027, especially Leichhardt Hwy southern approach without the proposed development generated traffic. Therefore, this scenario analyses the existing intersection with Development traffic for design year 2027 to assess the impacts to the surrounding road network, and proposes an alternative intersection layout option that would improve traffic operations at this intersection.

As indicated in **Section 4.1** of the report regarding guidelines for assessing capacity at priority intersection, once practical capacity of 0.85 is exceeded, then DOSs and Delays increase substantially with moderate increase in traffic volumes. This scenario clearly demonstrates that introduction of moderate development traffic on this priority intersection already getting capacity with a DOS of 0.746 has resulted in substantial increase in DOSs, Delays and Queues as shown in **Table 4.4**. Therefore, this intersection will need to be upgraded by 2027 to accommodate projected increase in traffic volumes without this and other developments that are likely to take place in Miles and surrounding areas.

To cater for future background traffic volumes, an alternative intersection layout is proposed involving installation of additional lanes on both Leichhardt Hwy and Dawson Street approaches as shown in **Figure 4.4**. Dawson Street would only require lane marking within the existing road pavement which has an 8 m wide lane. However, Leichhardt Hwy would require provision of short turning lanes that could be accommodated within the existing road reserve. SIDRA results presented in **Table 4.4** indicate that the proposed alternative intersection layout requiring minor remedial works would provide additional capacity to cater for background traffic and additional traffic from the proposed development.

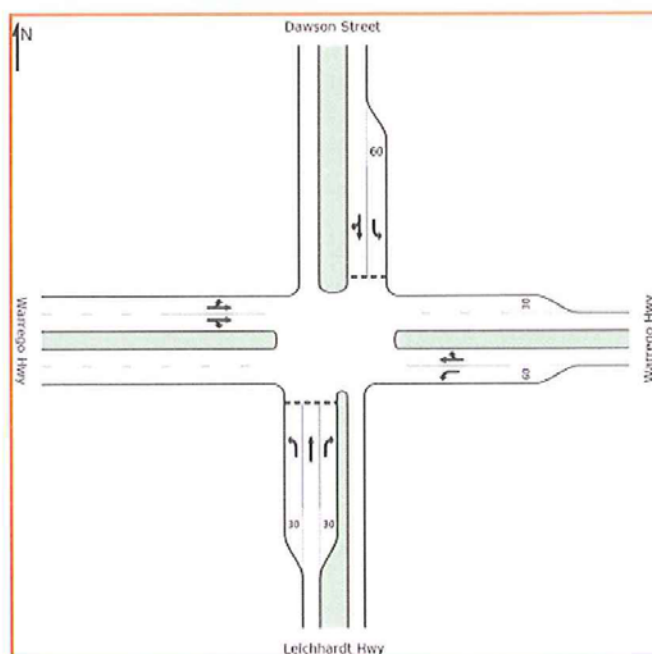


Figure 4.4: Proposed Alternative Intersection Layout – Option 1

Table 4.4: Intersection Movement Performance Summary Results

2027 Design Year Scenario (Background & Development Traffic)							
Approach	Movement	AM Peak			PM Peak		
		DOS v/c	Average Delays (s)	95% Back of Queues (m)	DOS v/c	Average Delays (s)	95% Back of Queues (m)
Leichhardt Hwy (South)	Left	1.075	140.0	241.2	1.222	282.5	271.7
	Through	1.075	138.5	241.2	1.222	181.0	271.7
	Right	1.075	140.0	241.2	1.222	282.5	271.7
Warrego Hwy (East)	Left	0.027	8.8	0.0	0.028	8.8	0.0
	Through	0.250	2.4	15.9	0.204	3.0	14.3
	Right	0.250	10.5	15.9	0.204	11.0	14.3
Dawson St (North)	Left	0.297	36.0	7.9	0.374	35.5	10.6
	Through	0.297	35.1	7.9	0.374	34.7	10.6
	Right	0.297	35.5	7.9	0.374	35.1	10.6
Warrego Hwy (West)	Left	0.079	8.5	0.0	0.102	8.5	0.0
	Through	0.288	3.0	19.3	0.373	2.9	29.6
	Right	0.288	13.1	19.3	0.373	13.7	29.6
2027 Design Year Scenario (Background & Development Traffic) – Option 1							
Leichhardt Hwy (South)	Left	0.331	13.2	12.8	0.168	12.1	5.1
	Through	0.220	28.6	6.1	0.102	30.8	2.6
	Right	0.523	51.6	17.6	0.952	145.1	55.3
Warrego Hwy (East)	Left	0.027	8.8	0.0	0.028	8.8	0.0
	Through	0.250	2.4	15.9	0.204	3.0	14.3
	Right	0.250	10.5	15.9	0.204	11.1	14.3
Dawson St (North)	Left	0.014	10.2	0.4	0.032	11.0	0.8
	Through	0.283	42.7	7.3	0.341	45.4	9.0
	Right	0.283	43.0	7.3	0.341	46.0	9.0
Warrego Hwy (West)	Left	0.079	8.5	0.0	0.099	8.5	0.0
	Through	0.288	3.0	19.3	0.377	3.0	30.3
	Right	0.288	12.6	19.3	0.377	13.3	30.3

4.1.5 Warrego Highway and Morgan Street

The existing intersection is priority controlled with shared through and right turn lanes on Warrego Hwy as shown in Figure 4.5.

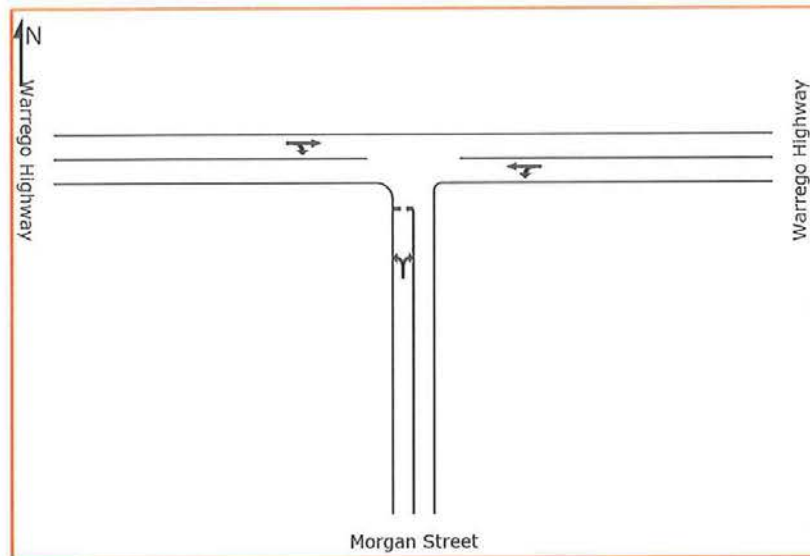


Figure 4.5: Existing Intersection Layout

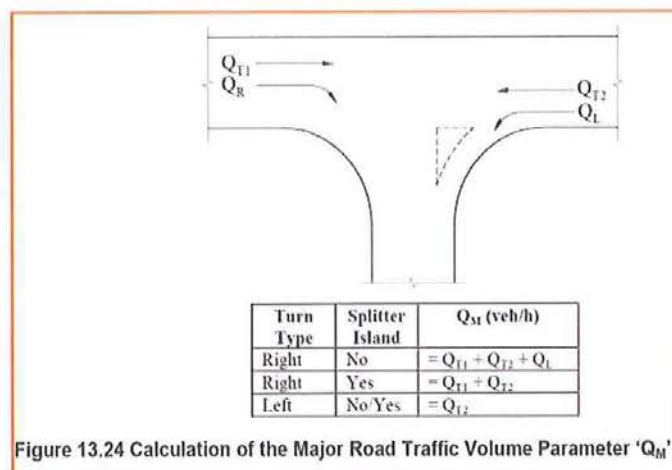
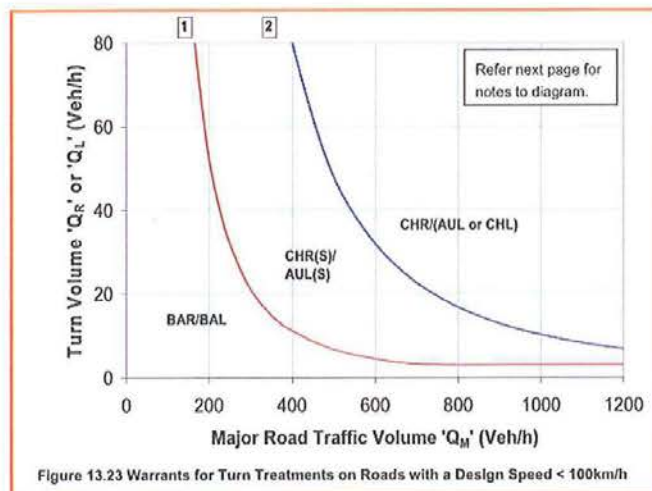
Table 4.5 presents summary results of the SIDRA Analyses. As can be reflected from the table, by the Design Year 2027, this intersection would be operating with very low Degrees of Saturation, and very short Queues, but significant delays in the PM Peak for traffic on Morgan Street. Therefore, the proposed development does not have any significant impacts to Warrego Hwy and the surrounding road network.

Table 4.5: Intersection Movement Performance Summary Results

2017 Opening Year Scenario(Background and Development Traffic)							
Approach	Movement	AM Peak			PM Peak		
		DOS v/c	Average Delays (s)	95% Back of Queues (m)	DOS v/c	Average Delays (s)	95% Back of Queues (m)
Morgan Street (S)	Left	0.346	15.2	13.5	0.189	16.7	5.4
	Right	0.346	15.5	13.5	0.189	17.0	5.4
Warrego Hwy (E)	Left	0.126	8.8	0.0	0.179	8.8	0.0
	Through	0.126	0.0	0.0	0.179	0.0	0.0
Warrego Hwy (W)	Through	0.152	1.4	8.0	0.248	2.5	14.6
	Right	0.152	10.4	8.0	0.248	11.6	14.6
2027 Opening Year Scenario(Background and Development Traffic)							
Morgan Street (S)	Left	0.609	29.9	29.0	0.419	35.8	13.3
	Right	0.609	30.3	29.0	0.419	36.1	13.3
Warrego Hwy (E)	Left	0.202	8.8	0.0	0.260	8.8	0.0
	Through	0.202	0.0	0.0	0.260	0.0	0.0
Warrego Hwy (W)	Through	0.246	2.9	16.9	0.380	5.7	38.7
	Right	0.246	12.0	16.9	0.380	14.9	38.7

4.2 WARRANTS FOR TURN TREATMENTS BASED ON RPDM

The warrants for major road turn treatments at unsignalised intersections on roads with the design speed less than 100 km/h is based on **Figure 13.23** of the Road Planning and Design Manual (RPDM). The calculation of the Major Road Traffic Volume Parameter " Q_M " is based on **Figure 13.24**. The assessments have only considered the design year horizon of 2027 for both peaks with and without development.



4.2.1 Warrego Highway and Morgan Street

Turn treatment for this intersection has been assessed to be more or less the same with or without development traffic volumes except for left turn movement No1.

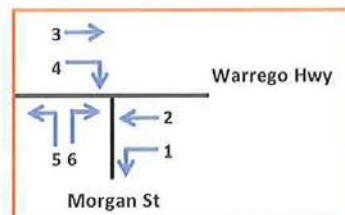


Figure 4.6: Warrego Hwy and Morgan St

Table 4.6: 2027 Background Traffic Volumes

Period	Movement	Q_M	Q_L/Q_R	Turn Treatment
AM	1	283	9	BAL
	4	622	4	CHR
PM	1	292	34	AUL
	4	734	7	CHR

Table 4.7: 2027 Background & Development Traffic Volumes

Period	Movement	Q_M	Q_L/Q_R	Turn Treatment
AM	1	330	35	AUL
	4	648	30	CHR
PM	1	408	111	AUL or CHL
	4	811	83	CHR

4.2.2 Warrego Highway, Leichhardt Highway & Dawson Street

Turn treatment for this intersection has been assessed to be the same with or without development traffic volumes.

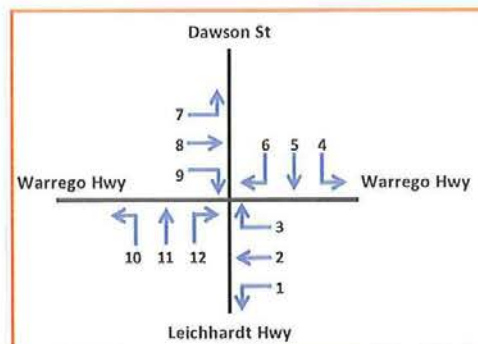


Figure 4.7: Warrego & Leichhardt Hwy

Table 4.8: 2027 Background Traffic Volumes

Period	Movement	Q _M	Q _L /Q _R	Turn Treatment
AM	1	251	40	AUL(S)
	3	554	38	CHR(S)
	4	11	11	BAL
	6	172	21	BAR
	7	248	55	AUL(S)
	9	539	87	CHR
	10	39	122	BAL
PM	12	61	62	BAR
	1	283	42	AUL(S)
	3	605	6	CHR(S)
	4	11	22	BAL
	6	53	27	BAR
	7	298	27	AUL(S)
	9	658	84	CHR
	10	15	77	BAL
	12	68	82	BAR

Table 4.9: 2027 Background & Development Traffic Volumes

Period	Movement	Q _M	Q _L /Q _R	Turn Treatment
AM	1	327	40	AUL(S)
	3	656	38	CHR(S)
	4	11	11	BAL
	6	248	21	BAR
	7	274	55	AUL(S)
	9	714	113	CHR
	10	39	198	BAL
PM	12	61	62	BAR
	1	309	42	AUL(S)
	3	711	6	CHR(S)
	4	11	22	BAL
	6	129	27	BAR
	7	375	27	AUL(S)
	9	726	161	CHR
	10	15	103	BAL
	12	108	82	BAR

4.2.3 Leichhardt Highway & McNulty Street

Turn treatment for this intersection has been assessed to be the same with or without development traffic volumes.

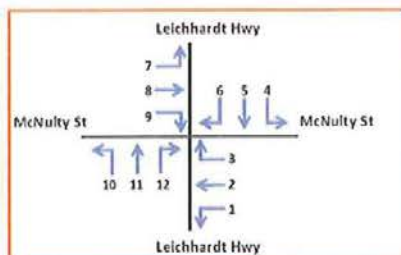


Figure 4.8: Leichhardt Hwy & McNulty St

Table 4.10: 2027 Background Traffic Volumes

Period	Movement	Q _M	Q _L /Q _R	Turn Treatment
AM	1	6	31	BAL
	3	14	76	BAR
	4	139	26	BAL
	6	296	1	BAR
	7	4	4	BAL
	9	41	11	BAR
	10	149	8	BAL
	12	288	25	CHR(S)
PM	1	4	32	BAL
	3	15	0	BAR
	4	132	0	BAL
	6	296	7	BAR
	7	4	7	BAL
	9	40	4	BAR
	10	157	7	BAL
	12	321	28	CHR(S)

Table 4.11: 2027 Background & Development Traffic Volumes

Period	Movement	Q _M	Q _L /Q _R	Turn Treatment
AM	1	6	108	BAL
	3	14	76	BAR
	4	139	26	BAL
	6	296	1	BAR
	7	4	4	BAL
	9	118	11	BAR
	10	149	8	BAL
	12	314	51	CHR(S)
PM	1	4	58	BAL
	3	15	26	BAR
	4	132	76	BAL
	6	296	7	BAR
	7	4	7	BAL
	9	66	4	BAR
	10	157	7	BAL
	12	365	106	CHR(S)

5.0 CONCLUSION

In response to the "Information Request" from the Department of Main Roads and Transport, this Traffic Impact Assessment Report has been reviewed to address TMR issues as part of supporting the Development Application by Landtrak Corporation for the proposed Workers Camp, Miles. The report presents SIDRA traffic analysis results and discussions the likely impacts of the proposed development to the surrounding road network. The following is a summary of conclusions and recommendations:

- The workers at the camp will be working in various parts of the Surat Basin (Not Miles) and Buses which will seat up to 50 workers will be used to transport workers for example, as far as Wandoan. Therefore, this assessment has assumed that 70% of the trips will be by buses, even though we understand from the developer that almost all trips (over 90%) will be by buses.
- The Village Camp will be reliant on the new "Origin Airport" currently under construction to bring workers to Miles. The services provided in the accommodation will be a shuttle from the airport to the village and then daily transport to and from work sites.
- Site access as presented on the "Development Site Layout Plan" will be from Laycock Road. The intersection concept layout used for SIDRA analysis would be used as the basis for the development of a detailed design plan.
- The total car parks of 952 provided based on rate of 0.315 parks per room have been assessed to be more than adequate, especially considering the fact that most of the trips to Miles would be Fly In/Fly Out, and local trips In/Out of the Workers Camp to sites would be mostly by buses.
- SIDRA analyses have revealed that by the 10 year design horizon of 2027, the intersections of Laycock Road/Site Access, Leichhardt Hwy/McNulty Street and Warrego Hwy/Morgan Street would be operating with low Degrees of Saturation (DOS), minimum Delays (except for Morgan Street which would have significant delays in the PM Peak) and Queues. Therefore, the proposed development has no impacts to the intersections and the surrounding road network in general.
- The SIDRA analyses have revealed that even without the development, the intersection of Warrego Hwy and Leichhardt Hwy would experience high DOSs of up to 0.761 and delays of about 44s in the AM Peak by the design year horizon of 2027, especially Leichhardt Hwy (southern approach) purely based on the existing projected background traffic.
- An analysis of a scenario that introduces moderate development generated traffic at the intersection of Leichhardt Hwy and Warrego High Hwy has revealed that by 2027, this intersection would be experiencing saturated traffic conditions with High DOSs, Delays and long queues, especially on the side streets (Leichhardt Hwy and Dawson Street approaches).
- *"Please note that Sidra Guidelines for assessing capacity at priority intersection stipulate that, once practical capacity of 0.85 is exceeded, then DOSs and Delays increase substantially with moderate increase in traffic volumes".* Therefore, the results at the intersection of Warrego Hwy and Leichhardt Hwy simply reflect the guideline predicted outcomes.
- Considering the significant and rapid increase in development around Miles as a result of mining and other commercial activities, it is recommended that TMR and the Western Downs Regional Council consider short and long term road network planning that would accommodate projected future traffic volumes.

- To cater for future background traffic volumes, an alternative intersection layout is proposed involving installation of additional lanes on both Leichhardt Hwy and Dawson Street approaches is proposed. The proposed layout option 1, Dawson Street would only require lane marking within the existing road pavement which has an 8 m wide lane. However, Leichhardt Hwy would require provision of short turning lanes that could be accommodated within the existing road reserve. SIDRA results indicate that the proposed alternative intersection layout requiring minor remedial works would provide additional capacity to cater for background traffic and additional traffic from the proposed development.
- An assessment of the turn treatments for the three State-controlled Road intersections in accordance with the warrants in Figure 13.23 of the RPDM for design year 2027 has revealed that all the intersections would require the same treatment with or without development traffic volumes.
- An assessment showing the impact of the roster changeover on the Warrego Highway and Morgan Street intersection is basically the same shown in the development traffic distribution diagrams and associated traffic analysis results.

From the above, the traffic assessment has clearly demonstrated that there are no significant impacts that could arise as a result of the ultimate development. Therefore, from traffic engineering point of view, it is recommended that this development be approved as proposed.

APPENDIX A – DEVELOPMENT SITE LAYOUT PLAN



the face-to-face engineers



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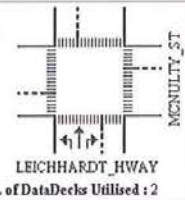
APPENDIX B – TRAFFIC COUNT DATA



the face-to-face engineers

Intersection : MCNULTY ST
LEICHHARDT HWAY
Analysis Period : 06:00:00.00 to 18:15:02 Of total survey from 06:00:00.00 to 18:15:02
Job Number : HB1
Operator : KEV_JAMES
Deck T30 Mode : CA
Increments : 15
Survey Date : 24/01/2012
File Used : 26CMERG1 TTM
Template : "New Template", No : 1
Template File : c:\deck\plates\mleg3.ttp

Comments
4C1
FINE



No. of Data Decks Utilised : 2

A Short Vehicles						B Truck / Bus						C Articulated						D Road Train								
Time	Left					Through					Right					Total										
	A	B	C	D	Total	A	B	C	D	Total	A	B	C	D	Total	A	B	C	D	Total						
06:00:00	0	0	0	0	1	13	2	0	0	21	3	0	0	0	3	22	2	0	1	25	0	0	0	0	0	0
06:15:00	0	0	0	0	0	17	1	0	0	18	4	0	0	0	4	21	1	0	0	22	0	0	0	0	0	0
06:30:00	1	0	0	0	1	11	0	0	1	12	1	1	0	0	2	13	1	0	1	15	0	0	0	0	0	0
06:45:00	2	0	0	0	2	13	2	0	0	15	2	0	0	0	2	17	2	0	3	22	0	0	0	0	0	0
07:00:00	0	0	0	0	0	6	0	1	0	7	1	0	0	0	1	7	3	1	9	11	0	0	0	0	0	0
07:15:00	0	0	0	0	0	0	0	0	1	1	1	1	0	0	3	4	0	1	14	0	0	0	0	0	0	0
07:30:00	2	0	0	0	2	10	2	1	0	13	4	1	0	0	5	16	3	1	0	20	0	0	0	0	0	0
07:45:00	0	0	0	0	0	4	0	0	0	4	1	0	0	1	5	3	0	0	8	8	0	0	0	0	0	0
08:00:00	0	0	0	0	0	3	1	2	0	6	2	1	0	0	3	11	2	2	0	15	0	0	0	0	0	0
08:15:00	2	0	0	0	2	16	2	1	0	19	6	0	0	0	6	24	2	1	0	27	0	0	0	0	0	0
08:30:00	1	0	0	0	1	11	2	0	0	13	4	0	0	0	4	16	2	0	0	18	0	0	0	0	0	0
08:45:00	0	0	0	0	0	11	0	0	0	11	2	0	0	0	2	13	0	0	0	13	0	0	0	0	0	0
09:00:00	0	0	0	0	0	6	1	2	0	9	4	1	0	0	5	13	2	2	0	17	0	0	0	0	0	0
09:15:00	0	0	1	0	1	10	0	1	0	11	0	0	0	0	3	13	3	2	0	16	0	0	0	0	0	0
09:30:00	0	0	0	0	0	12	0	1	1	14	1	1	0	0	2	15	1	1	1	18	0	0	0	0	0	0
09:45:00	1	0	0	0	1	7	0	0	0	7	1	0	0	0	8	15	4	0	0	19	0	0	0	0	0	0
10:00:00	1	0	0	0	1	7	2	1	0	10	3	1	0	0	4	15	4	1	0	20	0	0	0	0	0	0
10:15:00	2	0	0	0	2	10	1	0	0	11	2	0	0	2	13	2	1	0	15	0	0	0	0	0	0	0
10:30:00	0	0	0	0	0	13	4	1	0	18	1	0	0	0	3	15	1	0	0	16	0	0	0	0	0	0
10:45:00	1	0	1	0	2	7	0	1	0	8	5	0	0	0	5	13	0	2	0	15	0	0	0	0	0	0
11:00:00	0	0	0	0	0	6	2	1	1	10	4	0	0	0	4	10	2	1	1	14	0	0	0	0	0	0
11:15:00	3	0	0	0	3	16	0	2	0	18	3	1	0	0	4	22	1	2	9	25	0	0	0	0	0	0
11:30:00	1	0	0	0	1	7	0	0	2	9	7	0	0	0	7	15	0	0	2	17	0	0	0	0	0	0
11:45:00	1	0	0	0	1	7	0	2	2	11	6	0	0	0	6	14	0	2	2	18	0	0	0	0	0	0
12:00:00	2	0	0	0	2	8	0	2	0	10	3	0	0	0	3	13	0	2	0	15	0	0	0	0	0	0
12:15:00	0	0	0	1	1	8	2	1	0	11	3	0	0	0	3	11	2	1	1	15	0	0	0	0	0	0
12:30:00	0	1	0	0	1	11	0	0	0	11	0	1	0	0	1	14	2	0	0	16	0	0	0	0	0	0
12:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15:00	1	0	0	0	1	13	0	0	1	14	1	0	0	0	1	15	0	0	0	16	0	0	0	0	0	0
13:30:00	2	0	1	1	4	8	1	0	2	11	5	0	0	0	5	15	1	1	3	20	0	0	0	0	0	0
13:45:00	0	1	0	0	1	5	2	0	2	9	4	1	0	0	5	9	4	0	2	15	0	0	0	0	0	0
14:00:00	0	1	0	0	1	7	0	0	0	7	1	0	0	0	1	8	1	0	0	9	0	0	0	0	0	0
14:15:00	0	1	1	0	2	8	0	0	0	8	4	0	0	0	4	12	1	1	0	14	0	0	0	0	0	0
14:30:00	0	0	0	1	1	12	0	0	0	12	3	0	0	0	3	15	0	0	1	16	0	0	0	0	0	0
14:45:00	0	0	0	1	1	12	0	1	1	14	5	0	0	0	5	17	0	1	2	20	0	0	0	0	0	0
15:00:00	2	0	0	0	2	10	5	1	0	16	1	0	0	0	1	16	3	1	0	20	0	0	0	0	0	0
15:15:00	0	0	0	0	0	16	2	0	1	19	1	0	0	1	20	2	0	1	21	0	0	0	0	0	0	0
15:30:00	1	0	0	0	1	15	1	0	0	16	3	0	0	0	6	19	4	0	3	24	0	0	0	0	0	0
15:45:00	0	1	0	0	1	13	1	0	0	14	3	0	0	0	3	16	2	0	0	18	0	0	0	0	0	0
16:00:00	1	1	0	1	3	11	1	0	0	12	4	0	0	0	4	16	2	0	1	19	0	0	0	0	0	0
16:15:00	1	0	1	0	2	9	0	0	0	9	4	0	0	0	4	14	0	1	0	15	0	0	0	0	0	0
16:30:00	0	0	0	0	0	15	2	1	1	19	4	0	0	0	4	19	2	1	1	23	0	0	0	0	0	0
16:45:00	0	0	0	0	0	4	1	2	0	7	3	0	0	0	3	7	1	2	0	10	0	0	0	0	0	0
17:00:00	0	0	0	0	0	12	1	0	1	14	2	0	0	0	2	14	1	0	1	16	0	0	0	0	0	0
17:15:00	1	0	0	0	1	15	1	0	0	16	6	0	0	0	6	24	1	0	0	25	0	0	0	0	0	0
17:30:00	1	0	0	0	1	5	0	2	0	8	6	0	0	0	6	12	0	2	0	17	0	0	0	0	0	0
17:45:00	1	0	0	0	1	3	1	1	0	5	4	0	0	0	4	8	1	1	0	10	0	0	0	0	0	0
18:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00:02	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	37	6	5	6	14	46	6	3	20	53	15	12	0	0	174	66	80	42	26	603	0	0	0	0	0	0

Survey & analysis conducted by Department of Transport and Main Roads, using the Data Deck T30 & associated software from TTM

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Report Printed on : 25/01/2012

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BRISBANE
TOOWOOMBA
DALBY

Level 1, 37 Boundary St [PO Box 3382] South Brisbane QLD 4101 P (07) 3846 5885 F (07) 3846 5888
9 Bowen Street [PO Box 66] Toowoomba QLD 4350 P (07) 4639 4100 F (07) 4639 4034
Shop 3, Corner Condamine Street and Archbold Street [PO Box 1146] Dalby QLD 4405 P (07) 4662 6000 F (07) 4662 6011

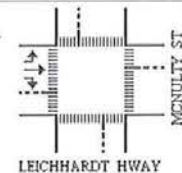
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Intersection : MCNULTY ST
LEIGHARDT HWAY
Analysis Period : 06:00:00.00 to 18:15:02 Of total survey from 06:00:00.00 to 18:15:02
Job Number : HB1
Operator : KEV_JAMES
Deck T30 Mode : CA
Increments : 15
Survey Date : 24/01/2012
File Used : 26CMERG1 TTM
Template : "New Template", No : 1
Template File : c:\deck\plates\4leg4t1p

Comments
4C1
FINE



No. of DataDecks Utilised : 2

A Short Vehicles					B Truck / Bus					C Articulated					D Road Train									
Leg 2																								
Time	Left					Through					Right					Total								
	A	B	C	D	Total	A	B	C	D	Total	A	B	C	D	Total	A	B	C	D	Total				
06:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15:00	2	0	0	0	2	0	0	0	0	0	0	0	1	0	1	2	0	1	0	3	0	0	0	0
06:30:00	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	2	0	0	2	0	0	0	0	0
06:45:00	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0
07:00:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	0	0	0	0
07:15:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	1	0	0	0	0	0
07:30:00	0	0	0	0	0	1	0	0	0	1	1	0	0	0	2	2	1	0	0	3	0	0	0	0
07:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00:00	0	0	0	0	0	1	0	0	0	1	0	0	0	0	3	4	0	0	4	0	0	0	0	0
08:15:00	1	0	0	0	1	2	0	0	0	2	2	1	0	0	3	5	1	0	6	0	0	0	0	0
08:30:00	1	0	0	0	1	0	0	0	0	1	0	0	0	0	1	2	0	0	2	0	0	0	0	0
08:45:00	1	0	0	0	1	0	0	0	0	1	2	0	0	0	2	3	0	0	3	0	0	0	0	0
09:00:00	0	0	0	0	0	1	0	0	0	1	2	0	0	0	2	3	0	0	3	0	0	0	0	0
09:15:00	0	0	0	0	0	2	0	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	0	0
09:30:00	0	0	0	0	0	1	0	0	0	1	1	0	0	0	2	2	0	0	2	0	0	0	0	0
09:45:00	4	0	0	0	4	1	0	0	0	5	1	0	0	0	6	0	0	2	0	0	0	0	0	0
10:00:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	2	0	0	0	0	0
10:15:00	2	1	0	0	3	0	0	0	0	3	0	0	0	0	3	1	0	0	4	0	0	0	0	0
10:30:00	1	0	0	0	1	1	0	0	0	2	0	0	0	0	2	2	0	0	3	0	0	0	0	0
10:45:00	4	0	0	0	4	1	0	0	0	5	0	0	0	0	5	0	0	0	5	0	0	0	0	0
11:00:00	0	0	0	0	0	1	1	0	0	2	0	0	0	0	2	0	0	0	2	0	0	0	0	0
11:15:00	0	1	0	0	1	1	1	0	0	2	1	0	0	0	3	2	0	0	4	0	0	0	0	0
11:30:00	1	0	0	0	1	0	0	0	0	1	0	0	0	0	1	2	0	0	2	0	0	0	0	0
11:45:00	2	0	0	0	2	1	0	0	0	3	0	0	0	0	3	0	0	0	3	0	0	0	0	0
12:00:00	1	0	0	0	1	0	0	0	0	1	0	0	0	0	1	1	0	0	2	0	0	0	0	0
12:15:00	0	1	0	0	1	0	0	0	0	1	0	0	0	0	1	1	0	0	2	0	0	0	0	0
12:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15:00	2	0	0	0	2	2	0	0	0	4	1	0	0	0	5	1	0	0	6	0	0	0	0	0
13:30:00	2	0	0	1	3	0	0	0	0	3	0	0	0	0	3	0	0	0	3	0	0	0	0	0
13:45:00	0	0	0	1	1	0	0	1	0	2	0	0	0	0	2	0	0	0	2	0	0	0	0	0
14:00:00	1	0	0	0	1	0	0	0	0	1	0	0	1	0	2	2	0	1	3	0	0	0	0	0
14:15:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	2	0	0	0	0	0
14:30:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	2	0	0	0	0	0
14:45:00	0	0	0	0	0	2	1	0	0	3	0	0	0	0	3	0	0	0	3	0	0	0	0	0
15:00:00	3	1	0	1	5	0	0	0	0	5	1	0	0	0	6	2	1	0	3	1	0	0	0	0
15:15:00	1	0	0	0	1	0	0	0	0	1	0	0	0	0	1	2	0	0	2	0	0	0	0	0
15:30:00	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	2	1	0	0	3	0	0	0	0
15:45:00	1	0	0	0	1	1	1	0	0	3	0	1	0	0	4	2	2	0	4	0	0	0	0	0
16:00:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	2	0	0	0	0	0
16:15:00	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3	0	0	5	0	0	0	0	0
16:30:00	1	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0
16:45:00	2	0	0	0	2	0	0	0	0	2	0	0	0	0	2	4	0	0	4	0	0	0	0	0
17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15:00	1	0	0	0	1	2	0	0	0	3	1	0	0	0	4	0	0	0	4	0	0	0	0	0
17:30:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0
17:45:00	2	0	0	0	2	1	0	0	0	3	0	0	0	0	3	0	0	0	3	0	0	0	0	0
18:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00:02	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	30	4	0	2	44	23	6	0	0	23	24	1	4	2	55	34	17	6	5	124	0	0	0	0

Survey & analysis conducted by Department of Transport and MainRoads, using the Data Deck T30 & associated software from TTM

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Report Printed on : 25/01/2012

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BRISBANE
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Level 1, 37 Boundary St (PO Box 3382) South Brisbane QLD 4101 P (07) 3846 5885 F (07) 3846 5886
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Shop 3, Corner Condamine Street and Archbold Street (PO Box 1148) Dalby QLD 4405 P (07) 4662 6000 F (07) 4662 6011

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Intersection : MCNULTY ST
LEIGHARDT HWAY
Analysis Period : 06:00:00.00 to 18:15:02 Of total survey from 06:00:00.00 to 18:15:02
Job Number : HB1
Operator : KEV_JAMES
Deck T30 Mode : CA
Increments : 15
Survey Date : 24/01/2012
File Used : 26CMERG1 TTM
Template : "New Template", No : 1
Template File : c:\decktplates\mcleg1.ttp

