

Ordinary Meeting of Council

***Held at Western Downs Regional Council's
Chinchilla Custer Service Centre***

On Thursday, 16 January 2025

Commencing at 9:30am

J. Taylor
CHIEF EXECUTIVE OFFICER

16 January 2025

Ordinary Meeting of Council Agenda

Location: Chinchilla
63 Heeney Street, Chinchilla

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 5 December 2024 1
The Purpose of this Report is for Council to adopt the Minutes of the Ordinary Meeting of Council held on Thursday, 5 December 2024.
6. BUSINESS ARISING FROM THE MINUTES OF PREVIOUS MEETINGS
7. DECLARATIONS OF CONFLICTS OF INTEREST
8. PRESENTATION OF PETITIONS BY COUNCILLORS
9. MAYORAL UPDATE
 - 9.1 Executive Services Mayoral Report December 2024 26
The purpose of this Report is to provide Council with significant meetings, forums and delegations attended by the Mayor during the month of December 2024.

10. **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.

10.1 EXECUTIVE SERVICES

10.2 CORPORATE SERVICES

- 10.2.1 Corporate Services Confidential Summary Report Quarterly Liability Update as at 31 December 2024**
The purpose of this Report is to provide Council with a quarterly update on liability matters as at 31 December 2024.

10.3 COMMUNITY AND LIVEABILITY

10.4 INFRASTRUCTURE SERVICES

11. DEPUTATION

12. PLANNING

- 12.1 (030.2024.476.001) Community and Liveability Report Development Application Material Change of Use Extension to Existing Non-resident Workforce Accommodation McNulty Street Miles Nguyen and Ngo C/- Reel Planning** **28**
The purpose of this Report is for Council to decide the proposed development for Material Change of Use to establish Non-resident Workforce Accommodation (Extension to Existing Non-resident Workforce Accommodation - additional 300 Rooms) on land described as Lots 10 and 11 on SP236997 and situated at McNulty Street, Miles.
- 12.2 (035.2024.486.001) Community and Liveability Report Development Application Reconfiguring a Lot (1 lot into 2 Lots) of Lot 144 on LY907 490 Auburn Road Red Hill Handley C/- Swep Consulting** **117**
The purpose of this Report is for Council to decide the proposed development for Reconfiguring a Lot (1 lot into 2 lots) on land described as Lot 144 on LY907 and situated at 490 Auburn Road, Red Hill.
- 12.3 (035.2024.561.001) Community and Liveability Report Development Application Reconfiguring a Lot (Boundary Realignment 2 Lots into 2 Lots) of Lots 24 and 25 on SP176768 at 17540 and 17520 Warrego Highway Dalby Hedge** **149**
The purpose of this Report is for Council to decide the proposed development for Reconfiguring a Lot (Boundary Realignment - 2 lots into 2 lots) on land described as Lots 24 and 25 on SP176768, situated at 17540 and 17520 Warrego Highway, Dalby.

13. EXECUTIVE SERVICES

- 13.1 Executive Services Chief Executive Officer Report December 2024** **167**
The purpose of this Report is to provide Council with significant meetings, forums and delegations attended by the Chief Executive Officer during the month of December 2024.

13.2	Executive Services Report Outstanding Actions December 2024	169
	The purpose of this Report is to provide Council with an updated on the status of outstanding Council Meeting Action Items to 5 December 2024.	
14.	CORPORATE SERVICES	
14.1	Corporate Services Financial Report December 2024	177
	The purpose of this Report is to provide Council with the Financial Report for the period ending 31 December 2024.	
15.	INFRASTRUCTURE SERVICES	
15.1	Infrastructure Services Report Water Main Renewal Program - 2024/25 Budget Increase	189
	The purpose of this Report is to request an increase in budget for the water main renewal program - 2024/25 from \$2,499,012 to \$3,050,000 (ex GST) for the 2024/25 financial year.	
15.2	Infrastructure Services Report Transport Asset Maintenance Management Plan (TAMMP) 2024 Review	194
	The purpose of this Report is to provide Council with a summary of the Transport Asset Maintenance Management Plan 2024/25 review findings.	
15.3	Infrastructure Services Report 2024/25 Capital Works Progress Update December 2024	293
	The purpose of this Report is for the Works Department to provide an update to Council regarding the 2024/25 Capital Works Program for the month of December 2024.	
16.	COMMUNITY AND LIVEABILITY	
16.1	Community & Liveability Big Skies Festival 2024	297
	The purpose of this report is to provide Council with a summary of the key outcomes and statistics from the delivery of Big Skies Festival 2024 and to seek endorsement of the proposed dates for future Big Skies Festival to enable planning to continue.	
16.2	Community and Liveability Report Chambers of Commerce Partnering Agreement Outcomes 23/24	315
	This Report is to inform Council about the initiatives delivered under the Chamber of Commerce 2023/24 Partnering Agreements.	
16.3	Community and Liveability Report Queensland Country Tourism 2024	320
	The purpose of this report is to provide Council with an annual report outlining outcomes of the 2023 / 2024 partnership between Western Downs Regional Council and Queensland Country Tourism (QCT).	
17.	NOTICES OF MOTION	
17.1	CONSIDERATION OF NOTICES OF MOTION/BUSINESS	

17.2 RECEPTION OF NOTICES OF MOTION FOR NEXT MEETING

18. URGENT GENERAL BUSINESS

19. MEETING CLOSURE

Title **Adopt Ordinary Meeting of Council Minutes 5 December 2024**

Date 6 January 2025

Responsible Manager J. Taylor, CHIEF EXECUTIVE OFFICER

Summary

The Purpose of this Report is for Council to adopt the Minutes of the Ordinary Meeting of Council held on Thursday, 5 December 2024.

Link to Corporate Plan

Nil

Material Personal Interest/Conflict of Interest

There are no declarations of material personal interest/conflicts of interest.

Officer's Recommendation

That this Report be received and that:

1. The Unconfirmed Minutes of the Ordinary Meeting of Council held on 5 December 2024, 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 Thursday, 5 December 2024.

Authored by: B. Donald SENIOR EXECUTIVE OFFICER



Ordinary Meeting of Council Minutes

Date: 5 December 2024
Time: 9:30am
Location: Dalby Corporate Office

Councillors:

- Cr. A. N. Smith
- Cr. K. A. Bourne
- Cr. K. A. Maguire
- Cr. M. J. James
- Cr. O. G. Moore
- Cr. S. Bougoure
- Cr. S. J. Condon

Officers:

- J. Taylor, Chief Executive Officer
- B. Bacon, General Manager (Corporate Services)
- D. Fletcher, General Manager (Community & Liveability)
- B. Barnett, Manager Works
- B. Donald, Senior Executive Officer
- A. Lyell, Executive Services Administration Officer

1. DECLARATION OF MEETING OPENING

The Chairperson declared the Meeting open at 9.30AM.

2. OPENING PRAYER AND MINUTE SILENCE

Ken Schneider from the Dalby Church of Christ, delivered the opening prayer. This was followed by the observance of a minute silence.

3. APOLOGIES

The Chair noted apologies from Cr. P. T. Saxelby and Cr. G. M. Olm.

4. CONGRATULATIONS

Cr. K. A. Bourne requested that congratulations be extended to the Dalby Australian Stockhorse Sale, Darling Downs Branch of the Australian Stock Horse Society and Ray White Network and Livestock Dalby for the recent successful 50th year celebration event.

With a 91% clearance, record prices