Comments
4C1
FINE



A Short Vehicles						B Truck / Bus						C Articulated						D Road Train								
Time	Left					Through					Right					Total										
	A	B	C	D	Total	A	B	C	D	Total	A	B	C	D	Total	A	B	C	D	Total						
06:00:00	0	0	0	0	0	6	1	0	0	7	1	0	0	0	1	7	1	0	0	0	0	0	0	0	0	0
06:15:00	0	0	0	0	0	3	0	0	1	4	1	0	0	0	1	4	0	0	1	5	0	0	0	0	0	0
06:30:00	0	0	0	0	0	4	1	0	0	5	0	0	0	0	4	1	0	0	0	5	0	0	0	0	0	0
06:45:00	0	0	0	0	0	6	0	1	0	7	1	0	0	1	2	7	0	1	1	3	0	0	0	0	0	0
07:00:00	0	0	0	0	0	4	2	2	0	8	1	0	0	0	1	5	2	2	0	3	0	0	0	0	0	0
07:15:00	0	0	0	0	0	3	3	1	0	7	1	0	0	0	1	10	3	1	0	14	0	0	0	0	0	0
07:30:00	0	0	0	0	0	6	2	1	0	9	0	0	0	0	6	2	1	0	3	0	0	0	0	0	0	0
07:45:00	0	0	0	0	0	15	1	2	0	18	1	0	0	0	1	16	1	2	0	19	0	0	0	0	0	0
08:00:00	0	0	0	0	0	10	2	0	1	13	0	0	0	0	10	2	0	1	13	0	0	0	0	0	0	0
08:15:00	0	0	0	0	0	3	4	3	0	10	0	0	0	0	3	4	3	0	10	0	0	0	0	0	0	0
08:30:00	0	0	0	0	0	17	0	1	0	18	0	0	0	0	17	0	1	0	18	0	0	0	0	0	0	0
08:45:00	0	0	0	0	0	10	3	1	1	15	0	0	0	0	10	3	1	1	15	0	0	0	0	0	0	0
09:00:00	0	0	0	0	0	7	1	0	0	8	1	0	0	0	1	8	1	0	3	3	0	0	0	0	0	0
09:15:00	0	0	0	0	0	16	0	2	1	19	0	0	0	0	16	0	2	1	19	0	0	0	0	0	0	0
09:30:00	0	0	0	0	0	13	1	1	1	22	0	0	0	0	13	1	1	1	22	0	0	0	0	0	0	0
09:45:00	0	0	0	0	0	3	0	0	0	3	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0
10:00:00	0	0	0	0	0	12	5	2	1	20	0	0	0	0	12	5	2	1	20	0	0	0	0	0	0	0
10:15:00	0	0	0	0	0	5	3	1	0	9	3	0	0	0	5	8	3	0	14	0	0	0	0	0	0	0
10:30:00	0	0	0	0	0	13	0	3	1	17	1	0	0	0	1	20	0	3	1	24	0	0	0	0	0	0
10:45:00	2	0	0	0	2	8	2	0	0	10	1	0	0	0	1	11	2	0	3	13	0	0	0	0	0	0
11:00:00	0	0	0	1	1	10	0	0	4	14	2	0	0	0	2	12	0	0	5	17	0	0	0	0	0	0
11:15:00	0	0	0	0	0	14	0	1	0	15	2	0	0	0	2	16	0	1	0	17	0	0	0	0	0	0
11:30:00	0	0	0	0	0	11	1	0	0	12	0	0	0	0	11	1	0	0	12	0	0	0	0	0	0	0
11:45:00	0	0	0	0	0	11	2	0	1	14	0	0	0	0	11	2	0	1	14	0	0	0	0	0	0	0
12:00:00	0	0	0	0	0	5	1	1	2	9	0	0	0	0	5	1	1	2	9	0	0	0	0	0	0	0
12:15:00	0	0	0	0	0	8	2	1	0	11	0	0	0	0	8	2	1	0	11	0	0	0	0	0	0	0
12:30:00	0	0	0	0	0	10	2	0	1	13	1	1	0	0	2	11	3	0	1	15	0	0	0	0	0	0
12:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15:00	0	0	0	0	0	12	0	0	1	13	1	0	0	0	1	13	0	0	1	14	0	0	0	0	0	0
13:30:00	0	0	0	0	0	7	2	1	2	12	0	1	0	0	1	7	3	1	2	13	0	0	0	0	0	0
13:45:00	0	0	0	0	0	11	1	1	1	14	0	0	0	0	11	1	1	1	14	0	0	0	0	0	0	0
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15:00:00	0	1	0	0	1	12	0	0	1	13	0	0	0	0	12	0	0	1	13	0	0	0	0	0	0	0
15:15:00	0	0	0	0	0	14	2	1	1	18	3	1	0	0	4	17	3	1	1	22	0	0	0	0	0	0
15:30:00	0	0	0	0	0	3	2	0	0	5	1	0	0	0	1	3	2	0	6	1	0	0	0	0	0	0
15:45:00	0	0	0	0	0	5	4	0	0	9	0	0	0	0	5	4	0	0	9	0	0	0	0	0	0	0
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17:15:00	0	0	0	0	0	20	2	1	0	23	0	0	0	0	20	2	1	0	23	0	0	0	0	0	0	0
17:30:00	0	0	0	0	0	20	2	0	0	22	1	0	0	0	1	21	2	0	0	23	0	0	0	0	0	0
17:45:00	0	0	0	0	0	10	0	1	0	11	0	0	0	0	10	0	1	0	11	0	0	0	0	0	0	0
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18:00:02	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	1	0	1	4	435	65	33	25	626	50	4	2	1	53	526	74	41	21	670	0	0	0	0	0	0

Survey & analysis conducted by Department of Transport and MainRoads, using the Data Deck T30 & associated software from TTM

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BRISBANE
TOOWOOMBA
DALBY

Level 1, 37 Boundary St (PO Box 3382) South Brisbane QLD 4101 P (07) 3846 5885 F (07) 3846 5886
9 Bowen Street (PO Box 66) Toowoomba QLD 4350 P (07) 4639 4100 F (07) 4639 4034
Shop 3, Corner Condamine Street and Archbold Street (PO Box 1148) Dalby QLD 4405 P (07) 4662 6000 F (07) 4662 6011

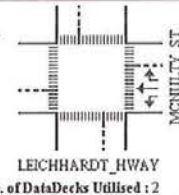
www.rmaeng.com.au



the face-to-face engineers

Intersection : MCNULTY ST
LEICHHARDT HWAY
Analysis Period : 06:00:00.00 to 18:15:02 Of total survey from 06:00:00.00 to 18:15:02
Job Number : HB1
Operator : KEV_JAMES
Deck T30 Mode : CA
Increments : 15
Survey Date : 24/01/2012
File Used : 26CMERG1 TTM
Template : "New Template", No : 1
Template File : c:\deck\updates\leg2.ttp

Comments
4C1
FINE



No. of Data Decks Utilised : 2

A	B	C	D
Short Vehicles	Truck / Bus	Articulated	Road Train

Time	Left				Through				Leg 4 Right				Total							
	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total
06:00:00	5	1	0	0	6	0	0	0	1	0	0	0	6	5	1	0	1	0	0	0
06:15:00	1	0	0	0	1	1	0	0	1	1	0	0	3	1	2	0	0	0	0	0
06:30:00	2	0	0	0	2	0	0	0	1	0	0	0	3	1	2	0	0	0	0	0
06:45:00	3	1	0	0	4	0	0	0	0	0	0	0	4	3	1	0	0	0	0	0
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07:30:00	6	0	0	0	6	1	0	0	1	0	0	0	8	7	0	0	0	0	0	0
07:45:00	5	0	0	0	5	0	0	0	0	0	0	0	5	5	0	0	0	0	0	0
08:00:00	3	1	0	0	4	3	0	0	3	0	0	0	6	6	1	0	0	0	0	0
08:15:00	6	0	0	0	6	1	0	0	1	0	0	0	8	7	0	0	0	0	0	0
08:30:00	7	0	0	0	7	0	0	0	0	0	0	0	7	7	0	0	0	0	0	0
08:45:00	4	0	0	0	4	1	1	0	2	0	0	0	7	5	1	0	0	0	0	0
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09:30:00	1	1	0	0	2	0	0	0	0	0	0	0	3	1	1	0	0	0	0	0
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11:15:00	1	1	0	0	2	1	0	0	1	0	0	0	4	2	1	0	0	0	0	0
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12:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15:00	2	0	0	0	2	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0
13:30:00	2	2	0	0	4	1	0	0	1	0	0	0	5	3	2	0	0	0	0	0
13:45:00	1	0	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
14:00:00	1	0	0	0	1	1	0	0	1	0	0	0	3	2	0	0	0	0	0	0
14:15:00	2	0	0	0	2	1	0	0	1	0	0	0	4	3	0	0	0	0	0	0
14:30:00	6	0	0	0	6	0	0	0	0	0	0	0	6	6	0	0	0	0	0	0
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16:30:00	2	0	0	0	2	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0
16:45:00	2	0	0	0	2	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0
17:00:00	6	0	0	0	6	0	0	0	0	0	0	0	6	6	0	0	0	0	0	0
17:15:00	3	0	0	0	3	2	0	0	2	0	0	0	7	5	0	0	0	0	0	0
17:30:00	3	0	0	0	3	1	0	0	1	0	0	0	5	4	0	0	0	0	0	0
17:45:00	4	0	0	0	4	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0
18:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00:02	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	111	10	0	0	121	21	2	0	1	24	4	0	0	130	20	0	1	20	0	0

Survey & analysis conducted by Department of Transport and Main Roads, using the Data Deck T30 & associated software from TTM

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Report Printed on : 25/01/2012

Road Segments Summary - All Vehicles

Region	Segment Start TDist	Segment End TDist	Site	Site TDist	Description	AADT			VKT (Millions)			Data Year	Page
						G	A	B	G	A	B		
202	0.000 km	32.020 km	40401	7.560 km	Approx 80m North of Columboola Ck Bridge	300	315	615	3.50618	3.68150	7.18769	2011	2
202	32.020 km	53.040 km	40243	37.890 km	WIM 1.72km Sth Condamine-Meandarra Rd	141	176	317	1.08179	1.35032	2.43212	2010	3
202	53.040 km	81.400 km	50026	79.210 km	2km north of The Gums	178	130	308	1.84255	1.34568	3.18823	2011	4
202	81.400 km	127.420 km	51357	81.700 km	300m south of Surat Developmental Road	234	164	398	3.93057	2.75476	6.68533	2011	5
202	127.420 km	176.370 km	50015	153.890 km	3.5km South of Booroodoo Rd	235	240	475	4.19889	4.28802	8.48671	2011	6
202	176.370 km	205.210 km	51321	203.450 km	1km North of Gore Highway	518	318	836	5.45278	3.34746	8.80024	2011	7
202	205.210 km	220.130 km	50019	210.200 km	10km nth of Goondi at Brigalow Creek	1,065	1,086	2,151	5.79978	5.91414	11.71392	2011	8
202	220.130 km	222.410 km	51841	220.600 km	Approx 500m East of Int of 31A & 26C	1,136	1,187	2,323	0.94538	0.98782	1.93320	2011	9
202	222.410 km	224.140 km	55438	223.910 km	300m West of Inter of 17D & 26C	1,578	1,697	3,275	0.99643	1.07157	2.06800	2011	10
Totals						27,75415	24,74127	52,49542					

Road Segments Summary - Heavy Vehicles only

VKT totals are calculated only if traffic class data is available for all sites.

Region	Segment Start TDist	Segment End TDist	Site	Site TDist	Description	HV AADT						HV VKT (Millions)			Data Year	Page
						G		H		B		G	A	B		
						AADT	HV %	AADT	HV %	AADT	HV %					
202	0.000 km	32.020 km	40401	7.560 km	Approx 80m North of Columboola Ck Bridge	75	25.00%	74	23.49%	146	24.23%	0.87655	0.86486	1.74141	2011	2
202	32.020 km	53.040 km	40243	37.890 km	WIM 1.72km Sth Condamine-Meandarra Rd	38	26.95%	45	25.57%	83	26.18%	0.29155	0.34525	0.63680	2010	3
202	53.040 km	81.400 km	50026	79.210 km	2km north of The Gums	75	42.13%	55	42.31%	130	42.21%	0.77636	0.56933	1.34568	2011	4
202	81.400 km	127.420 km	51357	81.700 km	300m south of Surat Developmental Road	66	36.75%	64	39.02%	150	37.69%	1.44457	1.07503	2.51959	2011	5
202	127.420 km	176.370 km	50015	153.890 km	3.5km South of Booroodoo Rd	90	38.30%	88	35.83%	176	37.05%	1.60801	1.53654	3.14455	2011	6
202	176.370 km	205.210 km	51321	203.450 km	1km North of Gore Highway	207	39.96%	99	31.13%	306	36.60%	2.17901	1.04213	3.22114	2011	7
202	205.210 km	220.130 km	50019	210.200 km	10km nth of Goondi at Brigalow Creek	436	40.94%	400	36.89%	836	38.87%	2.37437	2.17832	4.55269	2011	8
202	220.130 km	222.410 km	51841	220.600 km	Approx 500m East of Int of 31A & 26C	507	44.63%	535	45.07%	1,042	44.86%	0.42193	0.44523	0.86715	2011	9
202	222.410 km	224.140 km	55438	223.910 km	300m West of Inter of 17D & 26C	597	37.83%	604	35.99%	1,201	36.67%	0.37898	0.38140	0.75827	2011	10
Totals						10,94930		8,43808		18,78739						

Site 40401 - Point 240000680 - 80m
North of Columboola Ck Bridge
7.56 km

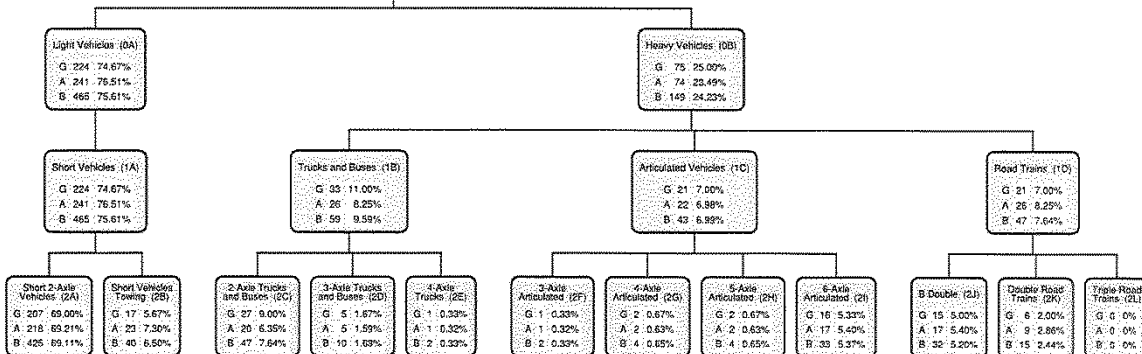
The width of each Road Segment is proportional to its AADT.



This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. Those inaccuracies are statistically insignificant.

All Vehicles (00)
G: 300 100%
A: 315 100%
B: 615 100%

Annual Segment Growth			
	Based on 1 year's data	Based on 5 years' data	Based on 10 years' data
G	7.50%	5.57%	4.78%
A	10.92%	6.99%	5.49%
B	9.24%	8.14%	5.14%





Road Segments Summary - All Vehicles

Region	Segment Start TDist	Segment End TDist	Site	Site TDist	Description	AADT			VKT (Millions)			Data Year	Page
						G	A	B	G	A	B		
202	0.000 km	1.135 km	40290	0.680 km	30m East of Abut A Dogwood Crk Bridge	1,827	1,707	3,334	0.67403	0.70717	1.38119	2011	2
202	1.135 km	21.274 km	40405	5.030 km	Approx 3.7km West of Butlers Rd	907	948	1,895	6.66712	6.96950	13.63561	2011	3
202	21.274 km	44.099 km	40125	25.360 km	250m West of Int 18D & 422 (Shire Road)	765	745	1,510	6.37331	6.20669	12.58000	2011	4
202	44.099 km	56.831 km	40320	44.800 km	1.26km west of Dulacca Nth Rd	731	717	1,448	3.39709	3.33203	6.72912	2011	5
211	56.831 km	101.157 km	40542	74.230 km	6.99km East of Yuleba-Surat Rd	769	750	1,519	12.44164	12.13424	24.57588	2011	6
211	101.157 km	135.247 km	40155	105.150 km	3.96km West of Wallumbilla South Road	772	829	1,601	9.60588	10.31512	19.92100	2010	7
211	135.247 km	136.767 km	40631	135.740 km	500m West of Camarvon HWY	1,553	1,537	3,090	0.86160	0.85279	1.71433	2011	8
211	136.767 km	141.267 km	40502	138.800 km	0.57km West of Roma Downs Rd	2,126	2,176	4,302	3.49196	3.57408	7.06604	2011	9
Totals						43,51262	44,09355	87,60318					

Road Segments Summary - Heavy Vehicles only
VKT totals are calculated only if traffic class data is available for all sites.

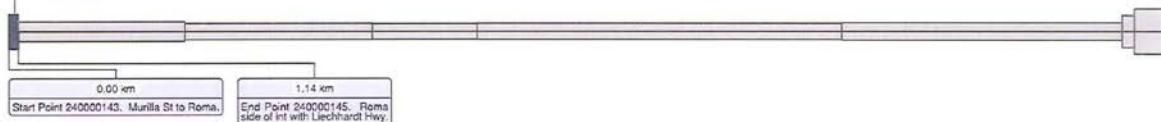
						HV AADT						HV VKT (Millions)						Data Year	Page
Region	Segment Start TDist	Segment End TDist	Site	Site TDist	Description	G		A		B		G		A		B			
						AADT	HV %	AADT	HV %	AADT	HV %	AADT	HV %	AADT	HV %	AADT	HV %		
202	0.000 km	1.135 km	40250	0.680 km	30m East of Abut A Dogwood Crk Bridge	439	26.96%	453	26.54%	892	26.75%	0.18187	0.18767	0.36953	2011	2			
202	1.135 km	21.274 km	40405	5.030 km	Approx 3.7km West of Butlers Rd	267	29.44%	286	30.17%	553	29.81%	1.96265	2.10231	4.06496	2011	3			
202	21.274 km	44.099 km	40125	25.360 km	250m West of Int 18D & 422 (Shire Road)	273	35.69%	257	34.50%	530	35.10%	2.27440	2.14110	4.41550	2011	4			
202	44.099 km	56.831 km	40320	44.800 km	1.26km west of Dulacca Nth Rd	231	31.60%	223	31.10%	454	31.35%	1.07350	1.03632	2.10982	2011	5			
211	56.831 km	101.157 km	40542	74.230 km	6.99km East of Yuleba-Surat Rd	273	35.50%	219	29.20%	492	32.39%	4.41686	3.54320	7.96006	2011	6			
211	101.157 km	135.247 km	40155	105.150 km	3.96km West of Wallumbilla South Road	209	27.07%	197	25.76%	406	25.36%	2.60056	2.45124	5.05180	2010	7			
211	135.247 km	136.767 km	40631	135.740 km	500m West of Camarvon HWY	424	27.30%	393	25.57%	817	26.44%	0.23524	0.21804	0.45327	2011	8			
211	136.767 km	141.267 km	40502	138.800 km	0.57km West of Roma Downs Rd	495	23.28%	505	23.21%	1,000	23.25%	0.81304	0.82946	1.64250	2011	9			
Totals						13,55810		12,50934		26,06744									



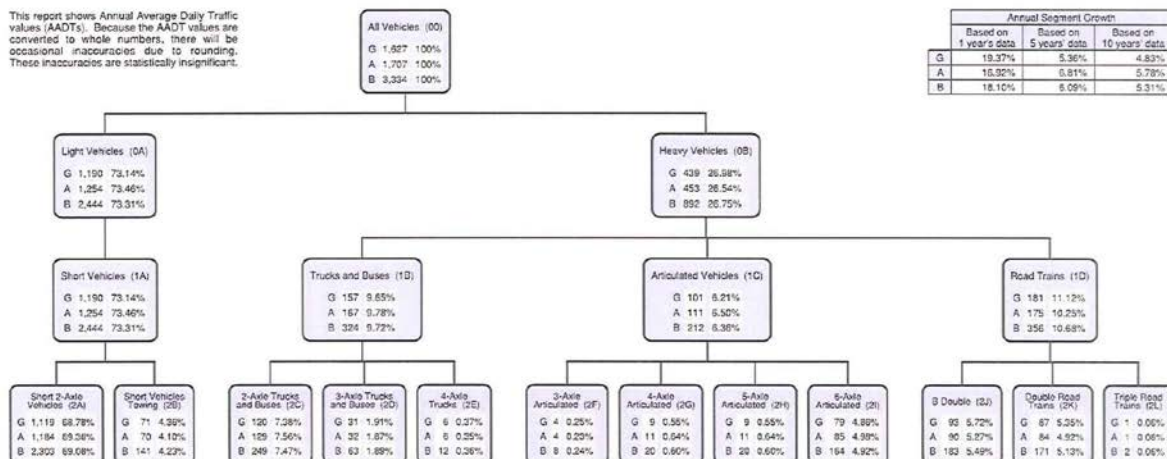
Site 40250, Point 240000440, 30m
East of Abut A Dogwood Ck Bridge.

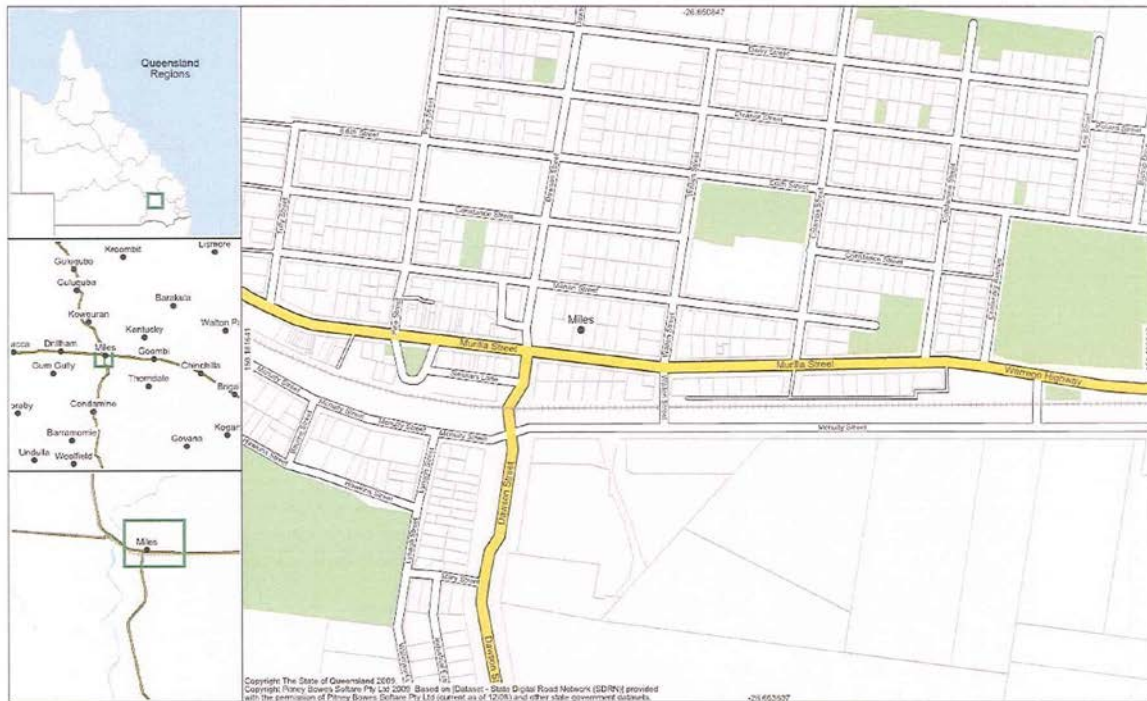
0.68 km

The width of each Road Segment is proportional to its AADT.

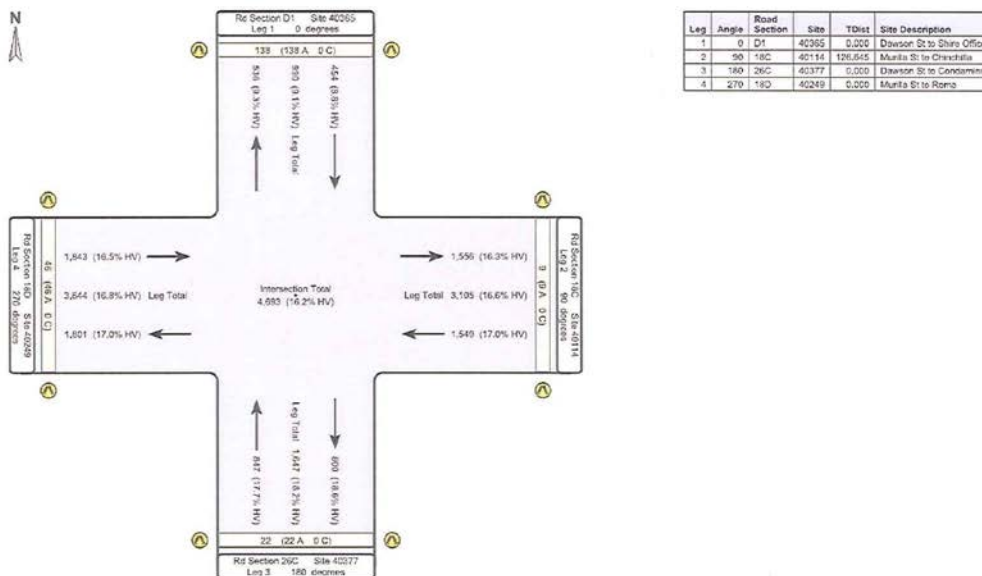


This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.

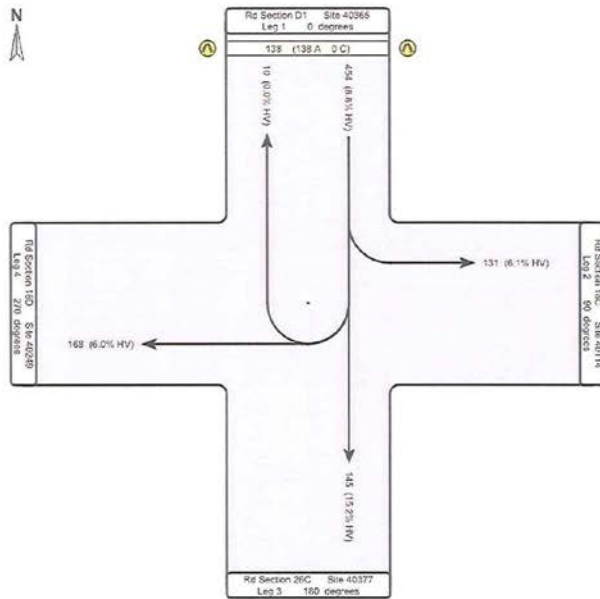




Summary



Leg 1 Site 40365 Tdist 0.000 km Dawson St to Shire Office



Log 1 Site 40365 Tdist 0.000 km Dawson St to Shire Office

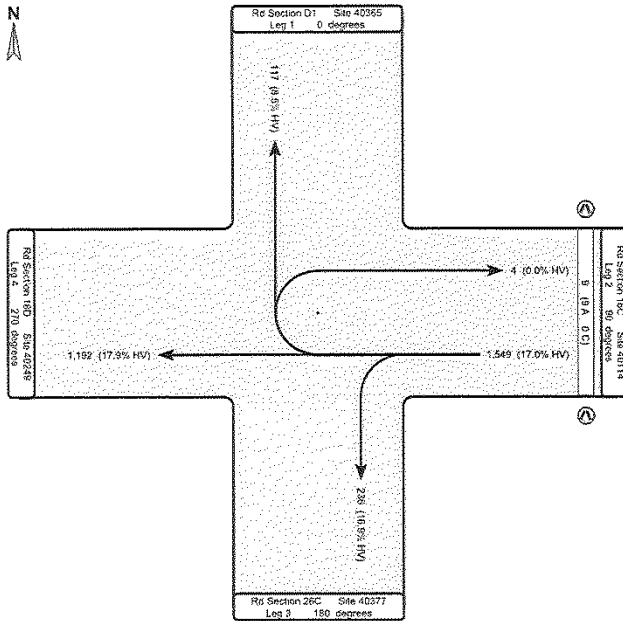
Time	Left	Through	Right	U-Turn	Pedestrians
00:00-00:15					
00:15-00:30					
00:30-00:45					
00:45-01:00					
01:00-01:15					
01:15-01:30					
01:30-01:45					
01:45-02:00					
02:00-02:15					
02:15-02:30					
02:30-02:45					
02:45-03:00					
03:00-03:15					
03:15-03:30					
03:30-03:45					
03:45-04:00					
04:00-04:15					
04:15-04:30					
04:30-04:45					
04:45-05:00					
05:00-05:15					
05:15-05:30					
05:30-05:45					
05:45-06:00					
06:00-06:15	0	2	3	0	6
06:15-06:30	2	4	3	0	3
06:30-06:45	0	3	2	0	3
06:45-07:00	0	3	3	0	1
07:00-07:15	0	5	1	1	1
07:15-07:30	2	2	2	0	3
07:30-07:45	2	4	0	0	1
07:45-08:00	3	3	5	0	1

Time	Left	Through	Right	U-Turn	Pedestrians
08:00-08:15	2	1	2	0	1
08:15-08:30	2	1	3	2	5
08:30-08:45	2	3	4	0	2
08:45-09:00	2	3	5	0	0
09:00-09:15	8	2	7	1	1
09:15-09:30	5	2	6	0	2
09:30-09:45	3	1	3	0	5
09:45-10:00	2	2	3	0	0
10:00-10:15	2	2	3	0	2
10:15-10:30	3	3	4	1	2
10:30-10:45	2	6	4	0	5
10:45-11:00	3	3	4	0	7
11:00-11:15	1	2	4	1	0
11:15-11:30	2	4	3	0	4
11:30-11:45	1	2	2	0	2
11:45-12:00	0	2	3	0	0
12:00-12:15	2	3	9	0	0
12:15-12:30	5	2	5	0	4
12:30-12:45	5	5	5	0	3
12:45-13:00	4	1	1	0	1
13:00-13:15	1	4	4	0	0
13:15-13:30	4	4	1	0	0
13:30-13:45	1	4	2	1	0
13:45-14:00	3	9	3	1	2
14:00-14:15	5	5	3	1	4
14:15-14:30	1	3	2	0	1
14:30-14:45	3	5	3	0	5
14:45-15:00	5	4	2	0	1
15:00-15:15	10	6	4	0	5
15:15-15:30	3	4	2	0	12
15:30-15:45	3	0	5	0	4
15:45-16:00	2	2	6	0	2

Time	Left	Through	Right	U-Turn	Pedestrians
16:00-16:15	4	5	2	1	4
16:15-16:30	2	2	2	0	6
16:30-16:45	2	5	8	0	5
16:45-17:00	1	1	6	0	3
17:00-17:15	11	1	6	0	1
17:15-17:30	2	2	2	0	4
17:30-17:45	3	0	3	0	5
17:45-18:00	2	4	6	0	9
18:00-18:15	0	0	0	0	0
18:15-18:30					
18:30-18:45					
18:45-19:00					
19:00-19:15					
19:15-19:30					
19:30-19:45					
19:45-20:00					
20:00-20:15					
20:15-20:30					
20:30-20:45					
20:45-21:00					
21:00-21:15					
21:15-21:30					
21:30-21:45					
21:45-22:00					
22:00-22:15					
22:15-22:30					
22:30-22:45					
22:45-23:00					
23:00-23:15					
23:15-23:30					
23:30-23:45					
23:45-24:00					

Blank cells indicate the non-collection of corresponding counts.

Leg 2 Site 40114 Tdist 126.645 km Murrilla St to Chinchilla



Leg 2 Site 40114 Tdist 126.645 km Murrilla St to Chinchilla

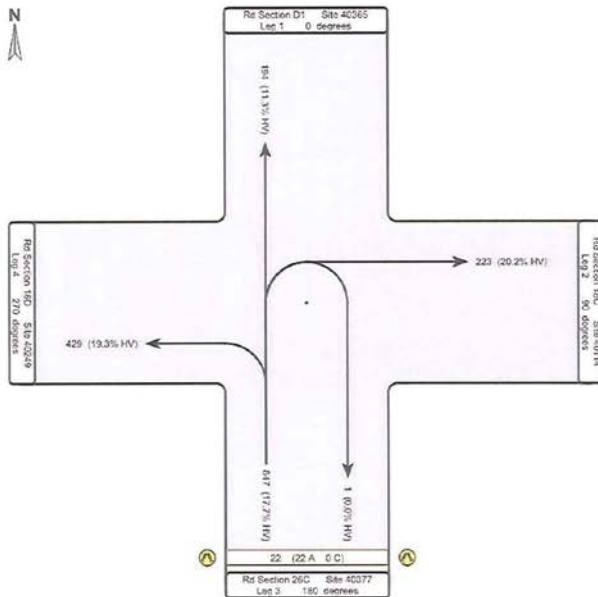
Time	Left	Through	Right	U-Turn	Pedestrians
00:00-00:15					
00:15-00:30					
00:30-00:45					
00:45-01:00					
01:00-01:15					
01:15-01:30					
01:30-01:45					
01:45-02:00					
02:00-02:15					
02:15-02:30					
02:30-02:45					
02:45-03:00					
03:00-03:15					
03:15-03:30					
03:30-03:45					
03:45-04:00					
04:00-04:15					
04:15-04:30					
04:30-04:45					
04:45-05:00					
05:00-05:15					
05:15-05:30					
05:30-05:45					
05:45-06:00					
06:00-06:15	4	15	2	0	1
06:15-06:30	2	17	1	1	0
06:30-06:45	3	13	1	0	0
06:45-07:00	7	15	1	0	0
07:00-07:15	3	19	1	0	0
07:15-07:30	1	27	1	0	0
07:30-07:45	9	21	0	0	0
07:45-08:00	6	36	5	0	1

Time	Left	Through	Right	U-Turn	Pedestrians
08:00-08:15	3	27	3	0	0
08:15-08:30	3	21	5	0	0
08:30-08:45	6	28	10	0	0
08:45-09:00	4	25	9	0	2
09:00-09:15	6	34	4	0	0
09:15-09:30	5	33	3	0	0
09:30-09:45	6	26	2	0	0
09:45-10:00	9	27	4	0	0
10:00-10:15	2	28	1	0	0
10:15-10:30	7	25	1	0	0
10:30-10:45	2	21	2	0	0
10:45-11:00	6	28	1	0	0
11:00-11:15	7	39	2	1	0
11:15-11:30	3	20	3	0	0
11:30-11:45	2	21	1	0	0
11:45-12:00	5	37	1	1	0
12:00-12:15	3	25	2	0	0
12:15-12:30	6	19	2	0	4
12:30-12:45	2	32	0	0	0
12:45-13:00	6	23	0	0	0
13:00-13:15	10	22	4	0	0
13:15-13:30	7	25	4	0	0
13:30-13:45	5	28	2	0	0
13:45-14:00	12	27	4	0	0
14:00-14:15	9	28	4	0	0
14:15-14:30	4	28	2	0	0
14:30-14:45	5	25	1	0	0
14:45-15:00	2	21	5	1	0
15:00-15:15	2	20	2	0	0
15:15-15:30	5	34	1	0	0
15:30-15:45	4	21	7	0	0
15:45-16:00	2	21	2	0	0

Time	Left	Through	Right	U-Turn	Pedestrians
16:00-16:15	8	18	2	0	0
16:15-16:30	6	30	1	0	0
16:30-16:45	2	22	2	0	0
16:45-17:00	4	27	0	0	0
17:00-17:15	5	35	1	0	0
17:15-17:30	10	24	1	0	0
17:30-17:45	5	23	3	0	0
17:45-18:00	1	21	1	0	1
18:00-18:15	0	0	0	0	0
18:15-18:30					
18:30-18:45					
18:45-19:00					
19:00-19:15					
19:15-19:30					
19:30-19:45					
19:45-20:00					
20:00-20:15					
20:15-20:30					
20:30-20:45					
20:45-21:00					
21:00-21:15					
21:15-21:30					
21:30-21:45					
21:45-22:00					
22:00-22:15					
22:15-22:30					
22:30-22:45					
22:45-23:00					
23:00-23:15					
23:15-23:30					
23:30-23:45					
23:45-24:00					

Blank cells indicate the non-collection of corresponding counts.

Leg 3 Site 40377 Tdist 0.000 km Dawson St to Condamine



Leg 3 Site 40377 Tdist 0.000 km Dawson St to Condamine

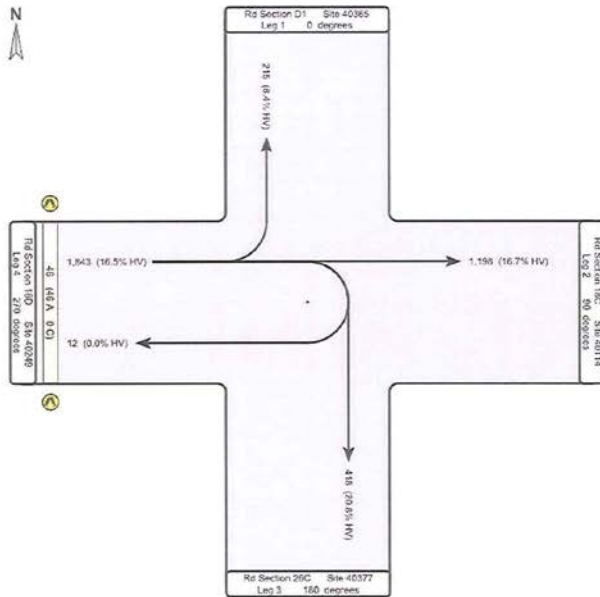
Time	Left	Through	Right	U-Turn	Pedestrians
09:00-09:15					
09:15-09:30					
09:30-09:45					
09:45-10:00					
10:00-10:15					
10:15-10:30					
10:30-10:45					
10:45-11:00					
11:00-11:15					
11:15-11:30					
11:30-11:45					
11:45-12:00					
12:00-12:15					
12:15-12:30					
12:30-12:45					
12:45-13:00					
13:00-13:15					
13:15-13:30					
13:30-13:45					
13:45-14:00					
14:00-14:15	4	0	5	0	2
14:15-14:30	4	3	3	0	1
14:30-14:45	4	1	0	0	0
14:45-15:00	4	4	0	0	2
15:00-15:15	3	1	6	0	1
15:15-15:30	9	3	4	0	0
15:30-15:45	6	4	5	0	0
15:45-16:00	8	3	1	0	0

Time	Left	Through	Right	U-Turn	Pedestrians
08:00-08:15	6	3	3	0	0
08:15-08:30	15	13	4	0	0
08:30-08:45	12	6	9	0	2
08:45-09:00	16	6	9	0	0
09:00-09:15	12	3	4	0	0
09:15-09:30	16	7	4	1	0
09:30-09:45	10	6	5	0	0
09:45-10:00	14	8	4	0	0
10:00-10:15	11	4	3	0	0
10:15-10:30	13	4	1	0	0
10:30-10:45	12	5	2	0	0
10:45-11:00	6	2	3	0	0
11:00-11:15	9	5	4	0	0
11:15-11:30	4	5	11	0	0
11:30-11:45	4	3	0	0	0
11:45-12:00	2	2	4	0	0
12:00-12:15	14	9	2	0	0
12:15-12:30	11	5	5	0	0
12:30-12:45	12	2	4	0	0
12:45-13:00	11	5	4	0	0
13:00-13:15	5	3	5	0	0
13:15-13:30	10	4	5	0	0
13:30-13:45	9	7	5	0	0
13:45-14:00	11	2	6	0	0
14:00-14:15	7	6	8	0	5
14:15-14:30	8	2	8	0	0
14:30-14:45	17	4	2	0	0
14:45-15:00	10	7	3	0	1
15:00-15:15	9	5	6	0	0
15:15-15:30	6	2	1	0	3
15:30-15:45	17	3	3	0	0
15:45-16:00	8	5	4	0	0

Time	Left	Through	Right	U-Turn	Pedestrians
16:00-16:15	5	4	5	0	0
16:15-16:30	10	3	13	0	0
16:30-16:45	6	2	6	0	0
16:45-17:00	7	3	4	0	0
17:00-17:15	8	6	10	0	0
17:15-17:30	8	2	8	0	0
17:30-17:45	10	1	9	0	2
17:45-18:00	4	3	5	0	2
18:00-18:15	0	0	0	0	0
18:15-18:30					
18:30-18:45					
18:45-19:00					
19:00-19:15					
19:15-19:30					
19:30-19:45					
19:45-20:00					
20:00-20:15					
20:15-20:30					
20:30-20:45					
20:45-21:00					
21:00-21:15					
21:15-21:30					
21:30-21:45					
21:45-22:00					
22:00-22:15					
22:15-22:30					
22:30-22:45					
22:45-23:00					
23:00-23:15					
23:15-23:30					
23:30-23:45					
23:45-24:00					

Blank cells indicate the non-collection of corresponding counts.

Leg 4 Site 40249 Tdist 0.000 km Munila St to Roma



Leg 4 Site 40249 Tdist 0.000 km Murilla St to Roma

Time	Left	Through	Right	U-Turn	Pedestrians
00:00-00:15					
00:15-00:30					
00:30-00:45					
00:45-01:00					
01:00-01:15					
01:15-01:30					
01:30-01:45					
01:45-02:00					
02:00-02:15					
02:15-02:30					
02:30-02:45					
02:45-03:00					
03:00-03:15					
03:15-03:30					
03:30-03:45					
03:45-04:00					
04:00-04:15					
04:15-04:30					
04:30-04:45					
04:45-05:00					
05:00-05:15					
05:15-05:30					
05:30-05:45					
05:45-06:00					
06:00-06:15	2	12	3	0	1
06:15-06:30	1	18	3	0	2
06:30-06:45	1	11	7	0	0
06:45-07:00	0	13	6	0	4
07:00-07:15	1	11	6	1	0
07:15-07:30	3	19	4	0	0
07:30-07:45	0	10	7	0	0
07:45-08:00	2	17	5	1	1

Time	Left	Through	Right	U-Turn	Pedestrians
08:00-08:15	3	14	7	0	0
08:15-08:30	10	20	6	0	1
08:30-08:45	8	25	7	0	6
08:45-09:00	7	32	8	0	0
09:00-09:15	12	23	14	0	0
09:15-09:30	12	31	14	0	4
09:30-09:45	4	39	8	0	3
09:45-10:00	10	28	6	1	5
10:00-10:15	3	29	8	0	1
10:15-10:30	5	26	7	1	0
10:30-10:45	8	28	14	1	0
10:45-11:00	2	31	12	1	0
11:00-11:15	8	22	5	0	0
11:15-11:30	5	22	7	0	0
11:30-11:45	5	16	6	2	0
11:45-12:00	4	24	10	0	0
12:00-12:15	3	22	17	0	0
12:15-12:30	3	24	11	0	0
12:30-12:45	5	29	5	0	0
12:45-13:00	3	31	7	0	0
13:00-13:15	7	28	16	0	0
13:15-13:30	3	22	7	0	0
13:30-13:45	4	32	7	0	0
13:45-14:00	2	32	12	1	0
14:00-14:15	5	40	9	1	2
14:15-14:30	6	22	9	1	0
14:30-14:45	4	32	12	0	2
14:45-15:00	6	23	12	0	2
15:00-15:15	9	34	14	1	6
15:15-15:30	3	25	12	0	2
15:30-15:45	2	29	11	0	0
15:45-16:00	2	25	10	0	1

Time	Left	Through	Right	U-Turn	Pedestrians
16:00-16:15	6	33	8	0	1
16:15-16:30	5	35	4	0	1
16:30-16:45	3	20	7	0	0
16:45-17:00	5	28	12	0	0
17:00-17:15	5	37	11	0	0
17:15-17:30	2	22	6	0	1
17:30-17:45	2	28	14	0	0
17:45-18:00	3	24	5	0	0
18:00-18:15	0	0	0	0	0
18:15-18:30					
18:30-18:45					
18:45-19:00					
19:00-19:15					
19:15-19:30					
19:30-19:45					
19:45-20:00					
20:00-20:15					
20:15-20:30					
20:30-20:45					
20:45-21:00					
21:00-21:15					
21:15-21:30					
21:30-21:45					
21:45-22:00					
22:00-22:15					
22:15-22:30					
22:30-22:45					
22:45-23:00					
23:00-23:15					
23:15-23:30					
23:30-23:45					
23:45-24:00					

Blank cells indicate the non-collection of corresponding counts.

APPENDIX C – SIDRA RESULTS



MOVEMENT SUMMARY

Site: 2017 AM Peak With Dev
Traffic

Leichhardt Highway & McNulty Street 2017 AM Peak With Development
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow	HV Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Distance	Prop. Queued	Effective Stop Rate	Average Speed	
		veh/h	%	v/c	sec	veh	m		per veh	km/h	
South: Leichhardt Hwy											
1	L	7	60.0	0.103	11.1	LOS B	0.5	4.4	0.28	0.64	48.5
2	T	92	14.0	0.103	0.7	LOS A	0.5	4.4	0.28	0.00	54.1
3	R	49	15.0	0.103	9.8	LOS A	0.5	4.4	0.28	0.84	48.4
Approach		148	16.6	0.103	4.2	NA	0.5	4.4	0.28	0.31	51.8
East: McNulty Street											
4	L	108	9.0	0.271	10.9	LOS B	1.2	9.2	0.36	0.63	46.4
5	T	5	25.0	0.271	10.3	LOS B	1.2	9.2	0.36	0.67	47.3
6	R	80	15.0	0.271	11.5	LOS B	1.2	9.2	0.36	0.79	46.2
Approach		194	11.9	0.271	11.2	LOS B	1.2	9.2	0.36	0.70	46.3
North: Leichhardt Hwy											
7	L	27	10.0	0.073	9.1	LOS A	0.4	3.5	0.29	0.67	48.7
8	T	85	25.0	0.073	0.6	LOS A	0.4	3.5	0.29	0.00	54.2
9	R	3	20.0	0.073	9.3	LOS A	0.4	3.5	0.29	0.78	48.8
Approach		116	21.3	0.073	2.8	NA	0.4	3.5	0.29	0.18	52.6
West: McNulty Street											
10	L	3	40.0	0.031	13.5	LOS B	0.1	0.9	0.42	0.61	45.2
11	T	3	50.0	0.031	12.6	LOS B	0.1	0.9	0.42	0.65	46.1
12	R	9	0.0	0.031	11.9	LOS B	0.1	0.9	0.42	0.71	45.3
Approach		16	18.0	0.031	12.3	LOS B	0.1	0.9	0.42	0.68	45.4
All Vehicles		474	15.9	0.271	7.0	NA	1.2	9.2	0.32	0.45	49.4

Level of Service (LOS) Method: Delay (HCM 2000).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model used.

Processed: Tuesday, 9 April 2013 11:35:36 AM
SIDRA INTERSECTION 5.1.12.2089

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MOVEMENT SUMMARY

Site: 2017 PM Peak With Dev
Traffic

Leichhardt Highway & McNulty Street 2017 PM Peak With Development
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow	HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Queue Distance	Prop. Queued	Effective Stop Rate	Average Speed
		veh/h	%	v/c	sec		veh	m		per veh	km/h
South: Leichhardt Hwy											
1	L	6	0.0	0.149	9.0	LOS A	0.8	5.7	0.32	0.53	48.2
2	T	97	13.0	0.149	0.8	LOS A	0.8	5.7	0.32	0.00	53.1
3	R	106	5.6	0.149	9.5	LOS A	0.8	5.7	0.32	0.78	48.1
Approach		209	8.9	0.149	5.5	NA	0.8	5.7	0.32	0.41	50.3
East: McNulty Street											
4	L	55	10.0	0.115	10.6	LOS B	0.4	3.3	0.33	0.63	46.7
5	T	3	25.0	0.115	9.9	LOS A	0.4	3.3	0.33	0.66	47.7
6	R	27	0.0	0.115	10.6	LOS B	0.4	3.3	0.33	0.78	46.5
Approach		85	7.3	0.115	10.6	LOS B	0.4	3.3	0.33	0.68	46.7
North: Leichhardt Hwy											
7	L	80	10.0	0.104	9.0	LOS A	0.5	4.3	0.31	0.57	48.3
8	T	81	23.0	0.104	0.4	LOS A	0.5	4.3	0.31	0.00	53.5
9	R	6	0.0	0.104	8.5	LOS A	0.5	4.3	0.31	0.68	48.4
Approach		167	15.9	0.104	4.8	NA	0.5	4.3	0.31	0.30	50.7
West: McNulty Street											
10	L	6	0.0	0.018	10.5	LOS B	0.1	0.5	0.31	0.60	46.6
11	T	3	0.0	0.018	9.3	LOS A	0.1	0.5	0.31	0.61	47.6
12	R	3	12.5	0.018	10.8	LOS B	0.1	0.5	0.31	0.68	46.7
Approach		13	3.1	0.018	10.3	LOS B	0.1	0.5	0.31	0.63	46.9
All Vehicles		475	10.9	0.149	6.3	NA	0.8	5.7	0.32	0.43	49.7

Level of Service (LOS) Method: Delay (HCM 2000).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model used.

Processed: Tuesday, 9 April 2013 11:36:37 AM
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INTERSECTION**

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MOVEMENT SUMMARY

Site: 2027 AM Peak With Dev
Traffic

Leichhardt Highway & McNulty Street 2027 AM Peak With Development
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow	HV Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Distance	Prop. Queued	Effective Stop Rate	Average Speed	
		veh/h	%	v/c	sec	veh	m		per veh	km/h	
South: Leichhardt Hwy											
1	L	8	60.0	0.150	11.6	LOS B	0.9	7.3	0.38	0.60	48.6
2	T	157	14.0	0.150	1.2	LOS A	0.9	7.3	0.38	0.00	52.6
3	R	54	15.0	0.150	10.3	LOS B	0.9	7.3	0.38	0.89	48.6
Approach		219	16.0	0.150	3.8	NA	0.9	7.3	0.38	0.24	51.4
East: McNulty Street											
4	L	114	9.0	0.341	13.3	LOS B	1.7	13.0	0.49	0.71	44.1
5	T	6	25.0	0.341	12.6	LOS B	1.7	13.0	0.49	0.79	44.9
6	R	80	15.0	0.341	13.8	LOS B	1.7	13.0	0.49	0.89	44.0
Approach		200	11.9	0.341	13.5	LOS B	1.7	13.0	0.49	0.78	44.1
North: Leichhardt Hwy											
7	L	27	10.0	0.112	9.6	LOS A	0.7	6.1	0.39	0.61	48.9
8	T	146	25.0	0.112	1.1	LOS A	0.7	6.1	0.39	0.00	52.7
9	R	3	20.0	0.112	9.8	LOS A	0.7	6.1	0.39	0.82	48.9
Approach		177	22.6	0.112	2.6	NA	0.7	6.1	0.39	0.11	52.0
West: McNulty Street											
10	L	4	40.0	0.051	16.3	LOS C	0.2	1.5	0.53	0.66	42.7
11	T	4	50.0	0.051	15.4	LOS C	0.2	1.5	0.53	0.76	43.4
12	R	12	0.0	0.051	14.7	LOS B	0.2	1.5	0.53	0.79	42.8
Approach		20	18.9	0.051	15.2	LOS C	0.2	1.5	0.53	0.76	42.9
All Vehicles		616	16.7	0.341	7.0	NA	1.7	13.0	0.42	0.40	48.6

Level of Service (LOS) Method: Delay (HCM 2000).

Vehicle movement LOS values are based on average delay per movement

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model used.

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MOVEMENT SUMMARY

Site: 2027 PM Peak With Dev
Traffic

Leichhardt Highway & McNulty Street 2027 PM Peak With Development
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow	HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Queue Distance	Prop. Queued	Effective Stop Rate	Average Speed
		veh/h	%	v/c	sec		veh	m		per veh	km/h
South: Leichhardt Hwy											
1	L	7	0.0	0.213	9.8	LOS A	1.3	10.4	0.44	0.47	48.2
2	T	165	13.0	0.213	1.6	LOS A	1.3	10.4	0.44	0.00	51.2
3	R	112	15.0	0.213	10.7	LOS B	1.3	10.4	0.44	0.85	48.1
Approach		284	13.4	0.213	5.4	NA	1.3	10.4	0.44	0.35	49.9
East: RoadName											
4	L	61	10.0	0.155	12.2	LOS B	0.6	4.5	0.44	0.67	45.2
5	T	4	25.0	0.155	11.6	LOS B	0.6	4.5	0.44	0.75	46.0
6	R	27	10.0	0.155	12.6	LOS B	0.6	4.5	0.44	0.85	45.0
Approach		93	10.7	0.155	12.3	LOS B	0.6	4.5	0.44	0.73	45.2
North: Leichhardt Hwy											
7	L	80	10.0	0.141	9.4	LOS A	0.8	6.6	0.39	0.53	48.4
8	T	139	23.0	0.141	0.8	LOS A	0.8	6.6	0.39	0.00	52.1
9	R	7	0.0	0.141	8.9	LOS A	0.8	6.6	0.39	0.74	48.4
Approach		226	17.7	0.141	4.1	NA	0.8	6.6	0.39	0.21	50.6
West: McNulty Street											
10	L	7	0.0	0.030	12.4	LOS B	0.1	0.8	0.44	0.62	44.8
11	T	4	0.0	0.030	11.2	LOS B	0.1	0.8	0.44	0.69	45.6
12	R	4	12.5	0.030	12.7	LOS B	0.1	0.8	0.44	0.76	44.9
Approach		16	3.3	0.030	12.2	LOS B	0.1	0.8	0.44	0.68	45.0
All Vehicles		619	14.3	0.213	6.1	NA	1.3	10.4	0.42	0.36	49.2

Level of Service (LOS) Method: Delay (HCM 2000).

Vehicle movement LOS values are based on average delay per movement

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model used.

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MOVEMENT SUMMARY

Site: 2017 PM Peak With Dev
Traffic

Leichhardt Highway & McNully Street 2017 AM Peak With Development
Giveway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow	HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Queue Distance	Prop. Queued	Effective Stop Rate	Average Speed
		veh/h	%	v/c	sec		veh	m		per veh	km/h
South: Leichhardt Hwy											
1	L	5	0.0	0.114	8.8	LOS A	0.5	4.1	0.27	0.56	48.2
2	T	66	13.0	0.114	0.6	LOS A	0.5	4.1	0.27	0.00	54.0
3	R	91	5.6	0.114	9.3	LOS A	0.5	4.1	0.27	0.76	48.1
Approach		162	8.4	0.114	5.7	NA	0.5	4.1	0.27	0.44	50.4
East: McNully Street											
4	L	47	10.0	0.091	10.0	LOS A	0.3	2.6	0.27	0.61	47.4
5	T	3	25.0	0.091	9.3	LOS A	0.3	2.6	0.27	0.61	48.5
6	R	23	0.0	0.091	9.9	LOS A	0.3	2.6	0.27	0.74	47.1
Approach		74	7.5	0.091	9.9	LOS A	0.3	2.6	0.27	0.65	47.4
North: Leichhardt Hwy											
7	L	68	10.0	0.080	8.8	LOS A	0.4	3.2	0.25	0.60	48.4
8	T	56	23.0	0.080	0.3	LOS A	0.4	3.2	0.25	0.00	54.4
9	R	5	0.0	0.080	8.3	LOS A	0.4	3.2	0.25	0.67	48.5
Approach		129	15.2	0.080	5.1	NA	0.4	3.2	0.25	0.34	50.8
West: McNully Street											
10	L	5	0.0	0.015	9.9	LOS A	0.1	0.4	0.25	0.60	47.2
11	T	3	0.0	0.015	8.7	LOS A	0.1	0.4	0.25	0.59	48.3
12	R	3	12.5	0.015	10.2	LOS B	0.1	0.4	0.25	0.66	47.3
Approach		12	3.4	0.015	9.7	LOS A	0.1	0.4	0.25	0.61	47.5
All Vehicles		377	10.4	0.114	6.5	NA	0.5	4.1	0.26	0.46	49.8

Level of Service (LOS) Method: Delay (HCM 2000).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model used.

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MOVEMENT SUMMARY

Site: 2027 PM Peak With Dev
Traffic

Leichhardt Highway & McNulty Street 2027 PM Peak With Development
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow	HV Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Queue Distance	Prop. Queued	Effective Stop Rate	Average Speed	
		veh/h	%	v/c	sec	veh	m		per.veh	km/h	
South: Leichhardt Hwy											
1	L	9	0.0	0.174	9.5	LOS A	1.0	7.7	0.39	0.49	48.1
2	T	114	13.0	0.174	1.3	LOS A	1.0	7.7	0.39	0.00	51.8
3	R	105	15.0	0.174	10.4	LOS B	1.0	7.7	0.39	0.81	48.1
Approach		228	13.4	0.174	5.8	NA	1.0	7.7	0.39	0.40	49.9
East: RoadName											
4	L	64	10.0	0.138	11.3	LOS B	0.5	4.0	0.39	0.66	46.0
5	T	5	25.0	0.138	10.7	LOS B	0.5	4.0	0.39	0.72	46.9
6	R	23	10.0	0.138	11.7	LOS B	0.5	4.0	0.39	0.83	45.8
Approach		93	10.9	0.138	11.4	LOS B	0.5	4.0	0.39	0.70	46.0
North: Leichhardt Hwy											
7	L	68	10.0	0.128	9.1	LOS A	0.7	5.6	0.31	0.60	48.5
8	T	124	23.0	0.128	0.6	LOS A	0.7	5.6	0.31	0.00	53.5
9	R	12	0.0	0.128	8.6	LOS A	0.7	5.6	0.31	0.73	48.6
Approach		204	17.3	0.128	3.9	NA	0.7	5.6	0.31	0.24	51.5
West: McNulty Street											
10	L	12	0.0	0.045	11.7	LOS B	0.2	1.2	0.37	0.61	45.5
11	T	7	0.0	0.045	10.5	LOS B	0.2	1.2	0.37	0.67	46.4
12	R	7	12.5	0.045	12.0	LOS B	0.2	1.2	0.37	0.74	45.6
Approach		26	3.5	0.045	11.4	LOS B	0.2	1.2	0.37	0.66	45.7
All Vehicles		552	14.0	0.174	6.3	NA	1.0	7.7	0.36	0.40	49.5

Level of Service (LOS) Method: Delay (HCM 2000).

Vehicle movement LOS values are based on average delay per movement

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model used.

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MOVEMENT SUMMARY

Site: 2017 AM Peak
Background Traffic

Warrego Highway & Leichhardt Hwy 2017 AM Peak Opening Year Without Development
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow	HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Queue Distance	Prop. Queued	Effective Stop Rate	Average Speed
		veh/h	%	v/c	sec		veh	m		per veh	km/h
South: Leichhardt Hwy											
1	L	75	19.0	0.277	13.9	LOS B	1.2	9.5	0.49	0.70	44.1
2	T	34	11.0	0.277	12.4	LOS B	1.2	9.5	0.49	0.78	44.8
3	R	38	20.0	0.277	13.9	LOS B	1.2	9.5	0.49	0.84	44.1
Approach		146	17.4	0.277	13.6	LOS B	1.2	9.5	0.49	0.76	44.2
East: Warrego Hwy											
4	L	24	16.9	0.015	8.8	LOS A	0.0	0.0	0.00	0.67	49.0
5	T	155	17.9	0.123	1.0	LOS A	0.7	5.7	0.36	0.00	53.3
6	R	33	8.5	0.123	9.1	LOS A	0.7	5.7	0.36	0.78	49.0
Approach		212	16.3	0.123	3.2	NA	0.7	5.7	0.32	0.20	52.1
North: Dawson Street											
7	L	9	6.0	0.083	14.3	LOS B	0.3	2.3	0.52	0.66	43.4
8	T	9	15.0	0.083	13.5	LOS B	0.3	2.3	0.52	0.76	44.1
9	R	18	6.0	0.083	13.9	LOS B	0.3	2.3	0.52	0.81	43.6
Approach		37	8.3	0.083	13.9	LOS B	0.3	2.3	0.52	0.76	43.7
West: Warrego Hwy											
10	L	47	8.0	0.037	8.5	LOS A	0.0	0.0	0.00	0.74	49.0
11	T	153	16.7	0.136	1.1	LOS A	0.8	6.8	0.34	0.00	53.4
12	R	54	20.8	0.136	10.3	LOS B	0.8	6.8	0.37	0.85	48.6
Approach		254	15.9	0.136	4.4	NA	0.8	6.8	0.28	0.32	51.4
All Vehicles		648	16.0	0.277	6.6	NA	1.2	9.5	0.35	0.40	49.3

Level of Service (LOS) Method: Delay (HCM 2000).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model used.

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MOVEMENT SUMMARY

Site: 2017 PM Peak
Background Traffic

Warrego Highway & Leichhardt Hwy 2017 PM Peak Opening Year Without Development
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow	HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Distance	Prop. Queued	Effective Stop Rate	Average Speed
		veh/h	%	v/c	sec		veh	m		per veh	km/h
South: Leichhardt Hwy											
1	L	47	19.0	0.250	15.2	LOS C	1.0	8.2	0.54	0.71	42.9
2	T	14	11.0	0.250	13.7	LOS B	1.0	8.2	0.54	0.80	43.5
3	R	51	20.0	0.250	15.2	LOS C	1.0	8.2	0.54	0.85	42.9
Approach		112	18.5	0.250	15.0	LOS C	1.0	8.2	0.54	0.79	43.0
East: Warrego Hwy											
4	L	26	16.9	0.017	8.8	LOS A	0.0	0.0	0.00	0.67	49.0
5	T	175	17.9	0.110	1.1	LOS A	0.7	5.5	0.37	0.00	53.3
6	R	5	8.5	0.110	9.1	LOS A	0.7	5.5	0.37	0.82	49.3
Approach		206	17.5	0.110	2.3	NA	0.7	5.5	0.33	0.11	52.6
North: Dawson Street											
7	L	19	6.0	0.102	13.5	LOS B	0.4	2.8	0.50	0.68	44.1
8	T	8	15.0	0.102	12.6	LOS B	0.4	2.8	0.50	0.77	44.8
9	R	23	6.0	0.102	13.0	LOS B	0.4	2.8	0.50	0.80	44.3
Approach		51	7.5	0.102	13.1	LOS B	0.4	2.8	0.50	0.75	44.3
West: Warrego Hwy											
10	L	23	8.0	0.038	8.5	LOS A	0.0	0.0	0.00	0.89	49.0
11	T	184	16.7	0.139	1.1	LOS A	0.9	7.1	0.31	0.00	53.8
12	R	52	20.8	0.139	10.5	LOS B	0.9	7.1	0.40	0.86	48.7
Approach		259	16.7	0.139	3.6	NA	0.9	7.1	0.30	0.25	52.3
All Vehicles		627	16.6	0.250	6.0	NA	1.0	8.2	0.37	0.34	49.7

Level of Service (LOS) Method: Delay (HCM 2000).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model used.

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MOVEMENT SUMMARY

Site: 2027 AM Peak
Background Traffic

Warrego Highway & Leichhardt Hwy 2027 AM Peak Design Year Without Development
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow	HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Average Speed
		veh/h	%	v/c	sec		Vehicles	Distance		per veh	km/h
							veh	m			
South: Leichhardt Hwy											
1	L	128	19.0	0.714	32.2	LOS D	5.8	46.8	0.75	1.31	32.1
2	T	41	11.0	0.714	30.8	LOS D	5.8	46.8	0.75	1.19	32.4
3	R	65	20.0	0.714	32.3	LOS D	5.8	46.8	0.75	1.20	32.1
Approach		235	17.9	0.714	32.0	LOS D	5.8	46.8	0.75	1.26	32.2
East: Warrego Hwy											
4	L	42	16.9	0.027	8.8	LOS A	0.0	0.0	0.00	0.67	49.0
5	T	264	17.9	0.201	2.0	LOS A	1.4	11.5	0.50	0.00	51.1
6	R	40	8.5	0.201	10.1	LOS B	1.4	11.5	0.50	0.84	49.0
Approach		346	16.7	0.201	3.8	NA	1.4	11.5	0.44	0.18	50.6
North: Dawson Street											
7	L	12	6.0	0.192	23.2	LOS C	0.7	5.0	0.73	0.78	37.0
8	T	12	15.0	0.192	22.3	LOS C	0.7	5.0	0.73	0.89	37.4
9	R	22	6.0	0.192	22.7	LOS C	0.7	5.0	0.73	0.90	37.1
Approach		45	8.3	0.192	22.8	LOS C	0.7	5.0	0.73	0.87	37.1
West: Warrego Hwy											
10	L	58	8.0	0.065	8.5	LOS A	0.0	0.0	0.00	0.81	49.0
11	T	261	16.7	0.236	2.2	LOS A	1.7	14.0	0.43	0.00	51.6
12	R	92	20.8	0.236	11.7	LOS B	1.7	14.0	0.54	0.89	47.7
Approach		411	16.4	0.236	5.2	NA	1.7	14.0	0.40	0.31	50.3
All Vehicles		1037	16.5	0.714	11.6	NA	5.8	46.8	0.51	0.51	44.1

Level of Service (LOS) Method: Delay (HCM 2000).

Vehicle movement LOS values are based on average delay per movement

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model used.

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MOVEMENT SUMMARY

Site: 2027 PM Peak
Background Traffic

Warrego Highway & Leichhardt Hwy 2027 PM Peak Design Year Without Development
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow	HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Average Speed
		veh/h	%	v/c	sec		Vehicles	Distance		per veh	km/h
							veh	m			
South: Leichhardt Hwy											
1	L	81	19.0	0.761	44.3	LOS E	5.7	46.5	0.83	1.44	27.3
2	T	16	11.0	0.761	42.8	LOS E	5.7	46.5	0.83	1.28	27.4
3	R	86	20.0	0.761	44.3	LOS E	5.7	46.5	0.83	1.28	27.3
Approach		183	18.8	0.761	44.2	LOS E	5.7	46.5	0.83	1.35	27.3
East: Warrego Hwy											
4	L	44	16.9	0.028	8.8	LOS A	0.0	0.0	0.00	0.67	49.0
5	T	298	17.9	0.186	2.2	LOS A	1.5	11.7	0.53	0.00	51.0
6	R	6	8.5	0.186	10.2	LOS B	1.5	11.7	0.53	0.87	49.2
Approach		348	17.6	0.186	3.2	NA	1.5	11.7	0.46	0.10	50.7
North: Dawson Street											
7	L	23	6.0	0.236	22.0	LOS C	0.9	6.5	0.71	0.84	37.7
8	T	12	15.0	0.236	21.2	LOS C	0.9	6.5	0.71	0.89	38.1
9	R	28	6.0	0.236	21.5	LOS C	0.9	6.5	0.71	0.90	37.8
Approach		63	7.7	0.236	21.6	LOS C	0.9	6.5	0.71	0.88	37.8
West: Warrego Hwy											
10	L	28	8.0	0.068	8.5	LOS A	0.0	0.0	0.00	0.94	49.0
11	T	314	16.7	0.248	2.3	LOS A	1.9	15.6	0.42	0.00	51.9
12	R	88	20.8	0.248	12.2	LOS B	1.9	15.6	0.58	0.91	47.4
Approach		431	17.0	0.248	4.7	NA	1.9	15.6	0.42	0.25	50.7
All Vehicles		1025	16.9	0.761	12.3	NA	5.7	46.5	0.53	0.43	43.2

Level of Service (LOS) Method: Delay (HCM 2000).

Vehicle movement LOS values are based on average delay per movement

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model used.

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MOVEMENT SUMMARY

Site: 2027 AM Peak With Dev
Traffic

Warrego Highway & Leichhardt Hwy 2027 AM Peak Design Year With Development
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles										
Mov ID	Turn	Demand Flow	HV Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Queue Distance	Prop. Queued	Effective Stop Rate	Average Speed
		veh/h	%	v/c	sec	veh	m		per veh	km/h
South: Leichhardt Hwy										
1	L	208	19.0	1.075	140.0	LOS F	29.8	241.2	1.00	3.20
2	T	41	11.0	1.075	138.5	LOS F	29.8	241.2	1.00	2.61
3	R	65	20.0	1.075	140.0	LOS F	29.8	241.2	1.00	2.54
Approach		315	18.2	1.075	139.8	LOS F	29.8	241.2	1.00	2.99
East: Warrego Hwy										
4	L	42	16.9	0.027	8.8	LOS A	0.0	0.0	0.00	0.67
5	T	344	17.9	0.250	2.4	LOS A	2.0	15.9	0.55	0.00
6	R	40	8.5	0.250	10.5	LOS B	2.0	15.9	0.55	0.87
Approach		426	16.9	0.250	3.8	NA	2.0	15.9	0.50	0.15
North: Dawson Street										
7	L	12	6.0	0.297	36.0	LOS E	1.1	7.9	0.83	0.90
8	T	12	15.0	0.297	35.1	LOS E	1.1	7.9	0.83	0.97
9	R	22	6.0	0.297	35.5	LOS E	1.1	7.9	0.83	0.97
Approach		45	8.3	0.297	35.5	LOS E	1.1	7.9	0.83	0.95
West: Warrego Hwy										
10	L	58	8.0	0.079	8.5	LOS A	0.0	0.0	0.00	0.85
11	T	288	16.7	0.288	3.0	LOS A	2.4	19.3	0.46	0.00
12	R	119	20.8	0.288	13.1	LOS B	2.4	19.3	0.62	0.94
Approach		465	16.7	0.288	6.3	NA	2.4	19.3	0.44	0.35
All Vehicles		1252	16.8	1.075	40.1	NA	29.8	241.2	0.62	0.96

Level of Service (LOS) Method: Delay (HCM 2000).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model used.

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MOVEMENT SUMMARY

Site: 2027 PM Peak With Dev
Traffic

Warrego Highway & Leichhardt Hwy 2027 PM Peak Design Year With Development
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow	HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Queue Distance	Prop. Queued	Effective Stop Rate	Average Speed
		veh/h	%	v/c	sec		veh	m		per veh	km/h
South: Leichhardt Hwy											
1	L	108	19.0	1.222	282.5	LOS F	33.4	271.7	1.00	3.78	6.8
2	T	16	11.0	1.222	281.0	LOS F	33.4	271.7	1.00	2.94	6.8
3	R	86	20.0	1.222	282.5	LOS F	33.4	271.7	1.00	2.83	6.8
Approach		211	18.8	1.222	282.4	LOS F	33.4	271.7	1.00	3.33	6.8
East: Warrego Hwy											
4	L	44	16.9	0.028	8.8	LOS A	0.0	0.0	0.00	0.67	49.0
5	T	325	17.9	0.204	3.0	LOS A	1.8	14.3	0.60	0.00	50.0
6	R	6	8.5	0.204	11.0	LOS B	1.8	14.3	0.60	0.91	48.6
Approach		376	17.6	0.204	3.8	NA	1.8	14.3	0.53	0.09	49.8
North: Dawson Street											
7	L	23	6.0	0.374	35.5	LOS E	1.4	10.6	0.83	1.02	30.6
8	T	12	15.0	0.374	34.7	LOS D	1.4	10.6	0.83	0.99	30.8
9	R	28	6.0	0.374	35.1	LOS E	1.4	10.6	0.83	0.99	30.7
Approach		63	7.7	0.374	35.2	LOS E	1.4	10.6	0.83	1.00	30.6
West: Warrego Hwy											
10	L	28	8.0	0.102	8.5	LOS A	0.0	0.0	0.00	0.99	49.0
11	T	395	16.7	0.373	2.9	LOS A	3.7	29.6	0.43	0.00	51.5
12	R	169	20.8	0.373	13.7	LOS B	3.7	29.6	0.67	0.98	45.9
Approach		593	17.5	0.373	6.3	NA	3.7	29.6	0.48	0.33	49.6
All Vehicles		1242	17.2	1.222	53.8	NA	33.4	271.7	0.60	0.80	23.8

Level of Service (LOS) Method: Delay (HCM 2000).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model used.

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MOVEMENT SUMMARY

Site: 2027 AM Peak With Dev
Traffic - Option 1

Warrego Highway & Leichhardt Hwy AM Peak 2027 Design Year Option 1
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Leichhardt Hwy											
1	L	208	19.0	0.331	13.2	LOS B	1.6	12.8	0.56	0.87	44.6
2	T	41	11.0	0.220	28.6	LOS D	0.8	6.1	0.84	0.95	33.8
3	R	65	20.0	0.523	51.6	LOS F	2.2	17.6	0.92	1.08	25.0
Approach		315	18.2	0.523	23.2	LOS C	2.2	17.6	0.67	0.93	37.0
East: Warrego Hwy											
4	L	42	16.9	0.027	8.8	LOS A	0.0	0.0	0.00	0.67	49.0
5	T	344	17.9	0.250	2.4	LOS A	2.0	15.9	0.55	0.00	50.4
6	R	40	8.5	0.250	10.5	LOS B	2.0	15.9	0.55	0.87	48.8
Approach		426	16.9	0.250	3.8	NA	2.0	15.9	0.50	0.15	50.1
North: Dawson Street											
7	L	12	6.0	0.014	10.2	LOS B	0.0	0.4	0.40	0.66	47.0
8	T	12	15.0	0.283	42.7	LOS E	1.0	7.3	0.90	0.99	27.7
9	R	22	6.0	0.283	43.0	LOS E	1.0	7.3	0.90	0.99	27.7
Approach		45	8.3	0.283	34.6	LOS D	1.0	7.3	0.77	0.91	30.9
West: Warrego Hwy											
10	L	58	8.0	0.079	8.5	LOS A	0.0	0.0	0.00	0.85	49.0
11	T	288	16.7	0.288	3.0	LOS A	2.4	19.3	0.46	0.00	51.2
12	R	119	20.8	0.288	12.6	LOS B	2.4	19.3	0.62	0.90	46.7
Approach		465	16.7	0.288	6.1	NA	2.4	19.3	0.44	0.34	49.7
All Vehicles		1252	16.8	0.523	10.7	NA	2.4	19.3	0.53	0.44	45.0

Level of Service (LOS) Method: Delay (HCM 2000).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model used.

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MOVEMENT SUMMARY

Site: 2027 PM Peak With Dev
Traffic - Option1

Warrego Highway & Leichhardt Hwy 2027 PM Peak With Development - Option 1
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow	HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Distance	Prop. Queued	Effective Stop Rate	Average Speed
		veh/h	%	v/c	sec		veh	m		per veh	km/h
South: Leichhardt Hwy											
1	L	108	19.0	0.168	12.1	LOS B	0.6	5.1	0.49	0.78	45.7
2	T	16	11.0	0.102	30.8	LOS D	0.3	2.6	0.85	0.94	32.6
3	R	86	20.0	0.952	145.1	LOS F	6.7	55.3	0.99	1.49	12.1
Approach		211	18.8	0.952	68.0	LOS F	6.7	55.3	0.73	1.08	21.0
East: Warrego Hwy											
4	L	44	16.9	0.028	8.8	LOS A	0.0	0.0	0.00	0.67	49.0
5	T	325	17.9	0.204	3.0	LOS A	1.8	14.3	0.60	0.00	50.0
6	R	6	8.5	0.204	11.1	LOS B	1.8	14.3	0.60	0.92	48.6
Approach		376	17.6	0.204	3.8	NA	1.8	14.3	0.53	0.09	49.8
North: Dawson Street											
7	L	23	6.0	0.032	11.0	LOS B	0.1	0.8	0.46	0.71	46.2
8	T	12	15.0	0.341	45.4	LOS E	1.2	9.0	0.91	1.01	26.7
9	R	28	6.0	0.341	46.0	LOS E	1.2	9.0	0.91	1.01	26.6
Approach		63	7.7	0.341	33.1	LOS D	1.2	9.0	0.75	0.90	31.5
West: Warrego Hwy											
10	L	28	8.0	0.099	8.5	LOS A	0.0	0.0	0.00	0.99	49.0
11	T	395	16.7	0.377	3.0	LOS A	3.7	30.3	0.44	0.00	51.4
12	R	169	20.8	0.377	13.3	LOS B	3.7	30.3	0.67	0.96	46.1
Approach		593	17.5	0.377	6.2	NA	3.7	30.3	0.49	0.32	49.6
All Vehicles		1242	17.2	0.952	17.3	NA	6.7	55.3	0.55	0.41	39.4

Level of Service (LOS) Method: Delay (HCM 2000).

Vehicle movement LOS values are based on average delay per movement

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model used.

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MOVEMENT SUMMARY

Site: 2017 AM Peak With Dev
Traffic

Warrego Highway & Morgan Street 2017 AM Peak With Development
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Morgan Street											
1	L	86	15.0	0.346	15.2	LOS C	1.7	13.5	0.54	0.76	42.7
3	R	86	15.0	0.346	15.5	LOS C	1.7	13.5	0.54	0.91	42.6
Approach		173	15.0	0.346	15.3	LOS C	1.7	13.5	0.54	0.83	42.6
East: Warrego Highway											
4	L	35	17.0	0.126	8.8	LOS A	0.0	0.0	0.00	1.01	49.0
5	T	174	17.0	0.126	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		208	17.0	0.126	1.5	NA	0.0	0.0	0.00	0.17	57.8
West: Warrego Highway											
11	T	203	17.0	0.152	1.4	LOS A	1.0	8.0	0.41	0.00	52.4
12	R	31	15.0	0.152	10.4	LOS B	1.0	8.0	0.41	0.95	48.9
Approach		234	16.7	0.152	2.6	NA	1.0	8.0	0.41	0.12	51.9
All Vehicles		615	16.3	0.346	5.8	NA	1.7	13.5	0.31	0.34	50.6

Level of Service (LOS) Method: Delay (HCM 2000).

Vehicle movement LOS values are based on average delay per movement

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model used.

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MOVEMENT SUMMARY

Site: 2017 PM Peak With Dev
Traffic

Warrego Highway & Morgan Street 2017 PM Peak With Development
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Morgan Street											
1	L	35	15.0	0.189	16.7	LOS C	0.7	5.4	0.58	0.73	41.4
3	R	36	15.0	0.189	17.0	LOS C	0.7	5.4	0.58	0.88	41.3
Approach		71	15.0	0.189	16.9	LOS C	0.7	5.4	0.58	0.81	41.4
East: Warrego Highway											
4	L	111	17.0	0.179	8.8	LOS A	0.0	0.0	0.00	0.89	49.0
5	T	180	18.0	0.179	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		291	17.6	0.179	3.4	NA	0.0	0.0	0.00	0.34	55.3
West: Warrego Highway											
11	T	252	17.0	0.248	2.5	LOS A	1.8	14.6	0.53	0.00	50.1
12	R	86	16.0	0.248	11.6	LOS B	1.8	14.6	0.53	0.93	47.9
Approach		338	16.7	0.248	4.8	NA	1.8	14.6	0.53	0.24	49.5
All Vehicles		699	16.9	0.248	5.4	NA	1.8	14.6	0.32	0.34	50.7

Level of Service (LOS) Method: Delay (HCM 2000).

Vehicle movement LOS values are based on average delay per movement

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model used.

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MOVEMENT SUMMARY

Site: 2027 AM Peak With Dev
Traffic

Warrego Highway & Morgan Street 2027 AM Peak With Development
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Morgan Street											
1	L	87	15.0	0.609	29.9	LOS D	3.7	29.0	0.77	1.17	33.1
3	R	87	15.0	0.609	30.3	LOS D	3.7	29.0	0.77	1.12	33.0
Approach		175	15.0	0.609	30.1	LOS D	3.7	29.0	0.77	1.14	33.0
East: Warrego Highway											
4	L	37	17.0	0.202	8.8	LOS A	0.0	0.0	0.00	1.05	49.0
5	T	298	17.0	0.202	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		335	17.0	0.202	1.0	NA	0.0	0.0	0.00	0.12	58.6
West: Warrego Highway											
11	T	347	17.0	0.246	2.9	LOS A	2.1	16.9	0.59	0.00	49.8
12	R	32	15.0	0.246	12.0	LOS B	2.1	16.9	0.59	1.00	48.3
Approach		379	16.8	0.246	3.6	NA	2.1	16.9	0.59	0.08	49.7
All Vehicles		888	16.5	0.609	7.8	NA	3.7	29.0	0.40	0.30	47.7

Level of Service (LOS) Method: Delay (HCM 2000).

Vehicle movement LOS values are based on average delay per movement

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model used.

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MOVEMENT SUMMARY

Site: 2027 PM Peak With Dev
Traffic

Warrego Highway & Morgan Street 2027 PM Peak With Development
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow	HV Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Distance	Prop. Queued	Effective Stop Rate	Average Speed	
		veh/h	%	v/g	sec	veh	m		per veh	km/h	
South: Morgan Street											
1	L	36	15.0	0.419	35.8	LOS E	1.7	13.3	0.82	1.04	30.4
3	R	38	15.0	0.419	36.1	LOS E	1.7	13.3	0.82	1.02	30.3
Approach		74	15.0	0.419	35.9	LOS E	1.7	13.3	0.82	1.03	30.3
East: Warrego Highway											
4	L	117	17.0	0.260	8.8	LOS A	0.0	0.0	0.00	0.94	49.0
5	T	307	18.0	0.260	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		424	17.7	0.260	2.4	NA	0.0	0.0	0.00	0.26	56.5
West: Warrego Highway											
11	T	429	17.0	0.380	5.7	LOS A	4.8	38.7	0.77	0.00	47.0
12	R	87	16.0	0.380	14.9	LOS B	4.8	38.7	0.77	1.10	45.8
Approach		517	16.8	0.380	7.3	NA	4.8	38.7	0.77	0.19	46.8
All Vehicles		1015	17.1	0.419	7.3	NA	4.8	38.7	0.45	0.28	48.4

Level of Service (LOS) Method: Delay (HCM 2000).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model used.

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15/4/2013

McArthur Planning & Development
PO Box 3185
TARRAGINDI QLD 4121

Attention: Ms Mallani McArthur

Dear Mallani

RE: INFORMATION REQUEST (REF TMR 13-005302)

PROJECT NAME: LANDTRAK CORPORATION WORKERS CAMP MILES
PROJECT NO: 7850

Further to the Department of Transport and Main Roads (TMR) information request dated 20 February 2013, please find attached our responses to the items raised by the department in the order of their request.

1. Rail Level Crossing Safety

The Traffic Impact Assessment Report has been updated with sufficient information for Queensland Rail to carry out the ALCAM Assessment. A copy of the updated report (revision 2) has been sent to the Queensland Rail contact nominated in the information request. We trust the information provided is sufficient for the ALCAM assessment to be carried out and that the results of the assessment will be reflected in conditions of approval for the development.

2. Hydraulics

As stated in the stormwater report provided with the original application the final location of the detention tanks will be subject to detail design. A copy of the DRAINS model for the project has been sent to Lachlan Jones via email. We trust that our original stormwater report and the DRAINS model now provided are sufficient for the department to approve the development with conditions.

3. Traffic Impact Assessment

An amended Traffic Impact Assessment report (Revision 2) is attached which addresses the points raised by the department in their information request as follows:

- The development is clearly unlikely to have 100% occupancy for a number of reasons such as staff rostering and fly-in-fly out arrangements. However, for the purposes of traffic generation the occupancy rate of the development has been revised to 100% as reflected in Section 3.0 of the revised report.
- The trip distribution has been revised so that traffic from the development does not proceed along Dawson Street (refer Section 3.0 of the revised report). In addition, Figures 3.6 and 3.7 have been included showing the distribution of development generated traffic volumes in the AM and PM Peaks.
- SIDRA Analysis and assessment have been revised to include the changes in occupancy and traffic distribution.
- Section 4.2 of the report presents detailed assessments of turn treatments for the three State-controlled Road intersections in accordance with the warrants in Figure 13.23 of the RPDM.

-1-

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- An assessment showing the impact of the roster changeover on the Warrego Highway and Morgan Street intersection is basically the same as that shown in the development traffic distribution diagrams and associated traffic analysis results. Moreover, it is unrealistic to expect the developer to know exact details of roster changeover of different companies that might rent units at the workers camp some years in advance. Therefore, we believe the AM and PM Peak development generated traffic distribution assumed at 100% occupancy addresses impacts of roster changeovers.

The above information is a complete response to the information request and the department should proceed with the assessment of the development and approval with conditions.

Yours faithfully

William Gondwe RPEQ 7879
RMA ENGINEERS PTY LTD

Stuart Doyle RPEQ 9011
RMA ENGINEERS PTY LTD

-2-

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INFRASTRUCTURE CHARGES NOTICE

(Section 637 of the *Sustainable Planning Act 2009*)

APPLICANT:	PBW Corporation
APPROVED DEVELOPMENT:	Material Change of Use to establish a Non-resident Workforce Accommodation on land situated at 100 Laycock Road, Miles - STAGE 23
FILE REFS:	050.2014.864.001, A21118, 8/5/10
AMOUNT OF THE CHARGE:	\$378,880.00
LAND TO WHICH CHARGE APPLIES:	Lot 6 on RP203808
PAYABLE TO:	Western Downs Regional Council
WHEN PAYABLE (<i>Section 638</i>):	Before the change occurs

This charge is made in accordance with Council's ***Adopted Infrastructure Charges Resolution (No. 3) 2014***.

The charge has been calculated on the following basis:

USE	Charge	Reference	No. of Units	Amount
Non-resident Workforce Accommodation (Specialised Use Development Class)	\$5,920.00/bedroom (\$8,000.00/bedroom excluding water network at 26%)	Table 3.4.4, Col 2	64	\$378,880.00
DISCOUNT	Discount Charge	Reference	No. of Units	Discount Amount
Nil (Discount applied in Stage 1)	-	-	-	Nil
			Water Sewerage Stormwater Parks Transport	\$Nil \$132,608.00 \$155,340.80 \$45,465.60 \$45,465.60
			TOTAL CHARGE	\$378,880.00

COPY

KR Bannerman
A/ DEVELOPMENT ASSESSMENT COORDINATOR

11 June 2015

**IN THE PLANNING AND ENVIRONMENT COURT
HELD AT: BRISBANE**

No 2255 of 2018

Between: ROOM2MOVE.COM PTY LTD ACN 149 039 805

Appellant

And: WESTERN DOWNS REGIONAL COUNCIL

Respondent

FINAL ORDER

Before: His Honour Judge Williamson QC

Date of Hearing: 27, 28 and 29 May 2019

Date of Order: 26 July 2019

This matter having come on for hearing in respect of an appeal against the decision of Western Downs Regional Council made on 23 May 2018 to refuse an application to extend the currency period of a development approval for a material change of use to establish non-resident work force accommodation (1,292 accommodation units) originally approved on 11 October 2013 and changed on 12 June 2014 and 17 June 2015 (**Development Approval**) in respect of land described as Lot 6 on RP203808 and situated at 100 Laycock Road, Miles, Queensland (**Land**).

IT IS ORDERED THAT:

- 1 The Appeal is allowed.
- 2 The Respondent's decision of 23 May 2018 refusing the Appellant's extension application is set aside.
- 3 The Appellant's extension application is approved.
- 4 The currency period for the Development Approval attaching to the Land, is extended to 26 July 2020.
- 5 Each party bears their own costs.

Final Order

Filed on behalf of the Appellant
Form PEC-7

McCullough Robertson Lawyers

Level 11, 66 Eagle Street,
Brisbane, Queensland 4000
GPO Box 1855, Brisbane, Queensland 4001
Phone: 07 3233 8888 Fax: 07 3229 9949
Our ref: PAO:TAW:170755-00002

PLANNING AND ENVIRONMENT COURT OF QUEENSLAND

CITATION: *Room2Move.com Pty Ltd v Western Downs Regional Council* [2019] QPEC 34

PARTIES: **ROOM2MOVE.COM PTY LTD**
(ACN 149 039 805)
(Appellant)

v

WESTERN DOWNS REGIONAL COUNCIL
(Respondent)

FILE NO: 2255/18

DIVISION: Planning and Environment Court

PROCEEDING: Appeal

ORIGINATING COURT: Planning and Environment Court, Brisbane

DELIVERED ON: 26 July 2019

DELIVERED AT: Brisbane

HEARING DATE: 20, 27, 28 and 29 May 2019

JUDGE: Williamson QC DCJ

ORDER: **Orders made in accordance with paragraph [129] of these reasons for judgment.**

CATCHWORDS: PLANNING AND ENVIRONMENT – APPEAL – where appeal against decision to refuse an extension application under s.87 of the *Planning Act 2016* – whether the currency period for a development approval for non-resident workforce accommodation should be extended – whether there is a need for the development approval – whether the development approval would cut across the respondent’s forward planning.

LEGISLATION: *Planning Act 2016*, ss. 45, 60 86, 87 & Schedule 2
Planning and Environment Court Act 2016, ss. 43 and 45
Sustainable Planning Act 2009, Schedule 1.

CASES: *Ausco Modular Pty Ltd v Western Downs Regional Council & Anor* [2017] QPEC 58
Bunnings Building Supplies Pty Ltd v Redland Shire Council & Ors [2000] QPELR 193
Ecovale Pty Ltd v Gold Coast City Council [1999] 2 Qd R 35
Lacey v Attorney-General (Qld) (2011) 242 CLR 573

COUNSEL: Mr CL Hughes QC and Mr M Batty for the appellant
Mr JG Lyons for the respondent

SOLICITORS: McCullough Robertson Lawyers for the appellant
McInnes Wilson Lawyers for the respondent

Introduction

- [1] On 13 April 2018, the appellant made an application¹ to the Council to extend the currency period for a development approval. The extension sought was for a period of 12 months.
- [2] The development approval the subject of the extension application was granted in October 2013, and attaches to land situated at Laycock Road, Miles (**the land**). The approval authorises the making of a material change of use to ‘*establish non-resident workforce accommodation (1,292 accommodation units)*’. It was granted subject to conditions, some of which have been changed during the life of the approval. The changed conditions require the development to be carried out in 23 stages, with all stages completed within 4 years of the date the use commences. A further condition requires the use to cease within 15 years of its commencement. The currency period for the development approval was due to expire on 15 April 2018.
- [3] On 23 May 2018, the Council resolved to refuse the appellant’s extension application. This decision was communicated by way of decision notice dated 29 May 2018, which stated six reasons for the refusal, including the following:

“The applicant has not demonstrated that overriding community need exists for the development to establish on a site where the use is considered significantly inconsistent with the zoning.”

- [4] This is an appeal against the Council’s refusal. The appellant bears the onus, and must establish the appeal should be upheld².

The disputed issues

- [5] The nature of this appeal is a hearing anew³. The primary issue to be determined is whether the extension to the currency period should be granted. The appellant contended it should be extended having regard to 13 discretionary factors⁴. The factors given the most emphasis by the appellant can be reduced to the following propositions, namely:
- (a) the appellant has provided an explanation for not starting the development authorised by the approval;

¹ Which is defined as an ‘*extension application*’ in s.86 of the *Planning Act 2016* (**PA**).

² *Planning and Environment Court Act 2016* (**PECA**), s.45(1)(a).

³ PECA, s.43.

⁴ Ex.27, paragraph 3.

- (b) significant onsite works have been carried out, and related approvals obtained for the purpose of implementing the approval;
 - (c) there is a town planning, community and economic need for the proposed development, which can be met in circumstances where there will be no unacceptable impacts;
 - (d) the proposed development would be an interim use of the land; and
 - (e) the proposed development complies with Council's current planning scheme, which took effect in June 2017, some 3 years after the approval.
- [6] The Council resisted the appeal. It joined issue with the two factors set out in subparagraphs [5](c) and [5](e) above. With respect to (c), it joins issue only in part. The Council does not contend the development would have unacceptable impacts. It does however contend: (1) consistent with its reasons for refusal, there is no current need for the proposed development; and (2) the approval, if extended, would cut across its forward planning for the land, and locality. The Council did not take issue with the factors in subparagraphs (a), (b) and (d) above, which was a sensible position to adopt. Consistent with the Council's position, I was comfortably satisfied on the evidence that the appellant established each of these matters to the requisite standard.
- [7] The Council's case primarily focussed on the issue of need. Mr Lyons who appeared for the Council submitted the question of need '*lies at the heart*'⁵ of the appeal. It was submitted the issue was determinative of the appeal. In oral submissions, Mr Lyons said⁶:
- "...I started the case by saying I thought the main issue in this was need, and whoever won need would win the case in terms of whether the extension should be granted. That remains my primary submission."*
- [8] The degree of importance the Council attached to the issue of need is explained, in part, by the introduction of its 2017 planning scheme. This planning scheme includes an overriding need test that did not form part of the superseded planning scheme, which was in force when the development approval was granted in October 2013.
- [9] At the time the development approval was granted, the Murilla Shire Planning Scheme 2006 was in force. The land was included in the Rural zone for the purposes of that planning scheme. Non-resident workforce accommodation was not a defined use in the 2006 planning scheme. It made no provision for uses of this character. In June 2017, nearly four years after the approval was granted, the Council adopted a new planning scheme for the entirety of its local government area, known as the Western Downs Planning Scheme. For the purposes of that planning scheme, the land is included in the Medium impact industry zone. In that zone, a number of defined uses are identified as being '*inconsistent development*'. One such use is non-resident workforce accommodation⁷. This is a defined use in the 2017 planning scheme. It is neither an industrial use, nor Medium impact industry activity for the purposes of that planning scheme.

⁵ Ex.26, paragraph 23(e).

⁶ T3-16, Line 36 to 38.

⁷ Ex.10. p.162.

- [10] The 2017 planning scheme does not turn its cheek against non-industrial uses on land in an industry zone. Non-industrial uses are anticipated in the Medium impact industry zone, provided they support medium impact industry uses, and do not compromise the long term use of the land for industrial purposes⁸. This is not the only test applying to development that involves the introduction of a non-industrial use into the Medium impact industry zone.
- [11] Development that is not consistent with the purpose and intent of the Medium impact industry zone code may still be approved where the following overall outcome of the zone code is satisfied⁹:
- “Where development is **not** consistent with the purpose and intent of the Medium impact industry zone, overriding community need will need to be demonstrated as well as valid planning justification provided as to why the proposed use cannot be reasonably established in a more appropriate zone.”*
- [12] This overall outcome, which applies to development that is not consistent with the purpose and intent of the zone, has two distinct elements.
- [13] The first element requires the demonstration of an overriding community need. This was referred to in the Council’s reasons for refusal. It contends there is no current need for the development. This provides the underlying rationale for the importance the Council attaches to the issue of need in this appeal.
- [14] The second element requires an applicant to demonstrate that a proposed use cannot be reasonably established in a more appropriate zone. The Council did not identify the ‘*more appropriate zone*’ in which the approved development could be located. Rather, it focussed on the issue of need. This, in my view, was a sensible position to adopt given: (1) that Non-resident workforce accommodation is inconsistent development in every zone in the 2017 planning scheme; and (2) there is no suggestion that the proposed development will give rise to any unacceptable impacts; and (3) as is discussed later in these reasons, the development was approved by the Council in circumstances where it took into account its future planning for the land, and surrounding locality, which contemplates the land, and its surrounds, being developed for industrial purposes.
- [15] The Council did not attach the same level of importance to the second part of its case, which alleges the development will cut across the future planning for the land and locality. Mr Lyons submitted this point does not of itself ‘*carry the day*’¹⁰. Rather, the point was relied upon ‘*in combination*’ with the issue of need to resist the appeal.
- [16] Against the background of the above, there are three issues to be determined between the parties, namely: (1) is there a need for the development approval? (2) will the development approval cut across the Council’s forward planning? and (3) should the discretion to extend the currency period be exercised in the appellant’s favour?

⁸ Ex.10. p.160, Medium impact industry zone code, s.6.2.2.2 Purpose.

⁹ Ex.10, p.161, overall outcome (18).

¹⁰ Ex.26, paragraph 29.

Is there a need for the development approval?

- [17] The Council submits there is no need for an approval that provides 1,292 accommodation units for non-resident workers in Miles¹¹. The submission assumes the following propositions are established on the evidence, namely: (1) the demand for non-resident workforce accommodation in Miles comes from major projects in the region, including energy and construction projects; (2) at the time the appellant's development approval was granted in October 2013, the demand for non-resident workforce accommodation had peaked, coincident with the CSG Boom; (3) the CSG Boom has ended, and demand for non-resident workforce accommodation in Miles is low, and can be met by an existing comparable facility in Miles as well as a combination of existing short term accommodation facilities, rental housing, and accommodation on mining leases; and (4) the outlook for demand for non-resident workforce accommodation in Miles is expected to deteriorate rather than improve.
- [18] To examine each of the above matters, I had the benefit of evidence from two economists, namely Mr Duane (called by the appellant) and Mr Brown (called by the Council). The evidence comprised a comprehensive economic need joint report, two further statements of evidence, and the oral evidence of both experts.
- [19] Having regard to the body of economic evidence, I accept the first and second point underpinning the Council's need case (set out in paragraph [17] above) are established.
- [20] The first point was established as a matter of agreement in paragraph 102 of the economic need joint report. Mr Brown and Mr Duane agreed the demand for non-resident workforce accommodation comes from major projects in the region, including energy and construction projects.
- [21] The second point was established by a concession made by Mr Duane in cross-examination¹². He readily conceded the approval was granted at a time colloquially referred to as the '*CSG Boom*'. Mr Duane's concession was consistent with empirical data contained in the economic need joint report. That data includes Chart 2, which graphically illustrates the non-resident workforce population in Miles over an 8 year period. It shows the population peaked in 2013 at 275 persons, being the same year the development approval was granted. The population had increased to this number, starting from a base line of 80 persons in 2010, increasing to 110 persons in 2011, and to 195 persons in 2012¹³.
- [22] I accept that it is also correct to say, as the Council submits, the CSG Boom has ended. Mr Duane fairly conceded in cross-examination that economic conditions have changed since the approval was granted. He said demand for non-resident workforce accommodation fell away sharply after the time the approval was granted in 2013¹⁴. The reduction in demand for workers accommodation in Miles after 2013 was low, but Mr Duane points to evidence to suggest it has improved markedly in recent times.

¹¹ Ex.26, paragraph 16(b), 23(e), 25 and 27.

¹² T2-13, Line 43 to T2-14, Line 2.

¹³ Ex.5, p.15.

¹⁴ T2-14, Lines 4 to 5 and Ex.6, p.8, paragraph 4.2.

- [23] Mr Duane relies upon a recent improvement in economic conditions¹⁵. An indicator of the level of improvement is reflected in Chart 2 of the economic need joint report. As I said above, this chart graphically shows the non-resident worker population in Miles. In particular, it shows that, for the year 2018, this population increased, and peaked at 201 persons. This population is not as large as it was during the CSG Boom (275 persons), but has increased. This is demonstrated by way of contrast with the 2015 calendar year population. In 2015, the non-resident workforce population in Miles was 105 persons. From 2015 to 2018, the population of non-resident workers in Miles doubled in number.
- [24] Whilst the CSG Boom has, on the evidence, ended, the economists expressed different opinions about the current and ongoing demand for non-resident workforce accommodation in Miles, and how that demand (if any) may be met. It is these considerations that underpin the third and fourth points identified in paragraph [17] above. Given the difference in opinions, it is necessary to examine the evidence of Mr Brown and Mr Duane in some detail.
- [25] Mr Brown expressed the opinion there was no economic need for the approved development having regard to a number of considerations. One of the material considerations relied upon involved an assessment of where, and how much demand may be generated in, and around, Miles for the approved development.
- [26] The economists agreed the demand for non-resident workforce accommodation comes from major projects, including energy and construction projects. Against the background of this point of agreement, the economists identified an ‘*area of influence*’ for the approved development¹⁶. This included a ‘*primary*’ area extending half way between Miles and Chinchilla, and up to 50 kilometres around Miles to the north, south and west¹⁷. Within this area of influence, the economists identified the location of a number of known major projects. They agreed on the number and location of the projects, but disagreed as to their status. That is to say, they disagreed about the ‘*prospect*’ the identified projects would proceed, or create demand for the approved development¹⁸.
- [27] Mr Brown was far from optimistic that any of the major projects identified in the area of influence would proceed, let alone create demand for non-resident workforce accommodation in Miles. It was his view that ‘*the prospects for many of the projects...to proceed or create demand for the subject proposal are limited*’¹⁹. In reliance upon a 2018 publication prepared by the Queensland Government Statistician’s Office, he said the demand outlook is likely to be consistent with current levels, but declining over the short term (next 5 years)²⁰. He expanded upon this opinion at paragraph 153 of the joint report where he said²¹:

¹⁵ Ex.6, p.8, paragraph 4.2.

¹⁶ Ex.5, p.43, paragraph 105.

¹⁷ Depicted on Map 3 of Ex.5, p.44.

¹⁸ Ex.5, p.46, paragraph 107.

¹⁹ Ex.5, p.46, paragraph 107.

²⁰ Ex.5, p.53, paragraph 118.

²¹ Ex.5, p.63.

“The outlook for the non-resident population within Western Downs generally is best described as deteriorating or flat. Within the context of the study areas identified for the subject proposal, projects are either indefinitely deferred, contingent on development of other indefinitely deferred projects, facing a challenging development pathways (sic) or include their own workers accommodation facilities (e.g. Arrow Surat Gas Project). There is little evidence that might suggest the outlook for the workers accommodation that is not part of a specific project is positive in the short term.”

- [28] The opinion expressed by Mr Brown with respect to the future demand for workers accommodation in Miles, and the surrounding region was founded, in part, upon his interpretation of publicly available data, including government publications containing future population projections. Without seeking to oversimplify his analysis, it is clear the Mr Brown’s evidence was consistent with some, not all, of the data published by the Queensland Government Statistician’s Office. In a report published by that organisation in 2018, it projected that the non-resident workforce on shift in the Western Downs in the period 2018 to 2024 for existing projects would decline from 2,140 to 1,850 persons. These figures do not however make provision for projected growth in non-resident population arising from projects that are approved, but yet to ‘reach financial close’. If growth of this character is taken into account, a different picture to the one Mr Brown adopted emerges. The non-resident workforce in the period 2018 to 2024 is projected to increase from 2,320 to 2,520 persons. In the year 2024, the difference in the projections equates to 670 persons²².
- [29] In addition to an examination of historical data and forward population projections, Mr Brown examined each of the identified major projects to ascertain the likelihood that any of the projects would create demand for non-resident workforce accommodation in Miles in the short term. Mr Brown was pessimistic that any of the identified major projects would generate a demand for such facilities. His pessimism was founded on a range of information sources, including media releases²³, newspaper articles²⁴ and publicly available documents²⁵. It was also founded on undisclosed information said to support an ‘*understanding*’²⁶ that Mr Brown had about the status of a number of projects.
- [30] To illustrate the significance of the ‘*deteriorating demand*’ for non-resident workforce accommodation, Mr Lyons submitted there was a relationship between the level of demand for non-resident workforce accommodation in Miles, and the provision of facilities that are expected to be provided in accommodation of this kind. Given the low level of demand, he submitted there was a genuine risk the beneficial features of the approved development may be elusive, and never provided²⁷.

²² Ex.5, p.52, Table 10.

²³ Ex.20 and 22.

²⁴ Ex.16.

²⁵ Ex.5, p.47, paragraph 107(b).

²⁶ Ex.5, p.48, paragraph 107(e).

²⁷ Ex.26, paragraph 14(g).

- [31] More particularly, it was submitted that non-resident workforce accommodation typically provide a number beneficial features sought by organisations who utilise accommodation of this kind. The beneficial features include training rooms, first aid areas, gyms and entertainment areas. The approved plans for the development make provision for these very facilities. The point made on behalf of Council was that these facilities will not be provided until stage 10 of the development.
- [32] This position is consistent with the conditions of the development approval. By stage 10 of the development, 508 accommodation units would have been constructed and operational without those beneficial facilities. The Council points out there is a genuine risk demand will never reach a level where stage 10 proceeds, with the consequence that the beneficial facilities contemplated in that stage are never provided in the development.
- [33] Returning to Mr Brown's evidence, there is one further feature I wish to touch upon, which relates to the opinion he expressed about how the demand, if any, for non-resident workforce accommodation in Miles can be met absent the approved development. Mr Brown was of the opinion that any future demand could be met in one of four ways: (1) by the sole remaining workers accommodation facility in Miles, which has a capacity of about 200 rooms; (2) by existing hotels and motels in Miles that provide a total of 191 rooms for visitors and tourists staying for a period up to 3 months; (3) in local houses, rented by employers and described as staff housing; and (4) by the provision of workers accommodation on mining tenements, which occurred in the region during the resources boom.
- [34] Mr Duane was more optimistic than Mr Brown.
- [35] In Mr Duane's opinion there is a need for the development approval. Like Mr Brown, this opinion was expressed having regard to a range of considerations, including what Mr Duane considered was an improvement in economic conditions. His view in this regard was supported by Chart 2 of the economic need joint report.
- [36] Chart 2 of the economic need joint report graphically illustrates the recent ups and downs in the population of non-resident workers in Miles. It shows that, in 2018, this population had substantially increased, thereby reflecting an increase in demand for non-resident workforce accommodation. The population increased from 105 persons in 2015, to 120 persons in 2016, and to 210 persons in 2018.
- [37] Mr Duane's optimism was consistent with the positive market outlook as expressed by a director of the appellant, Mr Czulowski, who said the appellant anticipated there would be an increase in demand for non-resident workforce accommodation in and around Miles over the next five years²⁸. This anticipation was based upon Mr Czulowski's industry experience, which includes providing non-resident workforce accommodation in regional areas to meet the demands of major resource and construction projects.

²⁸ Ex.8, p.8, paragraph 35 to 39; T1-26, Line 30 to T1-27, Line 2.

- [38] Mr Duane's opinion was also informed by a detailed examination of a range of economic considerations. Both he and Mr Brown commenced their analysis from essentially the same point, that is, they both defined an area of influence for the development and identified the known major projects in that area. Despite this common starting point, the economists reached different conclusions about current and future demand for the approved development. This was, in part, because Mr Duane (unlike Mr Brown) did not appear to put significant weight on the assessment undertaken to assess the '*prospect*' that any given project would generate a demand for non-resident workforce accommodation. Mr Duane said it was very difficult to project ongoing demand from major projects. This was consistent with a point of agreement in the economic need joint report. It was agreed that '*it was impossible to say with any degree of accuracy*' what the precise demand will be for non-resident workforce accommodation in Miles.
- [39] I prefer Mr Duane's evidence about the current and likely future demand generated for non-resident workforce accommodation in Miles. In simple terms, he said identifying the level of future demand is a difficult task, which the experts agreed cannot be calculated with precision. It was the presence of known major projects in and around Miles that satisfied Mr Duane there was a current and anticipated ongoing demand for non-resident workforce accommodation. I accept this evidence.
- [40] Despite the point of agreement in the joint report referred to in paragraph [38] above, it appeared Mr Brown approached the issue of demand on the footing that it could be validly assessed with a level of precision. He did so by examining the major projects in the defined area of influence to determine whether there was a genuine prospect that one, or more, of those projects would generate a demand for non-resident workforce accommodation. This assessment assumed considerable importance in the formation of Mr Brown's opinion. It also assumed considerable importance in the written submissions filed on behalf of the Council. The assessment led Mr Brown to conclude, and the Council to submit, that future demand for non-resident workforce accommodation in Miles was low.
- [41] Whilst I accept it was relevant for the economists to have regard to an assessment of '*prospects*' for each identified major project in the area of influence, the outcome of that assessment must be approached with a high degree of caution. As the evidence reveals, the outcome of an assessment of '*prospects*' is a matter of speculation. It is not founded upon matters of economic theory, principle or practice. Rather, it is an exercise that involved Mr Brown and Mr Duane examining limited information, to determine, in their view, '*prospects*'. As I have said, the information examined included media reports and forming '*understandings*' obtained by the experts from undisclosed sources. Information of this kind is entitled to little weight. It is, in my view, too far removed from the primary source to be treated as sufficiently reliable to express a strong view, one way or the other, about '*prospects*'.
- [42] I do not intend the above to be taken as being critical of the economists. I have no doubt they were attempting to assist the Court with the best information they had available to them. The poor state of the information is a reflection of how difficult it is to obtain reliable information about major projects, and their status. It was acknowledged that there is a high level of secrecy that surrounds the status of major projects.

[43] Once it was established that major projects create demand for non-resident workforce accommodation in Miles, and there are a number of planned major projects conveniently located to Miles, Mr Duane's assessment proceeded to consider the appropriate supply and demand balance to be struck in that context. Mr Duane's opinion was that the appropriate balance involved an excess of supply relative to demand.

[44] At paragraph 125 of the economic need joint report Mr Duane said:

"...supply should always be in-excess of demand such that there is occupancy well below 100% to accommodate for potential peaks which could be either expected or unexpected, and to provide for choice of location and operator. These are important elements to the worker accommodation village market within the Miles region."

[45] The opinion expressed by Mr Duane assumes the demand for non-resident workforce accommodation can spike, which may or may not be predicted. This is supported by s.3.2.2.2(3) of the Council's 2017 planning scheme. This provision, which is contained within a section of the Strategic plan dealing with²⁹ the 'most significant issues expected to define future development in the region', and the 'key matters the planning scheme as a whole seek to address', states:

*"The likely impacts of the rapidly expanding resources section on the Western Downs are highly dependent on the location, magnitude and operation of individual mining and petroleum projects. Notwithstanding, the flow-on effects of this sector are **likely to result in demand spikes in non-resident workforce accommodation** and supporting services, including industry, retail and commercial activities."* (emphasis added)

[46] It was pointed out by counsel for the appellant that Mr Duane was not alone in his view that supply should be well in excess of demand to accommodate expected and unexpected peaks. My attention was drawn to evidence that Mr Brown had given in this Court about the need for a non-resident workforce accommodation facility in Bowen. In that case, Mr Brown was supportive of the need for such a facility, and he stated in his evidence³⁰:

"In relation to the workers accommodation villages, supply should always be in-excess of demand such that there is occupancy well below 100% to accommodate for potential peaks which could be either expected or unexpected, and to provide for choice of location and operator."

²⁹ Ex.10. p.37, s.3.2.2(1).

³⁰ Ex.25, p.36, paragraph 69.

- [47] Mr Brown was reminded of this evidence during cross-examination³¹. After an initial unconvincing attempt to quarantine its effect to the specific circumstances of the case where the evidence was given, Mr Brown ultimately conceded the inevitable. Consistent with his earlier evidence to this Court, he conceded that supply for non-resident workforce accommodation should always be well in excess of demand to cater for peaks, which may or may not be predicted. I was left far from persuaded that Mr Brown's assessment, and ultimate opinion in this case was consistent with, or took into account this concession.
- [48] I accept Mr Duane's evidence that the supply of non-resident workforce accommodation in Miles should always be well in excess of demand. This opinion is supported by the following features of the evidence that were not subject to challenge, nor were they controversial.
- [49] First, Mr Duane's opinion was supported by Mr Brown's concession.
- [50] Second, it was supported by evidence, which established that, for many years, the supply of non-resident workforce accommodation in Miles has well exceeded demand. This balance changed recently as a consequence of the closure of a number workers accommodation facilities in Miles. The balance, at present, does not favour an excess of supply relative to demand.
- [51] The economic need joint report reveals that, at the peak of the so-called CSG Boom in 2013, the number of non-resident workers in Miles was 275 persons. Quite apart from any existing facilities, in 2013 the Council granted two approvals for non-resident workforce accommodation in Miles, namely³²: (1) an approval for land at McNulty Street, Miles providing 405 rooms; and (2) an approval for land at Hookwood-Pelham Road, Miles providing 629 rooms. These two approvals alone meant the supply of non-resident workforce accommodation in 2013 included at least 1,034 rooms for 275 persons (3.76 rooms per non-resident worker). This balance was altered in favour of supply in the years that followed because of the drastic reduction in the population of non-resident workers in Miles. In contrast, there is, at present, only one workers accommodation facility in Miles with about 200 rooms. The non-resident population in Miles for the year 2018 was 210 persons³³. This supply level equates to less than 1 room per non-resident worker in Miles. The approved development, if extended, would return that balance to levels where there is a comfortable excess of supply.
- [52] Third, the evidence established there were clear economic and social planning reasons to support an excess of supply of non-resident workforce accommodation relative to demand. As I have already said, there appeared to be little controversy between Mr Duane and Mr Brown that the nature of the demand for workers accommodation is difficult to predict. In their joint economic need report they agreed '*it is impossible to say with any degree of accuracy what the precise demand will be for non-resident worker accommodation in Miles over the next five years*'³⁴. The extent to which demand is unpredictable, in part, provides the rationale for the view that occupancy rates should be well below 100%. The other reason is the need to ensure known economic and social consequences that may flow from insufficient supply are avoided.

³¹ T2-29, Line 42 to T2-30, Line 20.

³² Ex.5, p.32, paragraph 77.

³³ Ex.5, p.15, Chart 2.

³⁴ Ex.5, p.53, paragraph 118.

- [53] I am satisfied having regard to the evidence of Mr Duane and Mr Powell that an insufficient supply of non-resident workforce accommodation in a town like Miles has the potential to give rise to known, and serious economic and social issues. The central issue is one relating to local housing affordability, and is recognised in the Council's 2017 planning scheme. Section 3.2.2.1(3) of the Strategic plan states:

“Fly-in/fly-out (FIFO), drive-in/drive-out (DIDO) non-resident temporary workers may relocate to the region on a temporary basis. Accommodation for these workers is and can be met by the current accommodation providers in the region. It is necessary to ensure that sufficient accommodation options are available for non-resident temporary workers given that housing affordability can become an issue for people in lower low (sic) socio-economic brackets should non-resident temporary workers reside in dwellings in residential areas.”

- [54] It was Mr Duane's evidence that when major projects are committed, the construction process can commence within a short period of time. This creates a small window for a peak in demand to be recognised, and responded to. If it is assumed, as is the case in Miles, there is insufficient capacity in existing facilities to accommodate the increased demand created by a new project, alternative sources of accommodation need to be considered. This is unlikely to include a new large accommodation facility to take up the demand. The time taken to obtain a planning approval to authorise such a facility is too slow to respond within the window of additional demand. The result being that investment in new accommodation would lag investment in construction, and would not be responsive to the need.
- [55] During high periods of demand, such as experienced in Miles in 2013, large increases in rental housing prices occurred because there was substantial demand created by major projects for accommodation, coupled with insufficient non-resident workforce accommodation options. This also resulted in an increase in house prices, with consequential social impacts on low socio-economic members of the community. The increase in house prices, and weekly rental values, ultimately impacted on access to housing. Large increases in house prices and rents leads to division in places such as Miles, with existing residents priced out of the market.
- [56] All of the discussion to this point about Mr Duane's evidence has focussed on the demand side of the economic need equation. In relation to supply, Mr Duane and Mr Brown expressed different views. As I have already said, Mr Brown suggested the demand, if any, for non-resident workforce accommodation in Miles can be met in one of four ways, which are identified in paragraph [33] above. This included a suggestion that the demand, if any, could be met in existing hotels, motels, rental housing and on-site tenement camps. Mr Duane disagreed.
- [57] Mr Duane's opinion is simply stated and, in my view, accords with a practical and common sense approach. He says that non-resident workforce accommodation serves a different market, with different requirements to the market that is served by hotels, motels and rental housing. I accept this evidence. It is undoubtedly correct. The differences between a workers camp and a hotel/motel are substantial, both in physical and operational terms. Whilst Mr Brown sought to downplay these differences as 'preferences' of employers, they are nonetheless differences.

- [58] I would also add that hotels and motels are different in a planning sense, as is recognised by the Council's 2017 planning scheme. They are separately defined to non-resident workforce accommodation. They are different uses, regulated in different ways.
- [59] Each of these differences were recognised by this Court in the context of a large workers camp located at Chinchilla³⁵. I note the Council was a party to that appeal and contended, unsuccessfully, that the need for non-resident workforce accommodation could be met in existing short term accommodation facilities, such as hotels and motels.
- [60] I also reject the suggestion that the demand, if any, for non-resident workforce accommodation can be met on mining tenements, as occurred during the CSG Boom. The Council's case, and Mr Brown's evidence, ignores that this type of accommodation was provided in the past because of a lack of non-resident workforce accommodation in towns like Miles. It was not provided as an alternative in its own right. It was provided as a matter of necessity.
- [61] The Council's reliance upon the provision of non-resident workforce accommodation on mining tenements to meet future demand was, in any event, surprising given two matters. First, as is obvious, accommodation of this nature would be provided outside of Miles. This outcome appears to be contrary to what is anticipated by the Council's future planning. The 2017 planning scheme encourages non-resident workers to contribute to the community by, inter alia, locating in designated centres³⁶. This outcome has a recognised social and economic benefit for centres, such as Miles. Second, the suggestion was contrary to the preponderance of evidence. The prevailing trend for organisations that require non-resident workforce accommodation is to favour larger facilities located in towns. Those facilities are conducted by specialist operators. This is in preference to those organisations operating self-managed facilities on mining tenements. The primary reason for the preference is clear enough - the provision of workers accommodation is not a miner's core business³⁷.
- [62] Mr Duane's evidence was not limited to rebutting Mr Brown's contention that the demand, if any, for non-resident workforce accommodation could be met in the way suggested at paragraphs 156 and 157 of the economic need joint report. It is clear from Mr Duane's evidence that he relied upon the paucity of supply of comparable facilities in Miles to conclude there is a need. The current supply of non-resident workforce accommodation in Miles comprises only one existing facility, which offers about 200 rooms³⁸. Unlike the approved development, this is not a large non-resident workforce accommodation facility.

³⁵ *Ausco Modular Pty Ltd v Western Downs Regional Council & Anor* [2017] QPEC 58 at [44], [46] and [59].

³⁶ Ex.10. p.41, s.3.3.2.1(3).

³⁷ T1-26, Line 25; Ex.5, paragraph 83.

³⁸ Ex.5, p.34, Table 5 and Ex.6, p.8, paragraph 4.1, 1st bullet point.

- [63] In circumstances where there is only one non-resident workforce accommodation facility in Miles, Mr Duane made a simple, but important point: a significant increase in demand for non-resident workforce accommodation could not be accommodated by the only existing facility in Miles³⁹. I accept Mr Duane's evidence in this regard, which takes on particular force once it is appreciated that the increase in demand to which he refers does not have to be the equivalent of a boom. An increase in demand could not be accommodated even if it was assumed that only one of the major projects identified on Map 3 of the economics joint report was to proceed, and generate a significant uplift in demand for non-resident workforce accommodation.
- [64] I also accept Mr Duane's evidence about the state of the existing market in Miles for non-resident workforce accommodation. His evidence establishes there is an absence of competition and choice for facilities of this kind in Miles. The proposed development, if granted an extended currency period, would increase choice and competition in circumstances where there presently is none. This point was conceded by Mr Brown⁴⁰.
- [65] Despite his concession, Mr Brown appeared to give little, if any, weight to the absence of competition in Miles. To do so, in my view, undermined the reliability of his evidence. To give the matter little, if any, weight had the consequence that Mr Brown ignored a matter this Court has long recognised is an indicator of need. This Court has recognised for many years that an increase in competition and choice in circumstances where none exists is an indicator that development is fulfilling a need⁴¹.
- [66] In the conclusion section of the economic need joint report, Mr Duane at paragraph 145 said:
- "..there is need for the subject development to operate in part as a workers accommodation facility due to the fluctuating nature of the mining industry and resources/energy sector, as well as the servicing and growth of major projects resulting in peak periods of demand that are difficult to predict. These peak periods of demand should be accommodated for..."*
- [67] For the reasons given above, I accept Mr Duane's conclusion set out above.
- [68] Mr Duane's conclusion does not of itself mean there is an '*overriding community need*' for the proposed development as envisaged by the Council's 2017 planning scheme.
- [69] The various provisions of the Council's 2017 planning scheme calling for the demonstration of an '*overriding community need*' are not prescriptive. The provisions do not identify how such a need may be demonstrated. This, in my view, puts the test into a similar category as the '*overwhelming need*' test prescribed in the superseded Brisbane City Plan 2000. This test was considered by the Court of Appeal in *Yu Feng Pty Ltd v Brisbane City Council & Ors* [2007] QCA 382 (*Yu Feng*).

³⁹ Ex.6, p.8, paragraph 4.1, 1st bullet point.

⁴⁰ T2-38, Line 30 to 35.

⁴¹ *Bunnings Building Supplies Pty Ltd v Redland Shire Council & Ors* [2000] QPELR 193, 198 [21].

- [70] Williams JA described the phrase ‘*overwhelming need*’ as being in the nature of a ‘*motherhood statement*’. He said the factors that may constitute an overwhelming need will vary enormously. In particular, he held there would be an infinite variety of facts that could impact on the decision whether or not there was an overwhelming need. The relevant facts are not limited to an examination of demand and supply considerations⁴². The range of considerations applicable will include matters that are both qualitative and quantitative in nature.
- [71] In my view, the observations made by Williams JA in *Yu Feng* equally apply to the ‘*overriding community need*’ test prescribed in the Council’s 2017 planning scheme.
- [72] Is there an overriding community need in the circumstances of this case?
- [73] The assessment for this question starts from the premise there is an economic need for the development approval. This represents a good start to the assessment, the force of which is only enhanced once it is appreciated that: (1) the proposed development will increase choice and competition in a market where none presently exists; and (2) it is common ground the need can be met by the approved development absent any unacceptable impacts.
- [74] These matters, taken in combination with the following, satisfy me the appellant has demonstrated an overriding community need as referred to in the Council’s 2017 planning scheme, particularly in overall outcome (18) of the Medium impact industry zone code.
- [75] First, the Council’s most recent statement of planning intent, published in June 2017, recognises there is a planning need to provide for the larger forms of permanent and temporary non-resident workforce accommodation in Miles. Section 3.3.2.1(3) of the Strategic plan states:
- “Chinchilla, Miles and Wandoan are the focus for permanent and temporary non-resident worker accommodation and take advantage to (sic) the proximity to current and future resource sector activities in the district and the established urban service networks. Larger forms of permanent and temporary non-resident worker accommodation are predominantly located in Dalby, Chinchilla and Miles to minimise the social and economic impacts on other centres.”*
- [76] From a planning perspective, it is unsurprising Miles would be a focal point for non-resident workforce accommodation. The 2017 planning scheme designates Miles a District Centre⁴³, having a specialist function as a regional service hub⁴⁴. This is in no small part due to its proximity to major transport corridors and resource projects⁴⁵.

⁴² *Ecovale Pty Ltd v Gold Coast City Council* [1999] 2 Qd R 35, 46-47.

⁴³ Ex.10, p.41, s.3.3.2.2.

⁴⁴ Ex.10, p.41, s.3.3.2.1(2).

⁴⁵ Ex.10, p.41, s.3.3.2.1(4)

- [77] Second, the present supply of non-resident workforce accommodation in Miles does not meet the Council's stated planning intent for the town. At present, larger forms of this type of accommodation are to be provided in this District Centre. Mr Brown conceded that the only existing accommodation facility in Miles is not a large facility⁴⁶. It is not sufficiently large to meet present demand, nor any spike in demand. The proposed development is a larger form of non-resident workforce accommodation facility and would meet the stated planning intent. As a staged development, it would be well placed to respond to any increase in demand, be it small or large.
- [78] Third, it was Mr Brown's evidence that non-resident workforce accommodation is, in effect, a '*mitigation strategy*'. It is a strategy applied where major projects are located in areas with small resident labour markets. At paragraph 154 of the economic need joint report, Mr Brown said that non-resident workforce accommodation seeks to mitigate inflation in local accommodation and housing markets, which is recognised in s.3.2.2.1(3) of the 2017 planning scheme. This provision is extracted at paragraph [53] above.
- [79] The importance of non-resident workforce accommodation in Miles was made clear by the economists at paragraph 63 of their joint report, which records the following point of agreement:
- "In summary, it can be seen that there is little supply for residential housing within the Miles Market, due to the lack of population growth generally over a long period of time. This means that when major infrastructure projects are occurring, house and rental prices increase significantly without the opportunity to bring other accommodation online quickly. **In this type of market, worker accommodation facilities are very important.**"* (emphasis added)
- [80] Against the background of this point of agreement, the lack of large non-resident workforce accommodation facilities in Miles is cause for concern. The supply, comprising only one facility, is insufficient to guard against the adverse impacts recognised in s.3.2.2.1(3) of the 2017 planning scheme. It is this provision which contains an acknowledgement of the mitigation strategy referred to by Mr Brown in his evidence.
- [81] The position with respect to supply of non-resident workforce accommodation in Miles materially improves if the currency period for the approved development is extended. This, as a consequence, is a matter of public interest and is supportive of the development approval remaining on foot. As a staged approval, the appellant will be able to respond in a timely way to the demand for non-resident workforce accommodation in Miles. In doing so, it will also provide choice in terms of facilities, and an operator. This, in turn, adds to competition. These economic benefits are matters in the public interest. They can be achieved absent any unacceptable economic and amenity impacts.
- [82] The Council sought to diminish the appellant's need case by suggesting there is a genuine risk the beneficial features of the approved development may never be provided⁴⁷. This assumes the facilities provided in the development will first appear in stage 10, after more than 508 rooms have been established on the land.

⁴⁶ T2-34, Lines 7 to 10.

⁴⁷ Ex.26, paragraph 14(g).

- [83] The risk raised by the Council is remote having regard to the evidence of Mr Czislawski. He confirmed the facilities about which the Council was concerned could be provided in advance of stage 10. I accept this evidence because:
- (a) the development approval does not restrict the appellant from providing the facilities prior to stage 10 of the development;
 - (b) the facilities could be provided as part of stage one of the development given it will include the construction of the building pad where these facilities are to be provided as part of stage 10; and
 - (c) the kitchen and dining hall for the entire development is to be constructed in stage 1. As Mr Czislawski confirmed in his oral evidence, the kitchen and dining facility will be of such a size that, in the early stages, there will be ample space to accommodate a gym and entertainment area prior to the commencement of stage 10.

Does the approval cut across the Council's forward planning?

- [84] The Council contends the development approval cuts across its forward planning for the land and locality, which is earmarked for industrial development under the 2017 planning scheme. This point was not relied upon by the Council as a reason for refusal in its own right. Mr Lyons submitted the point, in isolation, '*does not carry the day*'.
- [85] I agree with Mr Lyons. The point does not carry the day. This is because, contrary to the Council's case, the development approval will not cut across the forward planning intent for the land and locality.
- [86] As I have already said, the land is included in the Medium impact industry zone under the 2017 planning scheme. That zone is one of a number of zones that implement a broader planning strategy for Miles. At the core of the strategy is the designation of Miles as a District centre. It is intended to function as a service hub. To support this function, a substantial bank of land has been identified as being suitable for a range of industrial purposes, accommodating varying levels of impact. The land allocated for industrial purposes in the 2017 planning scheme in Miles is equivalent to 50 years of supply⁴⁸.
- [87] The Council has recently resolved to amend the application of its industrial strategy to the land. It has resolved to remove the land from the Medium impact industry zone, and include it in the High impact industry zone. This foreshadowed amendment does not alter the overarching planning strategy for Miles.
- [88] The proposed development will not cut across the Council's planning strategy with respect to industrial development in Miles. Nor will it cut across the proposed amendment to the zoning of the land. This is because: (1) the approved development will be an interim use, and will not alienate the land for industrial purposes; (2) in supply terms, the land represents a small fraction of the 50 year supply of industrial land in Miles, meaning its use for the approved development will not give rise to any land supply issues; (3) the approval requires the land to be developed in a way that will facilitate its use for industrial purposes in due course; and (4) the development approval was conditioned by the Council to guard against reverse amenity impacts.

⁴⁸ Ex.5, p.58, paragraph 142.

- [89] With respect to point (3) above, the approved development will, on the evidence, leave a positive legacy. It will result in the land being improved by operational works for roadworks, stormwater, water infrastructure and sewage infrastructure⁴⁹. The roadworks will also include an intersection and rail level crossing upgrade that will benefit the land, and broader locality⁵⁰. Further, the implementation of the development approval has already resulted in a number of external services being connected to the land, namely telephone, power and water. I am satisfied that each of these elements will contribute to the land, in the longer term, being used for industrial purposes.
- [90] With respect to point (4) above, it is clear from the development approval, and its history, the Council considered the potential for reverse amenity impacts. The Council officer's report recommending approval, in part, dealt with this very issue.
- [91] The issue was raised in an adverse submission made during the public notification period. It asserted the use was incompatible with adjacent future industrial uses⁵¹. The officer's report stated in response to the issue:

"...The site and surrounding lots are located in a "Future Industrial Area" under the draft Western Downs Planning Scheme, Strategic Map 1.1 Settlement Pattern (currently in public notification). Although this document is in draft form, it does give some weight in the assessment process of the proposed development and needs to be taken into consideration.

Buffers on the northern, western and southern boundaries 10 metres in width are conditioned to help mitigate potential noise pollution and provide amenity to the residents. Further, bedroom windows are conditioned to be double glazed to help mitigate any existing and potential noise emissions."

- [92] The reverse amenity mitigation measures referred to in the Council officer's report are reflected in conditions of the development approval. In particular, the conditions of approval require⁵² a 10m setback to Laycock Road; a 15m setback to side boundaries; 5-10m of the setback area is to be landscaped; and windows are to be double glazed.
- [93] In the context of an allegation that the approved development will cut across Council's forward planning, I note paragraph 144 of the economic need joint report. In that paragraph, Mr Brown expressed concern that the approved development could sterilise surrounding land for industrial purposes. The basis for his concern was as follows:

"While this might not be significant in terms of the remaining land supply, the subject site and any impacted area would represent that part of the southside Medium impact zone which is closest to trunk infrastructure. Hence, approval could force industrial development further away from trunk infrastructure services unreasonably adding to the cost of development."

- [94] I do not accept Mr Brown's evidence about sterilisation. His opinion in this regard represents no more than an assertion. It was not supported by any economic analysis or costings, as would be expected to establish the serious contention raised by him.

⁴⁹ These works were approved by the Council in September 2018.

⁵⁰ Ex.4, p.14, paragraph 24.

⁵¹ Ex.18, p.27.

⁵² Ex.3, paragraph 64.

- [95] Further, the assertion does not sit comfortably with other unchallenged parts of the evidence. There is an unchallenged body of evidence about the works required to facilitate the development of the land. Those works will involve the improvement of trunk infrastructure that will benefit the surrounding locality, and be carried out at the appellant's expense. To suggest the development, which is limited in life and required to undertake trunk infrastructure works, will sterilise surrounding land in an economic sense is, in my view, unsubstantiated.
- [96] For these reasons, I am satisfied the approved development will not cut across the Council's forward planning for the land, or locality. It is an interim use that will, in due course, facilitate the land being given over to a purpose that is consistent with the Council's forward planning.

Exercise of the discretion under s.87 of the Planning Act 2016

- [97] The nature of the appeal before the Court is a hearing anew⁵³. In such an appeal, the Court hears the matter afresh on fresh material⁵⁴, and is empowered to exercise the same discretion conferred on the assessment manager at first instance. In this case, the discretion to be exercised is a power to assess and decide an extension application under s.87 of the PA. This type of application is not a development application as defined in Schedule 2 of the PA.
- [98] A '*development application*' is defined in Schedule 2 of the PA as meaning an application for a development approval. This does not include an extension application, which is a different species of application. It is separately defined in Schedule 2. The definition of '*extension application*' calls up s.86(1) of the PA, which states:

*"A person may make an application (an **extension application**) to the assessment manager to extend the currency period of a development approval before the approval lapses."*

- [99] The assessment and decision making framework for an extension application is prescribed in s.87 of the PA. It was common ground that ss.87(1) and (2) of the PA jointly confer a broad discretion on the assessment manager (and this Court on appeal) to assess and decide an extension application. I agree.
- [100] Section 87(1) of the PA states:
- "When **assessing** an extension application, the assessment manager may consider any matter that the assessment manager considers relevant, even if the matter was not relevant to assessing the development application."* (emphasis added)
- [101] The assessment manager (and this Court on appeal) in assessing an extension application may have regard to '*any matter it considers relevant*'. The breadth of the assessment includes '*matters*' that were irrelevant to the assessment of the original development application. An example of such a matter is an applicant's personal circumstances.

⁵³ s.45 of PECA.

⁵⁴ *Lacey v Attorney General (Qld)* (2011) 242 CLR 573, 597 [57].

- [102] The approval granted by the Council in October 2013 was the subject of impact assessment. Any future application for the approved development would also require impact assessment under the PA. Evidence going to the personal circumstances of an applicant was irrelevant to the assessment and decision making process under the *Sustainable Planning Act 2009*⁵⁵ for an impact assessable application, which was in force when the Council decided to grant the approval in October 2013. Evidence of this character is also irrelevant to the assessment of an impact assessable development application under s.45(5)(b) the PA.
- [103] An extension application is a different proposition to a development application. As was the case here⁵⁶, evidence of an applicant's personal circumstances may be required to explain why development was not started before an approval lapses. I regard such evidence as relevant to the assessment of an extension application. I also regard the explanation given by the appellant here, and the reasons underpinning it, as relevant to the assessment of its extension application, even though the explanation was, in part, founded upon matters of '*private economics*' or '*personal circumstances*'.
- [104] Section 87(2) of the PA requires the assessment manager (and this Court on appeal) to decide the extension application in one of three ways: (1) give the extension sought; or (2) refuse the extension sought; or (3) extend the currency period for a period that is different from the extension sought. The power to '*decide*' the extension application is subject to one requirement. Irrespective of which way the final exercise of the discretion falls, the assessment and decision making function must be performed in a way that advances the purpose of the PA⁵⁷. Save for this requirement, the power to decide an extension application is expressed in broad terms.
- [105] Against this statutory background, I now turn to consider the exercise of the discretion.
- [106] The appellant advances 13 discretionary reasons in support of granting the extension. I have reduced the most significant of those reasons to the matters set out at paragraph [5] of these reasons for judgment. Having regard to paragraph [5], and the reasons for judgment which follow it, I am satisfied the appellant has established each of the following matters, namely it has:
- (a) provided a credible and adequate explanation for not starting the development authorised by the approval;
 - (b) started significant onsite works and obtained related approvals to facilitate the start of the development;
 - (c) demonstrated there is a town planning, community and economic need for the proposed development, which can be met on the land with an absence of unacceptable impacts; and
 - (d) demonstrated the proposed development is an interim use of the land in the sense it has a life limited by a condition of the approval, thereby avoiding the alienation of the land from its intended purpose under the 2017 planning scheme.

⁵⁵ Definition of '*grounds*' in Schedule 1 of the Act.

⁵⁶ The appellant's explanation for not starting the development included the inability to secure a funding facility for the project. (Ex.8, p.5, paragraph 25).

⁵⁷ s.5(1) of the PA.

- [107] Each of the above matters favour granting the extension sought, being a period of 12 months.
- [108] In addition, the appellant contended there was a further reason in support of granting the extension. It contended the development complies with the applicable regional plan, and 2017 planning scheme.
- [109] The Council accepts the development approval would advance some of the objectives of the regional plan⁵⁸. It says this is of little relevance given the 2017 planning scheme appropriately reflects the regional plan. Whilst I do not agree that this is a question of relevance, but rather a matter of weight, I agree the development would advance some of the broadly stated objectives in the regional plan. This attracts little weight given, as the Council contends, the regional plan is reflected in the 2017 planning scheme. The more important matter to be considered is the consistency of the approval with the 2017 planning scheme.
- [110] I am satisfied the appellant has demonstrated the approved development is consistent with important planning objectives expressed in the 2017 planning scheme. This is not to suggest that I have assessed the development (with the benefit of evidence) to determine whether it complies with each and every provision of the 2017 planning scheme. It was unnecessary for me to do so. Neither party suggested it was required in the circumstances. I agree with that approach given this is, after all, an extension application, and not an application for a development approval.
- [111] The provisions of the planning scheme that were most important in this case were contained in the Strategic plan and Medium impact industry zone code.
- [112] A review of the Strategic plan reveals it encourages development of the kind approved in Miles. The Council did not suggest otherwise. This encouragement is given to achieve a number of objectives expressly stated in the planning scheme. One of those objectives involves the provision of a mitigation strategy to avoid the social and economic consequences known to occur where there is a peak in demand for non-resident worker accommodation, and that demand cannot be accommodated.
- [113] Miles is earmarked by the planning scheme for larger forms of non-resident workforce accommodation. The proposed development falls within this category of development, and will contribute to meeting the underlying mitigation strategy recognised in the Strategic plan. As a consequence, I am comfortably satisfied, for the purposes of an extension application, the proposed development is consistent with the Strategic plan.
- [114] At first blush, the zone code provisions are more problematic for the approved development. The development is inconsistent development in the Medium impact industry zone. This is not of itself fatal. It needs to be read with the statement that follows the table of inconsistent development for the zone, which states:
- “Development listed as an inconsistent use can be considered on its merits where it reflects the purpose and intent of the planning scheme.”*
- [115] The above provision of the zone code calls for the development to be considered against the purpose and intent of the planning scheme.

⁵⁸ Ex.26, paragraph 23(h)(i).

- [116] The evidence of the town planning witnesses was directed, in part, to whether the approved development complied with the purpose and overall outcomes of the Medium impact industry zone code. These provisions anticipate non-industrial uses in the zone, subject to meeting certain qualifications. The relevant qualifications are contained in the following provisions of the zone code, which state:

“6.2.2.2 Purpose

...

It may include non-industrial and business uses that support Medium impact industry uses where they do not compromise the long term use of the land for industrial purposes.”

And:

“The overall outcomes sought for the Medium impact industry zone are as follows:

...

- (2) *Other non-industrial uses occur where they are ancillary to or directly support the industrial functions of the zone. Office and direct sales are only established where ancillary to an industrial activity on the site.”*

- [117] I am satisfied the development approved will not compromise the long term use of the land for industrial purposes. This is so for the reasons set out in paragraphs [85] to [92] above. This point was also conceded by the Council’s town planning witness, Mr Perkins⁵⁹. Compliance was therefore demonstrated with the first of two provisions set out above.
- [118] Overall outcome (2) of the zone code contemplates that non-industrial uses occur where they are ancillary to, or directly support the industrial function of the zone. It was not suggested by the appellant that the approved development is an ancillary use. Rather, it contended the use would directly support the industrial function of the zone.
- [119] A valiant attempt was made to establish the use would directly support the function of the zone. Whilst I was not persuaded this is so, the significance of the issue is materially diminished once overall outcome (18) of the Medium impact industry zone code is taken into account. This overall outcome is set out at paragraph [11] above, and anticipates that non-industrial uses may occur in the zone where, inter alia, an overriding community need is established. I am satisfied the appellant has demonstrated compliance with this overall outcome.
- [120] In the light of paragraphs [112], [113], [117] and [119] above, I am satisfied the appellant has demonstrated the approved development complies with material aspects of the 2017 planning scheme, which serve to highlight the public interest would be well served by allowing the approval to remain on foot. This is a strong factor that favours granting the extension requested. It is compelling when combined with the other factors dealt with at paragraph [106] above.
- [121] There is one further matter I consider relevant to the exercise of the discretion under s.87 of the PA, which favours granting the extension sought.

⁵⁹ T1-53, Line 16 to 21.

- [122] Whilst the discretion to assess and decide an extension application is expressed in broad terms, the exercise of that discretion should, in my view, be informed by, inter alia, a point of context that can be easily overlooked. That context relates to the underlying rationale for an extension application.
- [123] A development approval, and the right to carry out the assessable development it authorises is not a right that, once granted, can be exercised in perpetuity. It is a right that can be lost⁶⁰. It will be lost if the development approval lapses at the end of a defined currency period. A phrase that was coined many years ago to capture this legislative intention was: ‘*use it, or lose it*’. Once an approval lapses, a fresh application and new development approval is required where there remains an intention to proceed with the development. There is a reasonable expectation that the subsequent application and decision making process would involve considerable public and private expense.
- [124] Section 86 of the PA, in my view, is clear recognition by the legislature of circumstances where no town planning purpose is served by development repeating the statutory assessment and decision making process simply because the approval which authorises it has, or will lapse. It is a vehicle that serves the wholesome purpose of avoiding the public and private expense associated with the development application and approval process, where, on balance, no town planning purpose would be served by it.
- [125] This context informs the exercise of the discretion under s.87 of the PA. It invites the assessment manager (and this Court on appeal) to ask itself this question: is there a town planning imperative for the development, and its approval, to be the subject of a fresh assessment and decision under the PA?
- [126] Mr Lyons submitted on behalf of the Council there was such a town planning imperative. In oral submissions he conceded⁶¹ the only imperative arising on the Council’s case was one relevant to the issue of need. For reasons already given, I do not accept that need in this case establishes a planning imperative for the development to be subjected to a fresh development application process. The evidence establishes there is a proven need for the development. Whilst the nature or strength of the demand that underlies that demonstrated need has changed over time, no planning purpose would be served by an examination of this issue in the context of a development application. There was, and remains a town planning and community need for the development.
- [127] The question posed in paragraph [125] is, in my view, answered in the negative in this case. This is because: (1) the development approved, and its conditions, do not give rise to a planning issue that was not otherwise considered by the Council at first instance; (2) the new planning scheme adopted by the Council in 2017, some three years after its first assessment of the development, is supportive of the approved development; (3) the evidence comfortably establishes there is no public opposition to the development that may have provoked a new submission that was adverse to the development⁶²; and (4) the approved development will not, if implemented, give rise to any unacceptable impacts that require consideration over and above the Council’s assessment in 2013, or later by virtue of the permissible change requests made by the appellant under the *Sustainable Planning Act 2009*.

⁶⁰ As is contemplated by s.85 of the PA.

⁶¹ T3-17, Line 20 to 24.

⁶² Mr Perkins at T1-57, Line 19 to 20 conceded there was an ‘*absence of public opposition*’ to the proposed development.

Conclusion

[128] The appellant has discharged the onus and the extension sought should be granted

[129] Subject to hearing from the parties, the orders of the Court will be:

1. The appeal is allowed.
2. The respondent's decision of 23 May 2018 refusing the appellant's extension application is set aside.
3. The appellant's extension application is approved.
4. The currency period for the development approval dated 17 June 2015, attaching to land described as Lot 6 on RP 203808, is extended to 26 July 2020.

[130] I will also hear from the parties as to the consequential orders, if any, required by s.87(6) of the PA.

Title **Executive Services Chief Executive Officer Report February 2021**

Date 9 March 2021

Responsible Manager R. Musgrove, CHIEF EXECUTIVE OFFICER

Summary

The purpose of this Report is to provide Council with the significant meetings, forums and delegations attended by the Chief Executive Officer during the month of February 2021.

Link to Corporate Plan

Strategic Priority: Strong Economic Growth

- There is a confidence in our strong and diverse economy.
- We're open for business and offer investment opportunities that are right for our region.
- We optimise our tourism opportunities, unique experiences and major events.
- Business and industry in our region live local and buy local.
- Our region is a recognised leader in energy, including clean, green renewable energies.

Material Personal Interest/Conflict of Interest

Nil

Officer's Recommendation

That this Report be received and noted

Background Information

Nil

Report

Meetings, delegations and forums attended by the Chief Executive Officer during the month of February 2021:

Date	Who/Where	Details
1 February 2021	• Councillor Information Session	Dalby
2 February 2021	• Industrial Commission Hearing	Brisbane
4 February 2021	• Toowoomba Surat Basin Enterprise Event	Chinchilla
15 February 2021	• Planning and Pre-Agenda Meeting • Councillor Information Sessions	Dalby Dalby
17 February 2021	• Ordinary Meeting of Council	Wandoan
19 February 2021	• Development Assessment Panel Meeting • Meeting with Toowoomba Main Roads • Meeting with Megan O'Hara Sullivan	Dalby Dalby Toowoomba
22 February 2021	• Monthly Meeting with Origin • Monthly Meeting with Shell	Phone Phone
23 February 2021	• Meeting with Local Business • Councillor Information Session	Miles Miles
25 February 2021	• Special Meeting of Council	Miles
26 February 2021	• Meeting with Local Government Managers Australia	Phone

Consultation (Internal/External)

Chief Executive Officer

Legal/Policy Implications (Justification if applicable)

Nil

Budget/Financial Implications

Nil

Human Rights Considerations

Section 4(b) of the *Human Rights Act 2019* (Qld) (the Human Rights Act) requires public entities 'to act and make decisions in a way compatible with human rights'.

There are no human rights implications associated with this report.

Conclusion

The foregoing represents activities undertaken by the Chief Executive Officer during the month of February 2021.

Attachments

Nil

Authored by: A. Lyell, Executive Services Administration Officer

Title **Executive Services Report Outstanding Actions February 2021**

Date 9 March 2021

Responsible Manager R.A. Musgrove, CHIEF EXECUTIVE OFFICER

Summary

The purpose of this Report is to provide Council with an updated on the status of outstanding Council Meeting Action Items to 17 February 2021.

Link to Corporate Plan

Strategic Priority: Strong Economic Growth

- There is a confidence in our strong and diverse economy.
- We're open for business and offer investment opportunities that are right for our region.
- We optimise our tourism opportunities, unique experiences and major events.
- Business and industry in our region live local and buy local.
- Our region is a recognised leader in energy, including clean, green renewable energies.

Material Personal Interest/Conflict of Interest

Nil

Officer's Recommendation

That this Report be received and noted.

Background Information

Nil

Report

The purpose of this Report is to provide Council with an update on the status of Outstanding Council Meeting Action Items to the Meeting held on 17 February 2021.

1. Outstanding Council Meeting Action List (As at 17 February 2021)

Meeting date	Item description	File No.	Council Resolution/Task	Responsible Division
21/06/2017	Corporate Services Confidential Report Authorise Chief Executive Officer Negotiate Purchase Properties	AD6.6.2	<p>MOVED by Cr. I.J. Rasmussen Seconded by Cr. R.C. Brown</p> <p>That this Report be received and that:</p> <p>1. Council authorise the Chief Executive Officer to negotiate the acquisition of properties as proposed up to the amount in the table on page 81 of the report.</p> <p style="text-align: right;">CARRIED (7,1)</p>	Corporate Services

Meeting date	Item description	File No.	Council Resolution/Task	Responsible Division
			FOR VOTE: Cr. P.M. McVeigh, Cr R.C. Brown, Cr. C.T. Tillman, Cr. K.A. Maguire, Cr. G.M. Olm, Cr. I.J. Rasmussen, Cr. A.N. Smith AGAINST VOTE: Cr. P.T. Saxelby ABSENT. DID NOT VOTE: Cr. D.E. Ashurst	
23/09/2020	Corporate Services Report of Audit Committee Meeting 18 August 2020	AD6.6.2	Moved By: Cr. M. J. James Seconded By: Cr. P. T. Saxelby That an update be provided by the Chair of the Audit Committee to Councillors at a future information session CARRIED	Corporate Services
23/09/2020	Executive Services Report Cr M. J. James Notice of Motion Development of a Communications and Community Engagement Strategy	AD6.6.2	Moved By: Cr. M. J. James Seconded By: Cr. K. A. Bourne That Council resolves to develop and adopt a communications and community Engagement Strategy to be prepared in consultation with Councillors. CARRIED	Executive Services

Consultation (Internal/External)

Chief Executive Officer;
General Manager (Community & Liveability);
General Manager (Corporate Services);
General Manager (Infrastructure Services); and
Relevant Managers, Coordinators and Officers.

Legal/Policy Implications (Justification if applicable)

Nil

Budget/Financial Implications

Nil

Human Rights Considerations

Section 4(b) of the *Human Rights Act 2019* (Qld) (the Human Rights Act) requires public entities 'to act and make decisions in a way compatible with human rights'.

There are no human rights implications associated with this report.

Conclusion

This report is provided to inform Council of the progress of resolutions of Council.

Attachments

Nil

Authored by: J. Weier, SENIOR EXECUTIVE OFFICER

Title **Corporate Services Financial Report February 2021**

Date 3 March 2021

Responsible Manager E. Lambert, CHIEF FINANCIAL OFFICER

Summary

The purpose of this Report is to provide Council with the Financial Report for the period ending 28 February 2021.

Link to Corporate Plan

Strategic Priority: Financial Sustainability

- We are recognised as a financially intelligent and responsible Council.

Material Personal Interest/Conflict of Interest

Nil

Officer's Recommendation

That this Report be received, and that:

1. Council notes the February 2021 Financial Report.

Background Information

The Chief Executive Officer is required by Section 204 (2) of the Local Government Regulation 2012 to present the financial report at each meeting of the local government if each meeting is held less frequently than monthly, or monthly. 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 (section 204 (3)).

Report

1. Operating Budget

The operating deficit as at the end of February is \$9.785 million compared to a budgeted deficit of \$20.472 million which is \$10.687 million ahead of budget. This better than budgeted position is due to a lag in expenditure of \$10.434 million. Expenditure will always lag in Materials and Services expenditure due to invoices not being accrued at the end of the current month and works in progress.

Analysis of the major variances for each revenue and expense item is provided in the following table:

Council Consolidated	Revised Budget \$	YTD Budget \$	YTD Actuals \$	Variance \$	Comments
Revenue					
Rates and Utility Charges	(91,355,089)	(45,694,691)	(46,045,314)	(350,623)	Rates and Utility Charges revenue is greater than budget due to favourable QVAS adjustments.
Volumetric	(6,723,086)	(3,134,975)	(3,099,632)	35,343	Volumetric revenue is in line with budget.
Less: Discounts & Pensioner Remissions	5,317,113	2,683,558	2,417,780	(265,778)	Discounts & Pensioner Remissions are under budget due to less people taking up the discount than what was budgeted.
Net Rates and Utility Charges	(92,761,062)	(46,146,108)	(46,727,165)	(581,057)	
Fees and Charges	(5,559,170)	(3,768,143)	(3,810,809)	(42,666)	Fees and Charges revenue is in line with budget.
Rental and Levies	(1,588,400)	(1,058,928)	(1,185,884)	(126,956)	Rental and Levies revenue is over budget by \$0.127 million purely due to a phasing issue. No budget concerns.
Sales of Major Services	(26,558,756)	(18,202,442)	(16,185,440)	2,017,002	Sales of Major Services revenue is under budget by \$2.017 million mainly due to Commercial Works being behind budget by \$2.401 million. This is due to outstanding progress claims and is a phasing issue. All projects are on schedule and no budget concerns. Gravel Pits sales are ahead of budget \$0.501 million due to phasing of production. Budgeted sales were 274,040 tonnes and 313,752 tonnes have been sold.
Operating Grants, Subsidies and Contributions	(21,451,589)	(9,278,208)	(11,458,882)	(2,180,674)	Operating Grants, Subsidies and Contributions revenue is over budget by \$2.181 million mainly due to: > \$0.853 million received in Disaster Recovery Funding for the South Qld Heavy Rainfall and flooding event in February 2020 not budgeted. > \$0.516 million received for the Health Services Sector, with additional income being received from the Commonwealth in relation to COVID-19 pandemic and an additional 30 per cent increase in the viability supplement and the residential care homeless supplement. > \$0.395 million received for Communities Combating Pest and Weeds not budgeted. > \$0.200 million received for Trainee/Apprentice grants not budgeted.
Interest Revenue	(1,615,000)	(1,076,664)	(894,446)	182,218	Interest Revenue has come in under budget \$0.182 million due to Council budgeting to receive 1.00% and on average only receiving 0.80% return.

Council Consolidated	Revised Budget \$	YTD Budget \$	YTD Actuals \$	Variance \$	Comments
Other Income	(1,601,075)	(963,742)	(484,640)	479,102	Other income has come in under budget by \$0.479 million mainly due to: > Cinema revenue being behind budget \$0.261 million due to COVID-19 conditions. Cinema revenue will remain under budget for the year with the upcoming closure of the Dalby cinemas. > Ticket Sales for Big Skies is behind budget \$0.199 YTD. Total budgeted income was \$0.450 million. The offset to this will be no expenditure in Materials and Services (\$0.500 million budgeted). > Legal Fees recovered are also under budget by \$0.117 million due to COVID 19 pandemic delaying debt recovery to be recommenced from 1 October 2020. An upside to this is that \$0.072 million has been received in auction sales for plant and equipment sold. This plant is minor plant not listed on the asset register (e.g. tools etc). This was not budgeted.
TOTAL OPERATING REVENUES	(151,135,052)	(80,494,235)	(80,747,266)	(253,031)	
Expenses					
Employee Benefits	57,255,425	36,517,936	36,650,789	132,853	Employee Benefits are in line with budget.
Less Capitalised Employee Benefits	(4,728,745)	(2,950,298)	(3,911,480)	(961,182)	Capitalised Employee Benefits are better than budget with more staff working on capital projects due to the COVID-19 Stimulus package.
Net Employee Benefits	52,526,680	33,567,638	32,739,309	(828,329)	
Materials and Services	58,360,000	38,070,233	28,970,274	(9,099,959)	Materials and Services expenditure is under budget due to outstanding invoices not being accrued at the end of the current month (February). There have also been savings identified including diesel expense of \$0.200 million due to reduced pricing, Big Skies expenditure of \$0.500 million due to cancellation of the event, and \$0.300 million in Legal Fees & Court Costs not incurred.
Depreciation and Amortisation	43,869,076	29,246,088	28,740,569	(505,519)	Depreciation and Amortisation expenditure is under budget due to the write off of assets decreasing depreciation expense. It is expected that there will be some slight savings in depreciation for the year.
Finance Costs	593,055	82,704	82,213	(491)	Finance Costs are in line with budget.
Corporate Overhead	-	-	-	-	
TOTAL OPERATING EXPENSES	155,348,811	100,966,663	90,532,365	(10,434,298)	

Operating (surplus)/deficit	4,213,759	20,472,428	9,785,099	(10,687,329)
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Capital Revenue and Expenditure

• Capital Revenue

Capital Revenue is \$0.373 million behind budget with \$14.346 million being received as at 28 February 2021.

- Capital Grants and Subsidies are \$0.993 million ahead of budget. This is a phasing issue.
- Contributions are \$1.450 million behind budget. This is a phasing issue with works complete and outstanding payment claims. No budget concerns.
- Contributed Assets are \$0.611 million behind budget. When this budget was formed it was based on an estimate with it hard to quantify what assets will be recognised throughout the year.
- Contributions from Developers is \$0.287 million behind budget. When this budget was formed it was based on an estimate with it hard to quantify what will be contributed throughout the year.
- Disposal of Non-Current Assets is \$0.983 million ahead of budget. Disposal of Assets will come in over budget for the year due to the second 2019-20 financial year yellow fleet auction being postponed until October 2020 as a result of COVID-19.

• Capital Expenditure

Capital Expenditure is \$10.765 million behind budget with \$27.580 million spent as at the end of February 2021. This underspend is due to:

- Outstanding progress payments and works in progress not being invoiced. There will always be a timing difference in capital expenditure with works complete and subsequent payment for those works.
- There have been some road projects which have been pushed out to later in the year due to some high priority maintenance works and commercial works being brought forward.
- Some capital projects have also been identified that are unable to be completed this financial year and will need to be carried over to 2021-22. This is due to contractor availability, inflated prices in the market and pending funding approval. Identified projects are the Chinchilla Cultural Precinct, Thomas Jack Park, Flood reconstruction projects, Wandoan Washdown Bay, Wandoan Stores Shed Demolition and replacement and the Wandoan Workshop Skillion and concrete slab extension projects. The capital works program will continue to be closely monitored with a push to get as much work completed by 30 June 2021, however if prices are still too inflated, the projects will be delayed until market prices settle.

An identified risk to the capital works budget has been raised regarding the Myall 107 project. Large amounts of asbestos have been found in the soil. The cost of removing this asbestos to date has totalled \$0.187 million. At this stage it is unknown how much more will be found considering the building works is yet to even start. This will be closely monitored, depending on the amount of asbestos that is found the scope of the project may need to be adjusted to allow for this project to remain within the approved budget.

2. Cash and Investments

Council's Cash and Investments as at the end of February 2021 totalled \$181.992 million which represents 14.06 months of Operating Expenses including depreciation which is a strong position. The balance as at 30 June 2020 was \$174.933 million. The reason for this high balance is due to additional funding being received as part of the COVID-19 Stimulus works and a lag in operational and capital expenditure. Cash will continue to decline as expenditure starts to accelerate prior to the end of the financial year. There is always a lag in expenditure with a majority of both capital and operating expenditure being spent in the last 6 months of the year. The next major revenue stream will be the 2nd half rates levy. At this stage it is expected that cash at 30 June 2021 will be approximately between \$170 mill and \$180 mill.

Consultation (Internal/External)

Nil

Legal/Policy Implications (Justification if applicable)

Nil

Budget/Financial Implications

Council adopted the FY2021 Original Budget on 22 July 2020. The attached One-Page report details the progress made against Year-To-Date (YTD) budget for the period ending 28 February 2021.

Human Rights Considerations

Section 4(b) of the *Human Rights Act 2019* (Qld) (the Human Rights Act) requires public entities 'to act and make decisions in a way compatible with human rights'.

There are no human rights implications associated with this report.

Conclusion

There are currently no budget concerns as at 28 February. Budget upsides are starting to appear with it anticipated that Council will better its position of the budgeted deficit of \$4.214 million, however the budget remains tight and is being monitored closely.

Attachments

1. One Page Report February 2021

Authored by: C. Prain, MANAGEMENT ACCOUNTANT



Western Downs Regional Council
One Page Result
Period Ending: 28 February 2021

	Council Consolidated					Council Net					Commercial Works				
	Original Budget	Revised Budget	YTD Budget	YTD Actuals	YTD Variance	Original Budget	Revised Budget	YTD Budget	YTD Actuals	YTD Variance	Original Budget	Revised Budget	YTD Budget	YTD Actuals	YTD Variance
Operating Revenue															
Rates and Utility Charges	(91,355,089)	(91,355,089)	(45,694,691)	(46,045,314)	(350,623)	(70,892,507)	(70,892,507)	(35,463,399)	(35,828,909)	(365,510)	-	-	-	-	-
Volumetric	(6,723,086)	(6,723,086)	(3,134,975)	(3,099,632)	35,343	-	-	-	-	-	-	-	-	-	-
Less: Discounts & Pensioner Remissions	5,317,113	5,317,113	2,683,558	2,417,780	(265,778)	3,955,125	3,955,125	1,977,563	1,852,689	(124,874)	-	-	-	-	-
Net Rates and Utility Charges	(92,761,062)	(92,761,062)	(46,146,108)	(46,727,165)	(581,057)	(66,937,382)	(66,937,382)	(33,485,836)	(33,976,221)	(490,385)	-	-	-	-	-
Fees and Charges	(5,559,170)	(5,559,170)	(3,768,143)	(3,810,809)	(42,666)	(2,642,810)	(2,642,810)	(1,823,895)	(1,610,943)	212,952	-	-	-	-	-
Rental and Levies	(1,588,400)	(1,588,400)	(1,058,928)	(1,185,884)	(126,956)	(1,513,400)	(1,513,400)	(1,008,928)	(1,110,231)	(101,303)	-	-	-	-	-
Sales of Major Services	(26,558,756)	(26,558,756)	(18,202,442)	(16,185,440)	2,017,002	-	-	-	-	-	(12,050,000)	(12,050,000)	(9,611,554)	(7,210,911)	2,400,643
Operating Grants & Subsidies	(21,451,589)	(21,451,589)	(9,278,208)	(11,458,882)	(2,180,674)	(21,451,589)	(21,451,589)	(9,278,208)	(11,458,882)	(2,180,674)	-	-	-	-	-
Interest	(1,615,000)	(1,615,000)	(1,076,664)	(894,446)	182,218	(1,615,000)	(1,615,000)	(1,076,664)	(844,150)	232,514	-	-	-	-	-
Other Income	(1,601,075)	(1,601,075)	(963,742)	(484,640)	479,102	(1,561,075)	(1,561,075)	(937,070)	(473,026)	464,044	-	-	-	-	-
Total Operating Revenue	(151,135,052)	(151,135,052)	(80,494,235)	(80,747,266)	(253,031)	(95,721,256)	(95,721,256)	(47,610,601)	(49,473,455)	(1,862,854)	(12,050,000)	(12,050,000)	(9,611,554)	(7,210,911)	2,400,643
Operating Expenses															
Employee Benefits	57,255,425	57,255,425	36,517,936	36,650,789	132,853	46,999,291	46,999,291	30,152,737	29,855,248	(297,489)	2,076,057	2,076,057	1,281,099	1,634,124	353,025
Less Capitalised Employee Benefits	(4,728,745)	(4,728,745)	(2,950,298)	(3,911,480)	(961,182)	(4,256,418)	(4,256,418)	(2,626,558)	(3,486,518)	(859,960)	-	-	-	-	-
Net Employee Benefits	52,526,680	52,526,680	33,567,638	32,739,309	(828,329)	42,742,873	42,742,873	27,526,179	26,368,730	(1,157,449)	2,076,057	2,076,057	1,281,099	1,634,124	353,025
Materials and Services	58,360,000	58,360,000	38,070,233	28,970,274	(9,099,959)	27,442,493	27,442,493	17,684,563	12,459,961	(5,224,602)	8,691,790	8,691,790	6,646,732	5,476,764	(1,169,968)
Depreciation and Amortisation	43,869,076	43,869,076	29,246,088	28,740,569	(505,519)	36,544,733	36,544,733	24,363,176	23,298,649	(1,064,527)	-	-	-	-	-
Finance Costs	593,055	593,055	82,704	82,213	(491)	480,878	480,878	82,704	80,090	(2,614)	-	-	-	-	-
Corporate Overhead	-	-	-	-	-	(4,208,017)	(4,208,017)	(2,805,352)	(2,805,352)	-	456,576	456,576	304,384	304,384	-
Total Operating Expenses	155,348,811	155,348,811	100,966,663	90,532,365	(10,434,298)	103,002,960	103,002,960	66,851,270	59,402,078	(7,449,192)	11,224,423	11,224,423	8,232,215	7,415,272	(816,943)
Operating (surplus)/deficit	4,213,759	4,213,759	20,472,428	9,785,099	(10,687,329)	7,281,704	7,281,704	19,240,669	9,928,623	(9,312,046)	(825,577)	(825,577)	(1,379,339)	204,362	1,583,701
Capital Revenue															
Capital Grants & Subsidies	(21,529,823)	(29,856,170)	(10,738,076)	(11,731,086)	(993,010)	(21,529,823)	(29,856,170)	(10,738,076)	(11,731,086)	(993,010)	-	-	-	-	-
Contributions	(2,089,578)	(3,139,417)	(2,281,057)	(830,669)	1,450,388	(2,089,578)	(3,139,417)	(2,281,057)	(830,669)	1,450,388	-	-	-	-	-
Contributions - Contributed Assets	(1,000,000)	(1,000,000)	(666,667)	(55,404)	611,263	(1,000,000)	(1,000,000)	(666,667)	(26,736)	639,931	-	-	-	-	-
Contributions from Developers - Cash	(700,000)	(700,000)	(466,667)	(179,330)	287,337	(700,000)	(700,000)	(466,667)	(98,951)	367,716	-	-	-	-	-
Disposal of Non-Current Assets	(850,000)	(850,000)	(566,667)	(1,549,493)	(982,826)	(850,000)	(850,000)	(566,667)	(1,549,493)	(982,826)	-	-	-	-	-
Total Capital Revenue	(26,169,401)	(35,545,587)	(14,719,133)	(14,345,982)	373,151	(26,169,401)	(35,545,587)	(14,719,133)	(14,236,935)	482,198	-	-	-	-	-
Capital Expenses															
Loss of Revaluation of Inventory	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Restoration of Land Provision	-	-	-	34,177	34,177	-	-	-	-	-	-	-	-	-	-
Capital Expense Write-Off	9,200,000	9,200,000	6,133,333	4,408,178	(1,725,155)	8,200,000	8,200,000	5,466,667	3,608,812	(1,857,855)	-	-	-	-	-
Total Capital Expenses	9,200,000	9,200,000	6,133,333	4,442,355	(1,690,978)	8,200,000	8,200,000	5,466,667	3,608,812	(1,857,855)	-	-	-	-	-
Net Result (surplus)/deficit	(12,755,642)	(22,131,828)	11,886,628	(118,528)	(12,005,156)	(10,687,697)	(20,063,883)	9,988,203	(699,499)	(10,687,702)	(825,577)	(825,577)	(1,379,339)	204,362	1,583,701
Capital Funding Applications															
Capital Expenditure - New Assets	17,310,894	25,036,363	4,096,648	3,259,016	(837,632)	16,735,894	24,461,363	3,646,648	3,209,721	(436,927)	-	-	-	-	-
Capital Expenditure - Upgrade Assets	9,610,468	12,752,306	5,195,400	3,300,628	(1,894,772)	8,493,033	11,634,871	4,604,150	3,102,209	(1,501,941)	-	-	-	-	-
Capital Expenditure - Replacement Assets	50,587,994	44,328,061	29,052,251	21,020,101	(8,032,150)	43,218,190	36,958,257	24,380,136	18,202,737	(6,177,399)	-	-	-	-	-
Loan Principal	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Land Rehab	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Capital Funding Applications	77,509,356	82,116,730	38,344,299	27,579,745	(10,764,554)	68,447,117	73,054,491	32,630,934	24,514,667	(8,116,267)	-	-	-	-	-

Western Downs Regional Council
One Page Result
Period Ending: 28 February 2021

	Gas					Water					Sewerage				
	Original Budget	Revised Budget	YTD Budget	YTD Actuals	YTD Variance	Original Budget	Revised Budget	YTD Budget	YTD Actuals	YTD Variance	Original Budget	Revised Budget	YTD Budget	YTD Actuals	YTD Variance
Operating Revenue															
Rates and Utility Charges	-	-	-	-	-	(5,923,280)	(5,923,280)	(2,961,640)	(2,957,883)	3,757	(9,008,465)	(9,008,465)	(4,504,233)	(4,496,173)	8,060
Volumetric	-	-	-	-	-	(6,723,086)	(6,723,086)	(3,134,975)	(3,099,632)	35,343	-	-	-	-	-
Less: Discounts & Pensioner Remissions	-	-	25,000	38,559	13,559	635,023	635,023	317,512	217,979	(99,533)	450,423	450,423	225,212	193,884	(31,328)
Net Rates and Utility Charges	-	-	25,000	38,559	13,559	(12,011,343)	(12,011,343)	(5,779,103)	(5,839,536)	(60,433)	(8,558,042)	(8,558,042)	(4,279,021)	(4,302,289)	(23,268)
Fees and Charges	(31,000)	(31,000)	(20,664)	(25,406)	(4,742)	(770,000)	(770,000)	(513,336)	(765,311)	(251,975)	-	-	-	(1,698)	(1,698)
Rental and Levies	-	-	-	-	-	(75,000)	(75,000)	(50,000)	(75,652)	(25,652)	-	-	-	-	-
Sales of Major Services	(3,132,662)	(3,132,662)	(1,744,451)	(1,598,756)	145,695	(12,070)	(12,070)	(8,048)	(16,166)	(8,118)	(12,070)	(12,070)	(8,048)	(50,592)	(42,544)
Operating Grants & Subsidies	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Interest	-	-	-	-	-	-	-	-	(27,109)	(27,109)	-	-	-	(15,861)	(15,861)
Other Income	-	-	-	-	-	-	-	-	(11,614)	(11,614)	-	-	-	-	-
Total Operating Revenue	(3,163,662)	(3,163,662)	(1,740,115)	(1,585,603)	154,512	(12,868,413)	(12,868,413)	(6,350,487)	(6,735,389)	(384,902)	(8,570,112)	(8,570,112)	(4,287,069)	(4,370,440)	(83,371)
Operating Expenses															
Employee Benefits	365,279	365,279	225,240	196,740	(28,500)	4,178,985	4,178,985	2,581,250	2,734,225	152,975	1,367,262	1,367,262	844,518	956,695	112,177
Less Capitalised Employee Benefits	-	-	-	-	-	-	-	-	(85,921)	(85,921)	-	-	-	(13,854)	(13,854)
Net Employee Benefits	365,279	365,279	225,240	196,740	(28,500)	4,178,985	4,178,985	2,581,250	2,648,304	67,054	1,367,262	1,367,262	844,518	942,841	98,323
Materials and Services	1,179,815	1,179,815	786,474	597,952	(188,522)	4,167,079	4,167,079	2,715,998	2,719,601	3,603	1,419,217	1,419,217	932,472	968,631	36,159
Depreciation and Amortisation	276,836	276,836	184,568	186,175	1,607	4,036,243	4,036,243	2,690,824	3,006,128	315,304	2,116,623	2,116,623	1,411,088	1,660,799	249,711
Finance Costs	45,650	45,650	-	-	-	28,490	28,490	-	-	-	-	-	-	-	-
Corporate Overhead	298,210	298,210	198,808	198,808	-	1,468,926	1,468,926	979,288	979,288	-	841,587	841,587	561,056	561,056	-
Total Operating Expenses	2,165,790	2,165,790	1,395,090	1,179,675	(215,415)	13,879,723	13,879,723	8,967,360	9,353,320	385,960	5,744,689	5,744,689	3,749,134	4,133,327	384,193
Operating (surplus)/deficit	(997,872)	(997,872)	(345,025)	(405,929)	(60,904)	1,011,310	1,011,310	2,616,873	2,617,932	1,059	(2,825,423)	(2,825,423)	(537,935)	(237,113)	300,822
Capital Revenue															
Capital Grants & Subsidies	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Contributions	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Contributions - Contributed Assets	-	-	-	-	-	-	-	-	-	-	-	-	-	(28,668)	(28,668)
Contributions from Developers - Cash	-	-	-	-	-	-	-	-	(48,879)	(48,879)	-	-	-	(31,500)	(31,500)
Disposal of Non-Current Assets	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Capital Revenue	-	-	-	-	-	-	-	-	(48,879)	(48,879)	-	-	-	(60,168)	(60,168)
Capital Expenses															
Loss of Revaluation of Inventory	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Restoration of Land Provision	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Capital Expense Write-Off	-	-	-	-	-	800,000	800,000	533,333	82,118	(451,215)	100,000	100,000	66,667	607,117	540,451
Total Capital Expenses	-	-	-	-	-	800,000	800,000	533,333	82,118	(451,215)	100,000	100,000	66,667	607,117	540,451
Net Result (surplus)/deficit	(997,872)	(997,872)	(345,025)	(405,929)	(60,904)	1,811,310	1,811,310	3,150,206	2,651,171	(499,035)	(2,725,423)	(2,725,423)	(471,268)	309,836	781,105
Capital Funding Applications															
Capital Expenditure - New Assets	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Capital Expenditure - Upgrade Assets	-	-	-	-	-	897,872	897,872	438,628	128,473	(310,155)	214,927	214,927	147,986	66,745	(81,241)
Capital Expenditure - Replacement Assets	-	-	-	-	-	3,800,212	3,800,212	2,251,286	1,453,283	(798,003)	3,184,751	3,184,751	2,035,988	1,355,486	(680,502)
Loan Principal	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Land Rehab	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Capital Funding Applications	-	-	-	-	-	4,698,084	4,698,084	2,689,914	1,581,756	(1,108,158)	3,399,678	3,399,678	2,183,974	1,422,231	(761,743)

	Western Downs Regional Council One Page Result Period Ending: 28 February 2021																			
	Quarry					Waste					Saleyards					Washdown Bays				
	Original Budget	Revised Budget	YTD Budget	YTD Actuals	YTD Variance	Original Budget	Revised Budget	YTD Budget	YTD Actuals	YTD Variance	Original Budget	Revised Budget	YTD Budget	YTD Actuals	YTD Variance	Original Budget	Revised Budget	YTD Budget	YTD Actuals	YTD Variance
Operating Revenue																				
Rates and Utility Charges	-	-	-	-	-	(5,530,837)	(5,530,837)	(2,765,419)	(2,762,348)	3,071	-	-	-	-	-	-	-	-	-	-
Volumetric	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Less: Discounts & Pensioner Remissions	-	-	-	-	-	276,542	276,542	138,271	114,670	(23,601)	-	-	-	-	-	-	-	-	-	-
Net Rates and Utility Charges	-	-	-	-	-	(5,254,295)	(5,254,295)	(2,627,148)	(2,647,678)	(20,530)	-	-	-	-	-	-	-	-	-	-
Fees and Charges	-	-	-	(468)	(468)	(1,715,360)	(1,715,360)	(1,143,584)	(984,279)	159,305	-	-	-	-	-	(400,000)	(400,000)	(266,664)	(422,703)	(156,039)
Rental and Levies	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Sales of Major Services	(8,551,954)	(8,551,954)	(4,982,341)	(5,483,489)	(501,148)	-	-	-	-	-	(2,800,000)	(2,800,000)	(1,848,000)	(1,825,527)	22,473	-	-	-	-	-
Operating Grants & Subsidies	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Interest	-	-	-	-	-	-	-	-	(7,326)	(7,326)	-	-	-	-	-	-	-	-	-	-
Other Income	-	-	-	-	-	(40,000)	(40,000)	(26,672)	-	26,672	-	-	-	-	-	-	-	-	-	-
Total Operating Revenue	(8,551,954)	(8,551,954)	(4,982,341)	(5,483,957)	(501,616)	(7,009,655)	(7,009,655)	(3,797,404)	(3,639,283)	158,121	(2,800,000)	(2,800,000)	(1,848,000)	(1,825,527)	22,473	(400,000)	(400,000)	(266,664)	(422,703)	(156,039)
Operating Expenses																				
Employee Benefits	1,156,494	1,156,494	746,532	702,949	(43,583)	478,263	478,263	295,126	238,791	(56,335)	500,045	500,045	308,900	265,145	(43,755)	133,749	133,749	82,534	66,871	(15,663)
Less Capitalised Employee Benefits	(472,327)	(472,327)	(323,740)	(318,292)	5,448	-	-	-	-	-	-	-	-	(6,894)	(6,894)	-	-	-	-	-
Net Employee Benefits	684,167	684,167	422,792	384,657	(38,135)	478,263	478,263	295,126	238,791	(56,335)	500,045	500,045	308,900	258,251	(50,649)	133,749	133,749	82,534	66,871	(15,663)
Materials and Services	5,508,461	5,508,461	3,280,686	2,380,363	(900,323)	8,011,672	8,011,672	4,763,996	3,442,741	(1,321,255)	1,448,399	1,448,399	952,936	641,422	(311,514)	491,074	491,074	306,376	282,839	(23,537)
Depreciation and Amortisation	22,394	22,394	14,928	14,172	(756)	424,371	424,371	282,920	279,569	(3,351)	419,208	419,208	279,472	275,081	(4,391)	28,668	28,668	19,112	19,998	886
Finance Costs	1,467	1,467	-	-	-	14,636	14,636	-	2,123	2,123	2,991	2,991	-	-	-	18,943	18,943	-	-	-
Corporate Overhead	352,460	352,460	234,976	234,976	-	527,143	527,143	351,432	351,432	-	209,279	209,279	139,520	139,520	-	53,836	53,836	35,888	35,888	-
Total Operating Expenses	6,568,949	6,568,949	3,953,382	3,014,167	(939,215)	9,456,085	9,456,085	5,693,474	4,314,655	(1,378,819)	2,579,922	2,579,922	1,680,828	1,314,274	(366,554)	726,270	726,270	443,910	405,596	(38,314)
Operating (surplus)/deficit	(1,983,005)	(1,983,005)	(1,028,959)	(2,469,789)	(1,440,830)	2,446,430	2,446,430	1,896,070	675,371	(1,220,699)	(220,078)	(220,078)	(167,172)	(511,253)	(344,081)	326,270	326,270	177,246	(17,106)	(194,352)
Capital Revenue																				
Capital Grants & Subsidies	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Contributions	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Contributions - Contributed Assets	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Contributions from Developers - Cash	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Disposal of Non-Current Assets	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Capital Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Capital Expenses																				
Loss of Revaluation of Inventory	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Restoration of Land Provision	-	-	-	2,928	2,928	-	-	-	31,249	31,249	-	-	-	-	-	-	-	-	-	-
Capital Expense Write-Off	-	-	-	-	-	-	-	-	-	-	100,000	100,000	66,667	110,131	43,464	-	-	-	-	-
Total Capital Expenses	-	-	-	2,928	2,928	-	-	-	31,249	31,249	100,000	100,000	66,667	110,131	43,464	-	-	-	-	-
Net Result (surplus)/deficit	(1,983,005)	(1,983,005)	(1,028,959)	(2,466,861)	(1,437,902)	2,446,430	2,446,430	1,896,070	706,620	(1,189,450)	(120,078)	(120,078)	(100,505)	(401,122)	(300,617)	326,270	326,270	177,246	(17,106)	(194,352)
Capital Funding Applications																				
Capital Expenditure - New Assets	-	-	-	-	-	500,000	500,000	450,000	49,295	(400,705)	-	-	-	-	-	75,000	75,000	-	-	-
Capital Expenditure - Upgrade Assets	-	-	-	-	-	4,636	4,636	4,636	3,201	(1,435)	-	-	-	-	-	-	-	-	-	-
Capital Expenditure - Replacement Assets	-	-	-	-	-	115,752	115,752	115,752	-	(115,752)	269,089	269,089	269,089	8,595	(260,494)	-	-	-	-	-
Loan Principal	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Land Rehab	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Capital Funding Applications	-	-	-	-	-	620,388	620,388	570,388	52,496	(517,892)	269,089	269,089	269,089	8,595	(260,494)	75,000	75,000	-	-	-

Title	Corporate Services Report Look-up and Live Safety Information Sessions
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Date	1 March 2021
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Responsible Manager	L. Mear, CHIEF HUMAN RESOURCES OFFICER
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Summary

The purpose of this Report is to provide Council with an update on the recent Look-up and Live safety information sessions.

Link to Corporate Plan

Strategic Priority: Active Vibrant Communities

- We are a region without boundaries, united in community pride.
- Our community members are the loudest advocates for what's great about our region.

Strategic Priority: Great Liveability

- A safe and well maintained road network connects our region.
- We're recognised as one of the safest regions in Queensland.

Material Personal Interest/Conflict of Interest

Nil

Officer's Recommendation

That this Report be received and noted.

Background Information

Council is committed to a culture of Safety First and we actively seek opportunities to strengthen Council's reputation as a community advocate. As part of the of the safety strategy to increase engagement with the community and local contractors, the Western Downs Regional Council (WDRC) Safety team engaged with the Community Safety Specialist for Ergon/Energex to visit the region in 2021 to promote safe work practices.

Report

The first information session to promote safe work practices was held in February and the topic was Look-up and Live safety. The aim of this information session was to raise awareness of hazards associated with overhead and underground electrical lines with contractors working for WDRC and other community organisations. By engaging with the community and local contractors, these sessions resulted in an increased understanding of the compliance requirements when working around electrical lines.

The campaign's success was attributed by partnering with the Chamber of Commerce and local contractor's contacts. The Chamber of Commerce sent invitations to the community using their networks and local contacts. They assisted Council in promoting the information sessions to the wider community.

The sessions were held across the region with staff in Miles, Chinchilla, Tara and Dalby. An additional session was held in Dalby for contractors working for WDRC and other community organisations. Participants were invited to join an information session with guest presenter Glen Cook (Cookie) for a chat about Look-up and Live safety.



During the sessions one of the key takeaway messages was the Look up and Live app. This app is a powerline safety tool that is used to promote adequate planning and raises awareness of safe working requirements near powerlines. The interactive app is a simple tool that allows users to safely plan and/or perform work around the electricity network by providing:

- Overhead powerline locations and imagery via an interactive geospatial map,
- Powerline safety guidelines, including powerline exclusion zones,
- Options for planning or performing work e.g. powerline visual indicators,
- Information on de-energisation or relocation of powerlines,
- Safety advice and high load forms,
- Dial Before You Dig enquiry.

The success of the information sessions was evident from the feedback received from the community, the local contractors and WDRC employees. The participants that attended these sessions came away with a greater awareness of overhead electrical lines. This increased awareness could be used in their work and personal lives. An awareness of overhead electrical lines and the steps and precautions required could possibly save their lives and the lives of their co-workers, friends and loved ones.

The Safety team has consulted with the Information Technology Team to install the Look up and Live app to all Council owned devices. On Apple devices the app can be located in the Comp Portal and on Android devices the app can be located in the Google Play Store. The Safety Team will continue to promote the Look up and Live app across the organisation.

Consultation (Internal/External)

Employees (Internal/External)
Communications and Marketing Department
Finance Department
Economic Development Department
Works Department
Information Communications Technology Department
The Chamber of Commerce

Legal/Policy Implications (Justification if applicable)

Nil.

Budget/Financial Implications

Nil.

Human Rights Considerations

Section 4(b) of the *Human Rights Act 2019* (Qld) (the Human Rights Act) requires public entities 'to act and make decisions in a way compatible with human rights'.

There are no human rights implications associated with this report.

Conclusion

By implementing this part of the safety strategy Council has continued to strengthen our reputation as a community advocate and our focus on Safety First. Future information sessions will include a Workplace Health and Safety presentation at the Procurement Roadshow in August 2021, this will ensure contractors understand the mandatory safety obligations required when working for Council. Additional information sessions will continue to be conducted throughout the year with the aim to engage with the community and local contractors in ensuring the safety of our region.

Attachments

1. Look-up and Live Safety Flyer

Authored by: A. Niebling, SENIOR WORK HEALTH AND SAFETY SPECIALIST



Electrical incidents cause avoidable serious injuries and fatalities each year. Ergon Energy and Western Downs Regional Council have banded together to bring you the latest tools and strategies for keeping you and your workmates safe while on the job.

You are invited to join us for an info session with guest presenter *Glen Cook (Cookie)* for a chat about Look-up and Live safety.

We are pleased to have Glen Cook, Community Safety Specialist (Ergon/ Energex) and '2020 Australian Health and Safety Professional of the Year', visiting the region to promote safe work practices and the new Look-up and Live (LUAL) application.

Learn about the latest tool designed to assist people in identifying overhead electrical assets and other important electrical safety information.



Scan this code with your phone camera to download the Look Up And Live App

Glen Cook (Cookie) - Community Safety Specialist



Details of sessions below. Sessions for internal staff will coincide with the Works Depot Meetings.

DATE	TIME	LOCATION	PARTICIPANTS
Wednesday 17/02/2021	7:00am - 8:00am	CHINCHILLA WORKS DEPOT	Works, Utilities, Facilities, P&OS, interested people
Wednesday 17/02/2021	2:30pm - 3:30pm	MILES DEPOT	Works, Utilities, Facilities, P&OS, interested people
Thursday 18/02/2021	7:00am - 8:00am	DALBY WORKS DEPOT Training Room	Works, Utilities, Facilities, P&OS, interested people
Thursday 18/02/2021	2:30pm - 3:30pm	TARA DEPOT	Works, Utilities, Facilities, P&OS, interested people
Friday 19/02/2021	6:30am - 7:30am	DALBY Corporate Office Training Room 1.1	Contractors and relevant WDRC internal staff

Title **Corporate Services Report Permanent Road Closure Application – Unnamed Road Along Southern Boundary of Lot 32 BWR306 and adjoining Northern Boundaries of Lots 30 and 31 BWR306, Yulabilla**

Date 4 March 2021

Responsible Manager S. Thompson, GENERAL COUNSEL

Summary

The purpose of this report is to determine an application for the permanent road closure of an unnamed and unformed road that runs along the southern boundary of Lot 32 Crown Plan BWR306 and the adjoining northern boundaries of Lots 30 and 31 of Crown Plan BWR306, Yulabilla

Link to Corporate Plan

Strategic Priority: Financial Sustainability

- We are recognised as a financially intelligent and responsible Council.
- Effective asset management ensures that we only own and maintain assets that are utilised.

Strategic Priority: Great Liveability

- A safe and well maintained road network connects our region.

Material Personal Interest/Conflict of Interest

Nil

Officer's Recommendation

That this Report be received, and that:

1. Council advise DNRME and the applicant that Council does not support the request for permanent road closure unless the three lots are amalgamated; and
2. Council would not object to a temporary road closure.

Background Information

- This is an unnamed and unformed road that runs between the applicant's land being the southern boundary of Lot 32 of Crown Plan BWR306 and the northern boundaries of Lots 30 and 31 of Crown Plan BWR306. The unnamed road is identified on Attachment 1 in Figures 2 and 3.
- The applicant has lodged an application with DRNME to permanently close this road.
- The applicant requires the area for grazing and agricultural purposes.

Report

The unnamed and unformed road is located along the southern boundary of Lot 32 Crown Plan BWR306 and the adjoining northern boundaries of Lots 30 and 31 of Crown Plan BWR306 and does not form part of Council's road network. The applicant is applying for the permanent closure of this of road.

Consultation (Internal/External)

Advice was sought from Council's:

- Planning and Environment Manager,
- Planning Department, and
- Rural Services Coordinator.

All offered no objections to the request.

Council's Senior Works Manager advised that from an Infrastructure perspective the following points need to be considered:

- Current access to Lot 31 BWR306 is via frontage to the undeveloped road reserve in question and joins the gravel section of Kerrells Road via a private access road on Lot 32.
- There is an alternative undeveloped road reserve adjoining Lot 31 BWR306 & Lot 32 BWR306 with Lot 12 BWR605 which joins the gravel road on Cotswold Road.
- If the subject road reserve is permanently closed, and Lots 30, 31 and 32 are sold individually, this would result in substantial roadworks (1km) for the owner of Lot 31 for their access road to change to Cotswolds Road (and also substantial cost to WDRC to develop the undeveloped road reserve on Cotswold Road (5km)).
- Infrastructure Services recommends that Council does not support the request for permanent road closure due to Lot 31 on BWR306 private access road fronting the undeveloped road reserve. As these three lots are not amalgamated, the undeveloped road reserve may be required in the future for continued access for Lot 31 BWR306. A temporary road closure would not be objected to, nor the permanent closure if these three lots were amalgamated.

Legal/Policy Implications (Justification if applicable)

As the land is owned by DNRME, the applicant must seek the owner's consent for the closure of the road. As standard practice, DNRME requests the relevant Local Government to advise if it has any concerns or objections.

If Council offers no objection to the road closure, then the unnamed road shown in Attachment 1 - Figures 2 and 3 will be permanently closed to the public, subject to final approval of the closure by the State.

The CEO has delegated power for submissions to be made to DNRME under section 420CB of the *Land Act 1994* pursuant to Council's Delegations' Register B31.148.

Budget/Financial Implications

Nil

Human Rights Considerations

Section 4(b) of the *Human Rights Act 2019* (Qld) (the Human Rights Act) requires public entities 'to act and make decisions in a way compatible with human rights'.

There are no human rights implications associated with this report.

Conclusion

It is recommended that Council advise DNRME that it does not support the permanent closure of the subject unnamed road.

Attachments

1. Aerial Photos Identifying Location of Road to be Closed

Authored by: S. Thompson, GENERAL COUNSEL

Attachment 1 Aerial Photos Identifying Location of Road to be closed



Figure 1 Location of Lots 30, 31 & 32 of Crown Plan BWR306

Figure 2 Location of Cotswold Road



Figure 2 Location of Requested Road Closure



Figure 3 Close up of requested Road to be closed

Title	Corporate Services Report Workforce Gender Benchmark
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Date	10 March 2021
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Responsible Manager	L. Mear, CHIEF HUMAN RESOURCES OFFICER
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Summary

The purpose of this Report is to provide Council with an update on Council's workforce gender benchmark.

Link to Corporate Plan

Strategic Priority: Active Vibrant Communities

- We are a region without boundaries, united in community pride.
- Our community members are the loudest advocates for what's great about our region.

Strategic Priority: Financial Sustainability

- Our agile and responsive business model enables us to align our capacity with service delivery.

Material Personal Interest/Conflict of Interest

Nil

Officer's Recommendation

That this Report be received and noted.

Background Information

Having equal representation of women in the workplace has a positive effect across the entire organisation. Having an inclusive workplace has been proven to be a powerful recruitment tool. Female and Male millennials look for employers with a strong record on diversity, according to research by PwC 85% of respondents indicating it's important to them.

"Our People" as the key foundation of our internal employee brand, "We are WDRC", clearly demonstrates Council's commitment to having diversity in the workplace. This report benchmarks our workforce statistics against the latest public data from Australian Government sources.

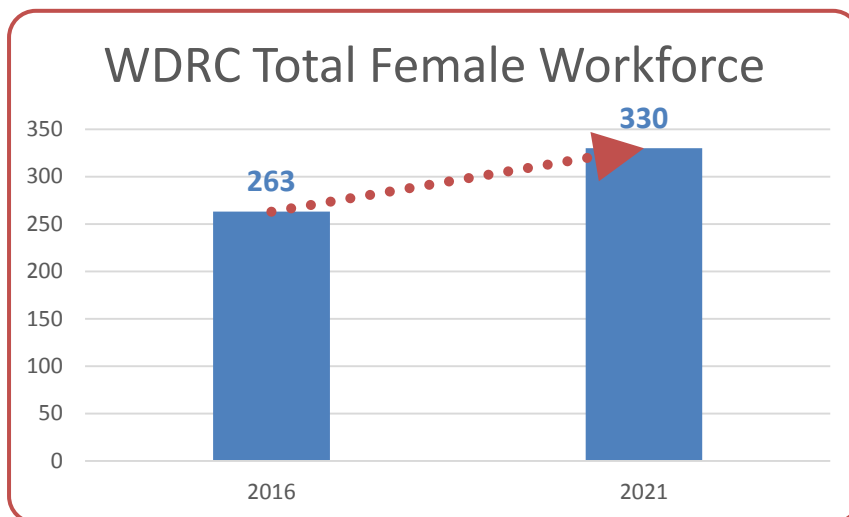
Report

The Workplace Gender Equality Agency (Agency) states women comprise 47.2% of all employed persons in Australia and the latest results from the Agency's 2019-2020 dataset show women hold 32.5% of key management personnel.

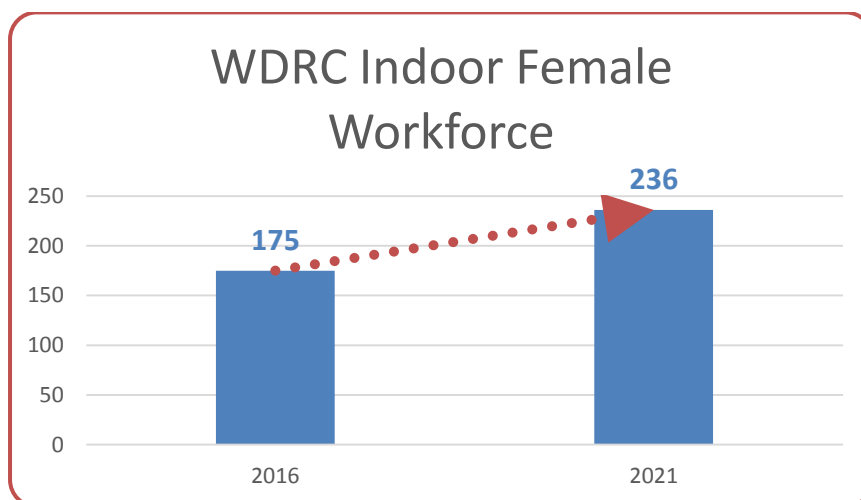
WDRC data shows that our female workforce participation is as follows:

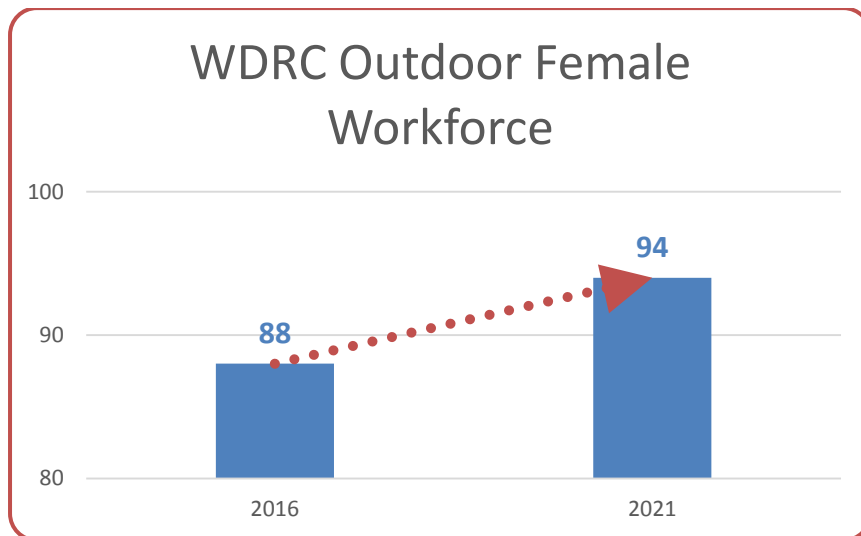
- The whole of WDRC workforce comprises 43% females.
- The outdoor workforce comprises 33% females.
- The Executive Management Team comprises 50% females
- The Management Team comprises 45% females.

Our statistics at WDRC clearly show we are achieving positive outcomes against all of the Agency's Benchmarks. This outcome is particularly positive given our regional setting and our large outdoor workforce at Council.

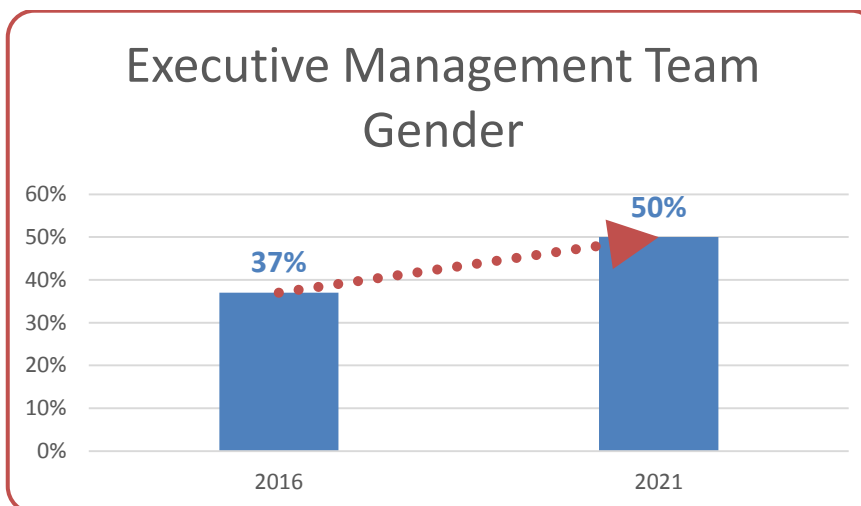


In 2016, 39% of the Western Downs Regional Council's workforce were female employees. Over the past five years the female workforce within Council has steadily been growing. Today in 2021, 43% of the Western Downs Regional Council's workforce are female employees.

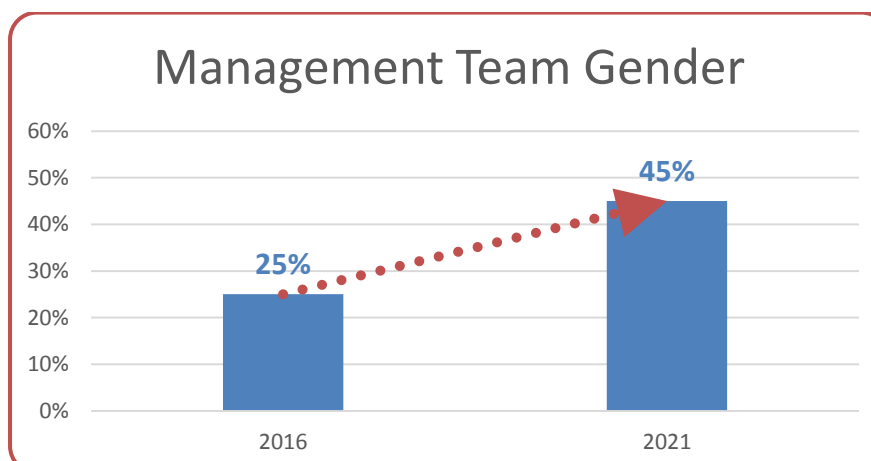




Council has also seen an increase in female employees employed within the outdoor workforce. In 2021, 33% of the female workforce are employed within our outdoor workforce compared to 28% in 2016, which is a 5% increase of female employees being employed in outdoor roles over the last five years.



The Executive Management Team is represented by 50% of females, which is an increase in representation from 2016 where the female representation was 37%.



The Management Team is represented by 45% of females, which is an increase in representation from 2016 where the female representation was 25%.

Women in Western Downs

Council's Women in Western Downs (WIWD) is a working committee that has a vision to empower women through personal, professional development and individual networking opportunities. WIWD implement initiatives in the workplace which will help improve the representation of women in leadership positions and support emerging leaders. On Wednesday, 10 March, WIWD invited staff to celebrate International Women's Day where the CEO, Ross Musgrove led a Q & A Panel with our female Councillors to discuss the theme of challenge, and how our leaders have found ways to forge a gender equal world.

Consultation (Internal/External)

Workplace Gender Equality Agency
Human Resource Services

Legal/Policy Implications (Justification if applicable)

Nil

Budget/Financial Implications

Nil

Human Rights Considerations

Section 4(b) of the *Human Rights Act 2019* (Qld) (the Human Rights Act) requires public entities 'to act and make decisions in a way compatible with human rights'.

All activities will be undertaken in accordance with Council's human rights obligations.

Conclusion

It is evident from the statistics that Western Downs Regional Council is taking a proactive approach in supporting gender diversity in the workforce and has embraced female leadership.

Attachments

Nil

Authored by: J. Marrinan, HUMAN RESOURCE SERVICES CO-ORDINATOR
E. McGovern, SENIOR HR ADVISOR

Title	Infrastructure Services Report 2020/21 Capital Works Program February 2021 Update
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Date	4 March 2021
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Responsible Manager	B. Barnett, SENIOR WORKS MANAGER
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Summary

The purpose of this Report is for the Works Department to provide an update to Council regarding the 2020/21 Capital Works Program for the month of February 2021.

Link to Corporate Plan

Strategic Priority: Financial Sustainability

- We are recognised as a financially intelligent and responsible Council.
- Our long term financial planning guides informed and accountable decision making.
- Our value for money culture enables us to deliver our core functions sustainably.
- Our agile and responsive business model enables us to align our capacity with service delivery.
- Effective asset management ensures that we only own and maintain assets that are utilised.

Strategic Priority: Great Liveability

- Our residents enjoy convenience of modern infrastructure and quality essential services.
- A safe and well maintained road network connects our region.

Material Personal Interest/Conflict of Interest

Nil

Officer's Recommendation

That this Report be received and noted.

Background Information

On 22 July 2020, Council adopted the 2020/21 budget including Council's Capital Works Program.

Report

To ensure Council are well informed with key infrastructure projects, monthly reports will be presented outlining recently completed projects, projects in progress and upcoming projects.

RECENTLY COMPLETED PROJECTS

- Arubial Road, Condamine Ch 9.86 - 16.30 upgrade from gravel to bitumen;
- Ehlma Boundary Road, Brigalow Ch 8.74 - 16.30 reconstruction;
- Clynes Road, Montrose and Weitzels Road, Montrose gravel resheeting;
- Burradoo Road, upgrade from natural formation to gravel (Resource sector funded);
- Blaxland Street, Owen Street and Baystone Street, Dalby footpath; and
- Flood Damage Package 3 (Flinton region).

PROJECTS IN PROGRESS

- Sherwood Road, Condamine Ch 0 - 7.3 upgrade from gravel to bitumen;
- Jessop Street, Dalby Ch: 0.00 - 0.233 reconstruction including kerb and channel upgrade;
- Tara Lagoon footpath extension project (as part of Tara Lagoon project);

- Twine Street, Dalby Ch: 0.00 - 2.31 reconstruction including kerb and channel upgrade;
- Round 4 of the Accelerated Infrastructure Footpath projects consisting of footpaths at Villiers Street, Glasson Street and Windmill Road, Chinchilla and Dalby - Jandowae Road, Dalby;
- Burnt Bridge Road, Chinchilla Ch: 1.9 - 3.68 upgrade from gravel to bitumen;
- Wambo Street, Chinchilla upgrade (OLC Project)
- Inverai Street, Chinchilla upgrade (OLC Project)
- Regional Reseal Prep (ahead of the Regional Reseal Program)

UPCOMING PROJECTS

- Short Street, Chinchilla upgrade;
- Wilds Road. Dalby Reconstruction Works;
- Road Construction of York Northern Boundary Road;
- Boort-Koi Road gravel resheet;
- Regional Reseal Program (886,300m² bitumen seal utilising 1,920,000L of bitumen and approx. 9,900t of aggregate - 96% local spend); and
- Flood Damage Packages 4 and 5 (Wandoan region) and Package 6 (Bell region).

Technical Services' Design Department have completed 96.5% of the program's civil design component with the remaining design projects at 80% detailed design.

COMMERCIAL WORKS PROJECTS IN PROGRESS

- Dalby - Cecil Plains Road, Dalby rehabilitation project (TMR funded - state controlled road);
- Reseal Prior Works Package (TMR funded for state-controlled roads); and
- TMR RMPC Contract works.

Consultation (Internal/External)

Following Council's resolution to receive the report, updates will be posted on Council's social media accounts to inform Western Downs Regional Council's community.

Legal/Policy Implications (Justification if applicable)

Nil

Budget/Financial Implications

Local Expenditure for Capital Works Projects for the month of February is \$628,886 which equates to 73.66%.

Human Rights Considerations

Section 4(b) of the *Human Rights Act 2019* (Qld) (the Human Rights Act) requires public entities 'to act and make decisions in a way compatible with human rights'.

All activities will be undertaken in accordance with Council's human rights obligations.

Conclusion

The Works department's Capital Works Program is on schedule.

Attachments

Nil

Authored by Debra Dibley, A/ WORKS MANAGER CONSTRUCTION

Title	Infrastructure Services Report Tara Railway Water Main Break
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Date	9 March 2021
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Responsible Manager	L. Cook, UTILITIES MANAGER
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Summary

The purpose of this Report is to inform Council of emergency water main repair work under a railway crossing located on Fry Street, Tara.

Link to Corporate Plan

Strategic Priority: Financial Sustainability

- Effective asset management ensures that we only own and maintain assets that are utilised.

Strategic Priority: Great Liveability

- Our residents enjoy convenience of modern infrastructure and quality essential services.

Material Personal Interest/Conflict of Interest

Nil

Officer's Recommendation

That this Report be received and noted.

Background Information

On Wednesday morning 24 February 2021, Utilities staff in Tara identified a substantial water leak beside a railway crossing on Fry Street, Tara. The trunk water line was a 150mm Asbestos Cement (AC) line that runs from the water tower to the water treatment plant. Staff mobilised Queensland Rail representatives to be allowed access to the railway corridor to commence investigations as to the cause and extent of break.

Report

The Queensland Railway through Tara has recently increased in frequency to transport grain stock from the West. Utilities staff coordinated with Queensland Rail prior to excavation and inspection to allow maintenance engines over the water main repair site. This provided a ten-hour window to effect repairs prior to the next train crossing at 9pm the same evening.

The water leak was suspected to be under or near the railway line and there was no known envelopment pipe to protect the railway from undermining. Staff and resources were sourced from Jandowae and Dalby to expedite repairs. Queensland Rail was immediately contacted to gain reinstatement requirements and approvals to ensure the repair could take place safely and efficiently without impacting the integrity of the railway. A railway spotter was on site for the duration of the repair work.

During the investigation it was identified that there was a small, five metre long envelopment pipe around the 150mm AC main under the railway line inside which the break had occurred. Typically, a pipe crossing would require a large diameter envelopment pipe to be tunnel bored under the railway at significant cost, however Queensland Rail allowed Council to utilise the existing enveloper given the urgency of the repair and criticality of the water main.

This required excavation to take place on both sides of the railway line to gain access to either side of the envelopment, the entire section of pipework be removed, and a new PVC pipe inserted. Staff were able to isolate the repair area, while maintaining customer supply at all times via two alternative crossings East and West under the railway. An alternative backfill material of road base stabilised with cement was selected to ensure adequate compaction would be achieved and that we would not need to remobilise for reinstatement at a later date.

There was insufficient time to replace a larger section of AC pipe on the northern side of the railway line which would have removed the possibility of future breaks within this section of railway reserve. This work is scheduled within the upcoming weeks.

Consultation (Internal/External)

Nil

Legal/Policy Implications (Justification if applicable)

Nil

Budget/Financial Implications

Council was fortunate that Queensland Rail supported the use of the existing enveloper and did not enforce a new tunnel bored enveloper for the repair. It is estimated that this has saved Council in excess of \$50,000 and the new asset will provide at least another eighty years design life.

External costs were limited to payment of the Queensland Railway spotter at an estimated cost of \$2,000.

The repair work and replacement of the final section of AC main in the rail corridor at this location will be funded from the Utilities Capital water main replacement budget.

Human Rights Considerations

Section 4(b) of the *Human Rights Act 2019* (Qld) (the Human Rights Act) requires public entities 'to act and make decisions in a way compatible with human rights'.

There are no human rights implications associated with this report.

Conclusion

The water main break under the railway crossing at Fry Street Tara, though inconvenient, provided an opportunity to replace a critical trunk main at far less cost than under a planned replacement program without impacting any customers. Queensland Rail were very supportive throughout the repair and provided a prompt response.

The emergency repair and follow up replacement of the remaining length of AC pipe will significantly reduce the risk of further main breaks in the railway at this location.

Attachments

Photos

Authored by: Andrew Davidson, Utilities Project Officer

TARA MAIN BREAK PHOTOS







Title **Infrastructure Services Plant and Vehicle Replacement Council Policy**

Date 8 March 2021

Responsible Manager B. Barnett, SENIOR WORKS MANAGER

Summary

The purpose of this Report is to seek Council's approval to adopt the Plant and Vehicle Replacement - Council Policy.

Link to Corporate Plan

Strategic Priority: Financial Sustainability

- Effective asset management ensures that we only own and maintain assets that are utilised.

Material Personal Interest/Conflict of Interest

Nil

Officer's Recommendation

That this Report be received and that:

1. Council adopt the Plant and Vehicle Replacement - Council Policy

Background Information

Council has an existing Plant and Vehicle Replacement - Council Policy to define the general replacement process and time period for Council's plant and fleet assets.

Report

Council's Policy framework provides for the periodic review of all Council policies. Reviews may also be triggered by a change in community priorities, a change in Council procedures, or may be driven by legislative changes.

The Plant and Vehicle Replacement - Council Policy was adopted at Council's Ordinary Meeting held 20 May 2009, with a periodic review dates of 5 June 2013 and 15 March 2017 and as such has been reviewed to ensure organisational relativity and legislative compliance.

The amendments include minor administration changes as well as an amendment to extend the replacement period of some plant and vehicles reflective Council's actual utilisation and maintenance values.

Consultation (Internal/External)

The following departments were consulted in relation to this review:-

- Fleet Department
- Fleet Management Committee

Legal/Policy Implications (Justification if applicable)

Extended useful life of some items of plant and vehicles, reflective of the performance of the plant and vehicles in Council's fleet.

This policy is proposed to be reviewed in March 2025, unless a review trigger warrants earlier review.

Budget/Financial Implications

Nil

Conclusion

The Plant and Vehicle Replacement - Council Policy has been reviewed with proposed amendments provided to Council for consideration and approval.

Attachments

1. Plant and Vehicle Replacement - Council Policy (Marked Up); and
2. Plant and Vehicle Replacement - Council Policy (Clean Version)

Authored by: Brianna Barnett, SENIOR WORKS MANAGER

Plant and Vehicle Replacement - Council Policy

Effective Date	Ordinary Meeting of Council - March 2021
Policy Owner	Works - Fleet & Resources
Link to Corporate Plan	Financial Sustainability
Review Date	March 2021
Related Legislation	<i>Nil</i>
Related Documents	Procurement - Council Policy Fleet Management Committee - Terms of Reference

1. PURPOSE

Council owns, controls, manages and maintains an extensive range of plant and vehicles.

The objective of the Plant and Vehicle Replacement Policy is to:

- Provide the desired level of service from Council's plant and vehicle fleet in the most effective and efficient manner for present and future needs.
- Provide equipment to enable affordable services.
- Manage and maintain a modern, efficient and safe plant and vehicle fleet.

The aim of the Plant and Vehicle Replacement Policy is to:

- Service potential or future plant and vehicle requirements.
- To manage the assets of the fleet to ensure the appropriate asset value is maintained.
- To optimize plant and vehicle replacement to ensure value for money while maintaining appropriate asset value.
- To manage Plant and Vehicle Fleet replacement in such a manner as to not place unreasonable burden on the Council Budget in any one financial year.
- Ensure that Council's fleet is rationalised and achieves appropriate utilisation rates.

2. SCOPE

This policy applies to all items of plant and vehicles owned and managed by Council.

Policy Version	Approval Date	Adopted/Approved
1	20 May 2009	Ordinary Meeting of Council May 2009
2	5 June 2013	Ordinary Meeting of Council 5 June 2013
3	15 March 2017	Ordinary Meeting of Council 15 March 2017

*This policy may not be current as Council regularly reviews and updates its policies. The latest controlled version can be found in the policies section of Council's intranet or Website. **A hard copy of this electronic document is uncontrolled.***

3. POLICY

This policy applies to all Council owned plant and vehicles that Council has direct responsibility for and control over including (but not limited to):

- Plant and machinery
- Maintenance equipment
- Passenger vehicles / Utilities

The following plant replacement schedule has been created using information from various sources which include the current resale values, past trade trends, whole of life costs, maintenance costs and dealer information. This information has been collated to provide an optimal replacement timeframe for plant and fleet vehicles to give the best economic turnover result for Council while satisfying Council's operational requirements.

Exceptions to this schedule may occur on a case by case basis under the following circumstances:

- changes to operational requirements;
- excessive wear/exceptional circumstances and favourable market conditions;
- plant location;
- budget requirements;
- condition of auxiliary systems on truck mounted units, etc;
- certain items of plant with low utilisation rates (when compared to accepted industry standards) required in areas for daily operational use. (e.g. Backhoe required for water supply repairs in small town). In these cases such items of plant, which may be scheduled for replacement, may be transferred to those locations that leave the oldest items of plant in the lower utilisation areas whilst always keeping the newest item of plant in higher utilisation areas.

All such exceptions shall be investigated by the Program Coordinator - Fleet and Resource, Senior Works Manager and the General Manager Infrastructure Services and assessed by the Fleet Management Committee prior to budget preparation to ensure optimum fleet utilisation and best value for money and where necessary reported to the Council.

In general, replacement times for plant and vehicles should be:

Plant / Vehicle Type	Replacement Time
Petrol/Diesel High Clearance SUV Type Wagons	Minimum 150,000 km / 5 years *
Diesel 2WD Utes & Dual Cabs	Minimum 150,000 km / 5 years *
Diesel 4WD Wagons, 4WD Utes & Dual Cabs	Minimum 250,000 km / 5 years *
Backhoes	10,000 hrs / 15 years
Dozers	10,000 hrs / 10 years
Excavators	10,000 hrs / 10 years
Graders	14,000 hrs / 14 years
Loaders	10,000 hrs / 15 years
Miscellaneous Plant (store/lunch vans, other trailers, crushing plants, motorbikes – ATV's, small ride-on mower, etc)	Assessed & investigated as an on needs basis
Mowers – Large Ride-On	2,000 hrs / 5 years
Quarry Trucks - Dump	15,000 hrs / 10 years
Rollers	10,000 hrs / 15 years
Tractors	10,000 hrs / 10 years
Trailers – Semi	20 - 30 years
Trucks – Heavy (including body & dogs)	10 years
Trucks – Light	8 years
Trucks – Medium	10 years
Trucks - Prime Movers	10 years
Trucks – Road Patching	10 years
Trucks – Street sweepers	10 Years



Plant and Vehicle Replacement - Council Policy

* White fleet replacement may vary depending on condition and / or role.

To maintain a reliable plant/vehicle fleet, it is necessary that a programmed replacement policy be adhered to.

A ten (10) year replacement program is to be maintained for all of Council's plant and reviewed on an annual basis along with plant hire rates to ensure an appropriate annual revenue return. These reviews are the responsibility of the Program Coordinator - Fleet and Resource, Senior Works Manager and the General Manager Infrastructure Services and approved by the Fleet Management Committee.

When determining the most economical time to replace plant, consideration is given to the type of machine, hours, repairs (past and required), suitability, technology and current plant value.

When determining the most suitable replacement item of plant, consideration shall be given to the resale value, suitability for purpose, performance/profitability, backup parts and service, maintenance and operator preference.

Plant and Vehicle Procurement:

All plant and vehicles shall be purchased in accordance with the provisions of the Council's Procurement Policy.

Procedure:

In preparation for Council's Annual Budget an assessment and review shall be made of future plant and vehicle replacement requirements. Such review will accommodate the following:

- Review of future plant requirements by staff in each area of Council and recommend changes as required.
- Review of fleet and plant utilisation and performance
- Plant/vehicle budget to be assessed and developed as per Plant and Vehicle Replacement Policy, operational requirements and budget by the Senior Works Manager and General Manager Infrastructure Services and approved by the Fleet Management Committee for adoption by the Council.
- A purchasing schedule including general vehicle/plant specifications and timings will be developed by the Program Co-ordinator - Fleet and Resources, Senior Works Manager and General Manager Infrastructure Services and approved by the Fleet Management Committee
- Request for Quote documents are to be developed by the Program Coordinator Fleet and Resource using approved technical specifications.
- Fleet/Vehicles are to be evaluated using the Fleet Evaluation Spreadsheet which calculates each vehicle Whole of Life Costs. These vehicles are replaced at suitable intervals throughout the financial year.



Plant and Vehicle Replacement - Council Policy

Effective Date	Ordinary Meeting of Council - 20-May-2009 <u>March 2021</u>
Policy Owner	<u>Technical Services Works - Fleet & Resources</u>
Link to Corporate Plan	<u>Strategic Theme 2: Enriched Communities</u> The communities of the Western Downs are enriched through the provision of relevant facilities, essential as well as social services targeted to the needs of our growing region. Financial Sustainability
Review Date	March 2022 <u>March 2021</u>
Related Legislation	<i>Nil</i>
Related Documents	Procurement - Council Policy Fleet <u>Governance-Management</u> Committee - Terms of Reference

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1. PURPOSE

Council owns, controls, manages and maintains an extensive range of plant and vehicles.

The objective of the Plant and Vehicle Replacement Policy is to:

- Provide the desired level of service from Council's plant and vehicle fleet in the most effective and efficient manner for present and future needs.
- Provide equipment to enable affordable services.
- Manage and maintain a modern, efficient and safe plant and vehicle fleet.

The aim of the Plant and Vehicle Replacement Policy is to:

- Service potential or future plant and vehicle requirements.
- To manage the assets of the fleet to ensure the appropriate asset value is maintained.
- To optimize plant and vehicle replacement to ensure value for money while maintaining appropriate asset value.
- To manage Plant and Vehicle Fleet replacement in such a manner as to not place unreasonable burden on the Council Budget in any one financial year.
- Ensure that Council's fleet is rationalised and achieves appropriate utilisation rates.

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2. SCOPE

This policy applies to all items of plant and vehicles owned and managed by Council.

Policy Version	Approval Date	Adopted/Approved
1	20 May 2009	Ordinary Meeting of Council May 2009
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Plant and Vehicle Replacement - Council Policy

3. POLICY

This policy applies to all Council owned plant and vehicles that Council has direct responsibility for and control over including (but not limited to):

- Plant and machinery
- Maintenance equipment
- Passenger vehicles / Utilities

The following plant replacement schedule has been created using information from various sources which include the current resale values, past trade trends, whole of life costs, maintenance costs and dealer information. This information has been collated to provide an optimal replacement timeframe for plant and fleet vehicles to give the best economic turnover result for Council while satisfying Council's operational requirements.

Exceptions to this schedule may occur on a case by case basis under the following circumstances:

- changes to operational requirements;
- excessive wear/exceptional circumstances and favourable market~~ing~~ conditions;
- plant location;
- budget requirements;
- condition of auxiliary systems on truck mounted units, etc;
- certain items of plant with low utilisation rates (when compared to accepted industry standards) required in areas for daily operational use. (e.g. Backhoe required for water supply repairs in small town). In these cases such items of plant, which may be scheduled for replacement, may be transferred to those locations that leave the oldest items of plant in the lower utilisation areas whilst always keeping the newest item of plant in higher utilisation areas.

All such exceptions shall be investigated by the Program Coordinator - Fleet and Resource, ~~Works~~ ~~Principal Senior Works Manager~~ and the General Manager Infrastructure Services and assessed by the Fleet ~~Governance Management~~ Committee prior to budget preparation to ensure optimum fleet utilisation and best value for money and where necessary reported to the Council.

In general, replacement times for plant and vehicles should be:

Plant / Vehicle Type	Replacement Time
Petrol Sedans, Wagons, Utes	Up to 120,000 km / 5 years
Petrol/Diesel High Clearance SUV Type Wagons	Minimum Up to 150,000 km / 5 years *
Diesel 2WD Utes & Dual Cabs	Up to Minimum 150,000 km / 5 years *
Diesel 4WD Wagons, 4WD Utes & Dual Cabs	Up to Minimum 250,000 km / 5 years *
Backhoes	10,000 hrs / 10 15 years
Dozers	10,000 hrs / 10 years
Excavators	10,000 hrs / 10 years
Graders	14,000 hrs / 14 years
Loaders	10,000 hrs / 10 15 years
Miscellaneous Plant (store/lunch vans, other trailers, crushing plants, motorbikes – ATV's, small ride-on mower, etc)	Assessed & investigated as an on needs basis
Mowers – Large Ride-On	2,000 hrs / 5 years
Quarry Trucks - Dump	15,000 hrs / 10 years
Rollers	10,000 hrs / 15 years
Tractors	10,000 hrs / 10 years
Trailers – Semi	20 - 30 years
Trucks – Heavy (including body & dogs)	10 years
Trucks – Light	8 years
Trucks – Medium	10 years
Trucks - Prime Movers	10 years

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Plant and Vehicle Replacement - Council Policy

Trucks – Road Patching	10 years
Trucks – Street sweepers	6-10 Years

* White fleet replacement may vary depending on condition and / or role.

To maintain a reliable plant/vehicle fleet, it is necessary that a programmed replacement policy be adhered to.

A ten (10) year replacement program is to be maintained for all of Council's plant and reviewed on an annual basis along with plant hire rates to ensure an appropriate annual revenue return. These reviews are the responsibility of the Program Coordinator - Fleet and Resource, ~~Works Principal~~~~Senior Works Manager~~ and the General Manager Infrastructure Services and approved by the Fleet ~~Governance Committee~~~~Management Committee~~.

When determining the most economical time to replace plant, consideration is given to the type of machine, hours, repairs (past and required), suitability, technology and current plant value.

When determining the most suitable replacement item of plant, consideration shall be given to the resale value, suitability for purpose, performance/profitability, backup parts and service, maintenance and operator preference.

Plant and Vehicle Procurement:

All plant and vehicles shall be purchased in accordance with the provisions of the Council's Procurement Policy.

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- Review of future plant requirements by staff in each area of Council and recommend changes as required.
- Review of fleet and plant utilisation and performance
- Plant/vehicle budget to be assessed and developed as per Plant and Vehicle Replacement Policy, operational requirements and budget by the ~~Works Principal~~~~Senior Works Manager~~ and General Manager Infrastructure Services and approved by the Fleet ~~Governance~~~~Management~~ Committee for adoption by the Council.
- A purchasing schedule including general vehicle/plant specifications and timings will be developed by the ~~Program Co-ordinator - Fleet and Resources~~, ~~Senior Works Manager~~ ~~Works Principal~~ and General Manager Infrastructure Services and approved by the Fleet ~~Governance~~~~Management~~ Committee
- ~~Tender/Quote~~~~Request for Quote~~ documents are to be developed by the Program Coordinator Fleet and Resource using approved technical specifications.
- Fleet/Vehicles are to be evaluated using the Fleet Evaluation Spreadsheet which calculates each vehicle Whole of Life Costs. These vehicles are replaced at suitable intervals throughout the financial year ~~with a report to council at the end of the year indicating vehicles purchased~~

Title	Community and Liveability Report Community Projects Program Round 2 2020.2021
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Date	18 February 2021
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Responsible Manager	C. Barnard, COMMUNITIES MANAGER
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Summary

The purpose of this Report is to provide Council with the Unconfirmed Minutes of the Western Downs Regional Council Community Grants Assessment Reference Group Meeting held on 17 February 2021 in relation to the Assessment of Round Two (2) of the 2020/2021 Community Projects Program and to seek adoption of the recommendations contained in those Unconfirmed Minutes.

Link to Corporate Plan

Strategic Priority: Active Vibrant Communities

- We are a region without boundaries, united in community pride.
- Our community members are the loudest advocates for what's great about our region.
- Our social, cultural and sporting events are supported locally and achieve regional participation.
- Our parks, open spaces, and community facilities are well utilised and connect people regionally.
- A recognised culture of volunteerism is active throughout our communities.

Material Personal Interest/Conflict of Interest

Nil

Officer's Recommendation

That this Report be received and that:

1. Council note the Unconfirmed Minutes of the Western Downs Regional Council Community Grants Assessment Reference Group Meeting held on 17 February 2021.
2. The Recommendations of the Western Downs Regional Council Community Grants Assessment Reference Group Meeting held on 17 February 2021 be adopted as follows:
 - a. Confirmation of Minutes of Previous Meeting
That the Unconfirmed Minutes of the Western Downs Regional Council Community Grants Assessment Reference Group Meeting held on 7 October 2020 copies of which have been circulated to Members, be taken as read and confirmed;
 - b. Business Arising from the Previous Meeting
WESTERN DOWNS REGIONAL COUNCIL COMMUNITY GRANTS ASSESSMENT REFERENCE GROUP RECOMMENDATION:

MOVED: Cr. K.A. Maguire SECONDED: Cr. C.T. Tillman

That it be a recommendation to Council that Council amend the amount of funding originally approved to Dalby and District Pony and Hack Club for a portable grandstand from \$6,250.00 to \$4,501.24 and that the community group is to contribute \$2,500.00 as per the original application.

- c. That the applicants for Round Two (2) of the 2020/2021 Community Projects Program be advised as follows:

	Applicant	Project Description	Total Project Cost	Applicant Contribution	Amount Requested	Amount Approved (Excl. G.S.T.)	Justification/ Conditions	Suggestions/ Conflicts of Interest
1	Bunya Mountains Community Association Inc	Becoming Visible on Country - Indigenous Street Art	\$4,000.00	\$0.00	\$4,000.00	\$0.00		Council would have a preference for a permanent structure to be painted due to the following considerations: The inevitable damage to the bins and therefore artwork; agreement on what happens to the artwork at the end of the life e.g. the asset and changes to contractors for the future provisions of waste collection services.
						FOR: Cr. K.A. Bourne, Cr. K.A. Maguire, Cr. O.G. Moore, Cr. P.T. Saxelby and Cr. C.T. Tillman AGAINST: DID NOT VOTE		
2	Dulacca Pioneers Memorial Hall	Dulacca Gazebo Project	\$6,166.90	\$666.90	\$5,000.00	\$5,000.00		
						FOR: Cr. K.A. Bourne, Cr. K.A. Maguire, Cr. O.G. Moore, Cr. P.T. Saxelby and Cr. C.T. Tillman AGAINST: DID NOT VOTE:		
	TOTAL FUNDED					\$5,000.00		

Background Information

The Community Grants - Council Policy outlines Western Downs Regional Council's approach to providing grants and donations to community organisations and individuals. Council has established its grants program to provide support to community groups and individuals in recognition of the vital contribution they make to the development and community well-being of the Western Downs. This Policy applies to all grants and donations made to community organisations and individuals within the Western Downs Regional Council area.

The purpose of the Community Projects Program is to support projects that are for equipment purchases, capital infrastructure, upgrading of facilities to meet standards, regulations and community expectations, meet changing community needs and/or increase facility usage.

In accordance with the Community Grants - Council Policy - Community Projects Program, Council may allocate funds in each annual budget.

There are three **competitive rounds** for this program per year for applications over \$2000.00 and a **responsive round** for applications \$2000.00 and under that is open all year.

This Report relates to Round Two of the **competitive rounds** which closed on 2 February 2021.

Report

Round Two of the Community Grants - Council Policy - Community Projects Program closed on 2 February 2021. Two applications were received from community groups across the Western Downs.

The applications were assessed by the Western Downs Regional Council Community Grants Assessment Reference Group (Reference Group) at its Meeting on 17 February 2021. (Refer to Attachment 1 for the Unconfirmed Minutes of the Reference Group).

All applicants will be advised of Council's decision to provide full funding, part funding or to decline the application and will also be provided with reasons behind the Reference Group's recommendation to Council.

Consultation (Internal/External)

The Community Projects Program is implemented and Coordinated by the Communities Department.

The Reference Group consisting of Cr. K. A. Bourne (Chairperson), Cr. K.A. Maguire, Cr. O.G. Moore, Cr. P.T. Saxelby and Cr. C.T. Tillman, Communities Staff and the Communities Manager assessed Round Two of 2020/2021 grant applications based on their level of community benefit and how they met the selection criteria.

The Meeting of the Reference Group was held on 17 February 2021.

Legal/Policy Implications (Justification if applicable)

Council considers allocating funds in each annual budget and will advertise for submissions under the Community Grants - Council Policy - Community Projects Program.

In accordance with the Community Grants - Council Policy - Community Projects Program - any community organisation that receives funding in this round, must submit a financial report on the application of funding received, within 6 weeks of the completion date of the event. Non-submission of a financial report may affect future funding applications.

Budget/Financial Implications

The Community Projects Program has a budget allocation of \$85,000.00 for the 2020/2021 year.

Under the **Responsive Round** three applications have been assessed, for a total amount of \$5,352.00.

Under the **Competitive round**, the Reference Group has reviewed two applications and recommends the disbursement of funding for Round Two of \$5,000.00

That leaves a balance remaining of \$5,365.50.

Name of funding program	Financial Year Allocation	Rounds/Out of Rounds	Amount
	\$85,000.00	Payment of approved grant from 2019/2020 financial year (conditions of grant approval met in 2020/2021 financial year)	\$3,486.50
		Responsive rounds	\$5,352.00
		Competitive round 1	\$65,796.00
		Competitive round 2	\$5,000.00
		Balance	\$5,365.50

Human Rights Considerations

Section 4(b) of the *Human Rights Act 2019* (Qld) (the Human Rights Act) requires public entities 'to act and make decisions in a way compatible with human rights'.

There are no human rights implications associated with this report.

Conclusion

The Community Grants - Council Policy - Community Projects Program supports organisations in the region to purchase equipment, with capital infrastructure and upgrading of facilities. This funding program may aid through cash contributions to a maximum amount per application of \$10,000.

The Reference Group at its Meeting on 17 February 2021 assessed the applications in accordance with the Community Grants - Council Policy - Community Projects Program and the Reference Group's recommendations are presented for Council's consideration.

Attachments

1. Minutes of Community Grants Assessment Reference Group Community Projects Program 17 February 2021.

Authored by: Sarah Wissemann, Community Grants Support Officer

MINUTES OF THE WESTERN DOWNS REGIONAL COUNCIL COMMUNITY GRANTS ASSESSMENT REFERENCE GROUP (COMMUNITY PROJECTS PROGRAM) MEETING HELD AT THE MILES COMMITTEE ROOM, MILES CUSTOMER SERVICE CENTER, DAWSON STREET, MILES ON WEDNESDAY 17 FEBRUARY 2021 AT 2.10pm

Council Representatives:

Cr. K.A. Bourne (Chairperson), Cr. K.A. Maguire, Cr. O.G. Moore, Cr. P.T. Saxelby and Cr. C.T. Tillman

Present: Cr. K.A. Bourne, Cr. K.A. Maguire, Cr. O.G. Moore, Cr. P.T. Saxelby and Cr. C.T. Tillman

Apology:

Officers: Mrs. L. Tyrrell, Ms. K. Wood, Mrs S. Wissemann

Apology: Nil

Ref: W1	Welcome	
Ref: CMPM	Confirmation of Minutes of Previous Meeting	<p>WESTERN DOWNS REGIONAL COUNCIL COMMUNITY GRANTS ASSESSMENT REFERENCE GROUP RECOMMENDATION</p> <p>MOVED Cr. K.A. Maguire SECONDED Cr. C.T. Tillman</p> <p>That the Unconfirmed Minutes of the Western Downs Regional Council Community Grants Assessment Reference Group Meeting held on 7 October 2020 copies of which have been circulated to Members, be taken as read and confirmed.</p> <p><u>CARRIED</u></p> <p><u>Notification of the Consideration of the Unconfirmed Minutes at the Ordinary Meeting of Council held on 7 October 2020</u></p> <p>The Reference Group was advised that the Unconfirmed Minutes of the Western Downs Regional Council Community Grants Assessment Reference Group Meeting held on 7 October 2020 were considered by Council at its Meeting on Wednesday, 17 February 2021. At that Meeting it was resolved that the recommendations of the Western Downs Regional Council Community Grants Assessment Reference Group Meeting held on 7 October 2020 be adopted as resolutions of Council.</p>
Ref: BAPM	Business Arising from Previous Minutes	<p>Dalby & District Pony & Hack Club have approached Council for a variation to the application that was approved in October 2020. They are unable to meet the condition of supplying 50% of the grandstand cost as outlined in the original application however they have sourced a quote from the supplier making the grandstand transportable (which was the second condition). The new quote is at a reduced cost.</p> <p>WESTERN DOWNS REGIONAL COUNCIL COMMUNITY GRANTS ASSESSMENT REFERENCE GROUP RECOMMENDATION:</p> <p>MOVED: Cr. K.A. Maguire SECONDED: Cr. C.T. Tillman</p> <p>That it be a recommendation to Council that Council amend the amount of funding originally approved to Dalby and District Pony and Hack Club for a portable grandstand from \$6,250.00 to \$4,501.24 and that the community group is to contribute \$2,500.00 as per the original application.</p>

Ref: AA	Communities Stream	
	Community Activation Program	
	Assess Applications	Nil
	Community Projects Program	
	Assess Applications	Refer Attachment 1
	Local Events Program	
	Assess Applications	Nil
	Arts and Cultural Stream	
	Regional Arts Development Fund Program	
	Assess Applications	Nil

WESTERN DOWNS REGIONAL COUNCIL COMMUNITY GRANTS ASSESSMENT REFERENCE GROUP
RECOMMENDATION

MOVED Cr. K.A. Maguire SECONDED Cr. P.T. Saxelby

That it be a recommendation to Council that the applicants for Round One (2) of the 2020/2021 Community Projects Program be advised as follows:

	Applicant	Project Description	Total Project Cost	Applicant Contribution	Amount Requested	Amount Approved (Excl. G.S.T.)	Justification/Conditions	Suggestions/ Conflicts of Interest
1	Bunya Mountains Community Association Inc	Becoming Visible on Country - Indigenous Street Art	\$4 000.00	\$0.00	\$4 000.00	\$0.00		Council would have a preference for a permanent structure to be painted due to the following considerations: The inevitable damage to the bins and therefore artwork; agreement on what happens to the artwork at the end of the life e.g. the asset and changes to contractors for the future provisions of waste collection services.
						FOR: Cr. K.A. Bourne, Cr. K.A. Maguire, Cr. O.G. Moore, Cr. P.T. Saxelby and Cr. C.T. Tillman AGAINST: DID NOT VOTE		
2	Dulacca Pioneers Memorial Hall	Dulacca Gazebo Project	\$6 166.90	\$666.90	\$5 000.00	\$5 000.00		
						FOR: Cr. K.A. Bourne, Cr. K.A. Maguire, Cr. O.G. Moore, Cr. P.T. Saxelby and Cr. C.T. Tillman AGAINST: DID NOT VOTE:		
	TOTAL FUNDED					\$5 000.00		

		<p>The next Meeting of the Western Downs Regional Council Community Grants Assessment Reference Group in relation to the Community Projects Program will be held following the receipt of Applications for Round One (1) of the 2020/2021 financial year (September 2021).</p> <p>The Chairperson declared the Meeting closed at 2:42pm</p>
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Privacy Statement Any personal information you have supplied to or is collected by the Council will only be stored and processed by the Council for lawful purposes directly related to the functions and activities of the Council. Any personal information supplied will only be disclosed to a third party for the purpose of performing a lawful function or activity and for no other purpose.

Batch Number:	Dataworks Number:	Retention:
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Title	Community and Liveability Report Local Events Program Round 2 2020.2021
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Date	24 February 2021
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Responsible Manager	C. Barnard, COMMUNITIES MANAGER
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Summary

The purpose of this Report is to provide Council with the Unconfirmed Minutes of the Western Downs Regional Council Community Grants Assessment Reference Group Meeting held on 17 February 2021 in relation to the Assessment of Round Two of the 2020/2021 Local Events Program and to seek adoption of the recommendations contained in those Unconfirmed Minutes.

Link to Corporate Plan

Strategic Priority: Active Vibrant Communities

- We are a region without boundaries, united in community pride.
- Our community members are the loudest advocates for what's great about our region.
- Our social, cultural and sporting events are supported locally and achieve regional participation.
- Our parks, open spaces, and community facilities are well utilised and connect people regionally.
- A recognised culture of volunteerism is active throughout our communities.

Material Personal Interest/Conflict of Interest

Nil

Officer's Recommendation

That this Report be received and that:

1. Council note the Unconfirmed Minutes of the Western Downs Regional Council Community Grants Assessment Reference Group Meeting held on 17 February 2021.
2. The Recommendations of the Western Downs Regional Council Community Grants Assessment Reference Group Meeting held on 17 February 2021 be adopted as follows:
 - a. Confirmation of Minutes of Previous Meeting
That the Unconfirmed Minutes of the Western Downs Regional Council Community Grants Assessment Reference Group Meeting held on 7 October 2020 copies of which have been circulated to Members, be taken as read and confirmed; and
 - b. That the applicants for Round Two of the 2020/2021 Local Events Program be advised as follows:

	Applicant	Project Description	Total Project Cost	Applicant Contribution	Amount Requested	Amount Approved (Excl. G.S.T.)	Justification/Conditions	Suggestions/Conflicts of Interest
1	Chinchilla Agriculture and Pastoral Association Inc	Chinchilla Show	\$54,300.00	\$20,000.00	\$4,000.00	\$4,000.00		
						FOR: Cr. K.A. Bourne, Cr. K.A. Maguire, Cr. O.G. Moore, Cr. P.T. Saxelby and Cr. C.T. Tillman AGAINST: DID NOT VOTE:		
2	Miles District Show Society Inc	Miles Annual Show	\$17,700.00	\$6,000.00	\$5,000.00	\$5,000.00		
						FOR: Cr. K.A. Bourne, Cr. K.A. Maguire, Cr. O.G. Moore, Cr. P.T. Saxelby and Cr. C.T. Tillman AGAINST: DID NOT VOTE:		
3	Jandowae District Show Society	2021 Jandowae District Show	\$34,300.00	\$31,500.00	\$4,500.00	\$4,320.00 Cash		
						Plus \$680.00 In Kind Assistance		
						FOR: Cr. K.A. Bourne, Cr. K.A. Maguire, Cr. O.G. Moore, Cr. P.T. Saxelby and Cr. C.T. Tillman AGAINST: DID NOT VOTE:		
4	Dalby District Show Society	2021 Dalby & District Annual Show	\$80,000.00	\$60,000.00	\$5,000.00	\$5,000.00		
						FOR: Cr. K.A. Bourne, Cr. K.A. Maguire, Cr. O.G. Moore, Cr. P.T. Saxelby and Cr. C.T. Tillman AGAINST: DID NOT VOTE:		
	TOTAL FUNDED					\$18,320.00 cash plus \$680.00 In Kind Assistance		

Background Information

The **Community Grants - Council Policy** outlines Western Downs Regional Council's approach to providing grants and donations to community organisations and individuals. Council has established its grants program to provide support to community groups and individuals in recognition of the vital contribution they make to the development and community well-being of the Western Downs. This Policy applies to all grants and donations made to community organisations and individuals within the Western Downs Regional Council area.

The aim of the **Local Events Program** is to support our local social, cultural and sporting events that celebrate our unique experiences, what is great about our region, achieve regional participation, connect our community and activate our parks, open spaces and community facilities.

In accordance with the Community Grants - Council Policy - Local Events Program, Council may allocate funds in each annual budget.

There are three **competitive rounds** for this program per year for applications over \$2,000.00, and a **responsive round** for applications up to and including \$2,000.00 that is open all year.

This Report relates to Round Two of the **Competitive rounds** which closed on 2 February 2021.

Report

Round two of the Community Grants - Council Policy - **Local Events Program** closed on 2 February 2021. A total of four applications were received from community groups across the Western Downs.

The applications were assessed by the Western Downs Regional Council Community Grants Assessment Reference Group (Reference Group) at its Meeting on 17 February 2021 - (Refer to Attachment 1 for the Unconfirmed Minutes of the Reference Group).

All applicants will be advised of Council's decision to provide full funding, part funding or to decline the application and will also be provided with reasons behind the Reference Group's recommendation to Council.

Consultation (Internal/External)

The **Local Events Program** is implemented and Coordinated by the Communities Department.

The Reference Group consisting of Cr. K.A. Bourne (Chairperson), Cr. K.A. Maguire, Cr. O.G. Moore, Cr. P.T. Saxelby and Cr. C.T. Tillman, Communities Staff and the Communities Manager assessed Round One of the 2020/2021 grant applications based on their level of community benefit and how they met the selection criteria.

The Meeting of the Reference Group was held on 19 May 2021.

Legal/Policy Implications (Justification if applicable)

Council considers allocating funds in each annual budget and will advertise for submissions under the Community Grants - Council Policy - Local Events Program.

In accordance with the Community Grants - Council Policy - **Local Events Program** - all local events that received funding through this program, must submit a financial report within 6 weeks of the completion date of the event. The non-submission may affect future funding applications

Budget/Financial Implications

The **Local Events Program** has a budget allocation of \$100,000.00 plus \$30,000.00 In Kind Assistance for the 2020/2021 year.

Under the **Competitive round**, the Reference Group has reviewed three applications and recommends the disbursement of funding for Round One of \$8,700.00 cash plus \$800.00 of In Kind Assistance.

Under the **Responsive round** five applications have been assessed, for a total amount of \$8,349.00. That leaves a balance remaining of \$52,481.00 cash plus \$28,020.00 of In Kind Assistance.

Name of funding program	Financial Year Allocation	Rounds/Out of Rounds	Amount
Local Events Program	2020/2021 \$100,000.00 cash plus \$30,000.00 In Kind Assistance	Responsive rounds	\$20,499.00 cash plus \$500.00 In Kind Assistance
		Competitive round 1	\$8,700.00 cash plus \$800.00 In Kind Assistance
		Competitive round 2	\$18,320.00 cash plus \$680.00 In Kind Assistance
		Balance	\$52,481.00 cash plus \$28,020.00 In Kind Assistance

Human Rights Considerations

Section 4(b) of the *Human Rights Act 2019* (Qld) (the Human Rights Act) requires public entities 'to act and make decisions in a way compatible with human rights'.

There are no human rights implications associated with this report.

Conclusion

The Community Grants - Council Policy - **Local Events Program** supports the development and growth of community events across the region and sponsorship of awards and competitions. This funding program may aid through cash and/or in-kind contributions to a maximum amount per application of \$10,000.

The Reference Group at its Meeting on 17 February 2021 assessed the applications in accordance with the Community Grants - Council Policy - Local Events Program and the Reference Group's recommendations are presented for Council's consideration.

Attachments

1. Minutes of Community Grants assessment Reference Group Local Events Program 17 February 2021

Authored by: Sarah Wissemann, Community Grants Support Officer

MINUTES OF THE WESTERN DOWNS REGIONAL COUNCIL COMMUNITY GRANTS ASSESSMENT REFERENCE GROUP (LOCAL EVENTS PROGRAM) MEETING HELD AT THE MILES COMMITTEE ROOM, MILES CUSTOMER SERVICE CENTER, DAWSON STREET, MILES ON WEDNESDAY 17 FEBRUARY 2021 AT 2.00pm

Council Representatives:

Cr. K.A. Bourne (Chairperson), Cr. K.A. Maguire, Cr. O.G. Moore, Cr. P.T. Saxelby and Cr. C.T. Tillman

Present: Cr. K.A. Bourne, Cr. K.A. Maguire, Cr. O.G. Moore, Cr. P.T. Saxelby and Cr. C.T. Tillman

Apology:

Officers: Mrs. L. Tyrrell, Ms. K. Wood, Mrs S. Wissemann

Apology: Nil

Ref: W1	Welcome	
Ref: CMPM	Confirmation of Minutes of Previous Meeting	<p>WESTERN DOWNS REGIONAL COUNCIL COMMUNITY GRANTS ASSESSMENT REFERENCE GROUP RECOMMENDATION</p> <p>MOVED Cr. C.T. Tillman SECONDED Cr. K.A. Maguire</p> <p>That the Unconfirmed Minutes of the Western Downs Regional Council Community Grants Assessment Reference Group Meeting held on 7 October 2020 copies of which have been circulated to Members, be taken as read and confirmed.</p> <p><u>CARRIED</u></p> <p><u>Notification of the Consideration of the Unconfirmed Minutes at the Ordinary Meeting of Council held on 7 October 2020</u></p> <p>The Reference Group was advised that the Unconfirmed Minutes of the Western Downs Regional Council Community Grants Assessment Reference Group Meeting held on 7 October 2020 were considered by Council at its Meeting on Wednesday, 17 February 2021. At that Meeting it was resolved that the recommendations of the Western Downs Regional Council Community Grants Assessment Reference Group Meeting held on 7 October 2020 be adopted as resolutions of Council.</p>
Ref: BAPM	Business Arising from Previous Minutes	
Ref: AA	Communities Stream	
	Community Activation Program	
	Assess Applications	Nil
	Community Projects Program	
	Assess Applications	Refer Attachment 1
	Local Events Program	
	Assess Applications	Nil
	Arts and Cultural Stream	
	Regional Arts Development Fund Program	
	Assess Applications	Nil

WESTERN DOWNS REGIONAL COUNCIL COMMUNITY GRANTS ASSESSMENT REFERENCE GROUP RECOMMENDATION

MOVED Cr. P.T. Saxelby SECONDED Cr. O.G. Moore

Cr. K.A. Bourne, Cr. K.A. Maguire, , and Cr. C.T. Tillman

That it be a recommendation to Council that the applicants for Round One (2) of the 2020/2021 Local Events Program be advised as follows:

UNCONFIRMED

	Applicant	Project Description	Total Project Cost	Applicant Contribution	Amount Requested	Amount Approved (Excl. G.S.T.)	Justification/Conditions	Suggestions/ Conflicts of Interest
1	Chinchilla Agriculture and Pastoral Association Inc	Chinchilla Show	\$54 300.00	\$20 000.00	\$4 000.00	\$4 000.00		
						FOR: Cr. K.A. Bourne, Cr. K.A. Maguire, Cr. O.G. Moore, Cr. P.T. Saxelby and Cr. C.T. Tillman AGAINST: DID NOT VOTE:		
2	Miles & District Show Society Inc	Miles Annual Show	\$17 700.00	\$6 000.00	\$5 000.00	\$5 000.00		
						FOR: Cr. K.A. Bourne, Cr. K.A. Maguire, Cr. O.G. Moore, Cr. P.T. Saxelby and Cr. C.T. Tillman AGAINST: DID NOT VOTE:		
3	Jandowae & District Show Society	2021 Jandowae & District Show	\$34 300.00	\$31 500.00	\$4 500.00	\$4 320.00 Cash		
						Plus \$680.00 In Kind Assistance		
						FOR: Cr. K.A. Bourne, Cr. K.A. Maguire, Cr. O.G. Moore, Cr. P.T. Saxelby and Cr. C.T. Tillman AGAINST: DID NOT VOTE:		
4	Dalby & District Show Society	2021 Dalby & District Annual Show	\$80 000.00	\$60 000.00	\$5 000.00	\$5 000.00		
						FOR: Cr. K.A. Bourne, Cr. K.A. Maguire, Cr. O.G. Moore, Cr. P.T. Saxelby and Cr. C.T. Tillman AGAINST: DID NOT VOTE:		
	TOTAL FUNDED					\$18 320.00 cash plus \$680.00 In Kind Assistance		

		<p>The next Meeting of the Western Downs Regional Council Community Grants Assessment Reference Group in relation to the Local Events Program will be held following the receipt of Applications for Round Three (3) of the 2020/2021 financial year (May 2021).</p> <p>The Chairperson declared the Meeting closed at 2:10pm</p>
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Batch Number:	Dataworks Number:	Retention:
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Title	Community and Liveability Report Groovin' in the Garden
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Date	2 March 2021
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Responsible Manager	C. Barnard, COMMUNITIES MANAGER
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Summary

The purpose of this report is to update the Council on the recent success of the Groovin' in the Garden event held at Chinchilla Botanic Parkland.

Link to Corporate Plan

Strategic Priority: Active Vibrant Communities

- We are a region without boundaries, united in community pride.
- Our community members are the loudest advocates for what's great about our region.
- Our social, cultural and sporting events are supported locally and achieve regional participation.
- Our parks, open spaces, and community facilities are well utilised and connect people regionally.
- A recognised culture of volunteerism is active throughout our communities.

Material Personal Interest/Conflict of Interest

Nil

Officer's Recommendation

That this report be received and noted.

Background Information

Following the success of Groovin' from the Garage regional music competition, and funding through Arts Queensland Play Local Grants, the Community Activation and Events team proposed Groovin' in the Garden as a music event. We aimed to promote our local music talent, give the winners of Groovin' in the Garage the opportunity to perform their winning songs to a live audience whilst also performing along with other professionally acclaimed Queensland artists.

Report

Groovin' in the Garden, a family friendly event, was held in the beautiful surrounds of Chinchilla Botanic Parkland. The event came to life with good vibes, lawn games, scrumptious food and tasty treats served by our local food vendors, a licensed bar, and obviously live music.

Our fantastic line up of musicians took to the stage, including the Groovin' in the Garage winners - Kadi Lillis, Olivia Gilmour and Ben Slater. This gave them the opportunity to perform live alongside professional musicians, including Darling Downs locals, Pepper Jane, Hatz Fitz & Cara and Huckleberry Gin.

This event was delivered as a transition into a COVID-19 conscious event space. It supported our communities as they familiarise themselves with the new norm and encourage social reconnection. Delivering COVID-19 safe events in Council venues will build confidence with local audiences to attend events without having to travel outside of the region.

The welcome, and cooling downpour of rain early afternoon didn't deter anyone from coming along and groovin' their way into the night. Over 180 tickets were sold on the day with a total of 995 tickets sold for the event. Throughout the afternoon and evening there would have been over 1,000 people including performers, vendors and event staff who came along to support this spectacular event.

This event not only brought our community together to enjoy an afternoon of entertainment, it supported our local food vendors who also had a very successful evening. A range of tasty treats were served by C'est Cheese on the Go, Flossy Boba, Ludwig & Will, The Baking Asylum, The Club Hotel, The Donut Hole, and The Lions Club Chinchilla.

We also engaged the Chinchilla Men's Shed to create some bunting poles that help set the scene for this event. Not only were the Men's Shed great to work with, they produced an awesome resource that will be used at many future events.

Being the first ever Groovin in the Garden' and the first big event delivered since COVID-19, the Communities Department is thrilled with the success of this great afternoon and evening in the Parkland.

Consultation (Internal/External)

Nil

Legal/Policy Implications (Justification if applicable)

Nil

Budget/Financial Implications

Income:

- Play Local Grant \$6,598.86
 - Ticket Sales \$7,160.00
- \$13,758.86**

Expenditure \$17,160.27

Total Cost to Council \$3,401.41

Human Rights Considerations

Section 4(b) of the *Human Rights Act 2019* (Qld) (the Human Rights Act) requires public entities 'to act and make decisions in a way compatible with human rights'.

All activities will be undertaken in accordance with Council's human rights obligations.

Conclusion

Community Department's Community Activation and Events team plays a vital role in creating active vibrant communities and great liveability. This successful delivery of this event has demonstrated a strong alignment with Council's Corporate Plan and achieved strong engagement from residents across the region.

Attachments

Photos from Groovin' in the Garden

Authored by: K. Beil, COMMUNITY ACTIVATION & EVENTS COORDINATOR



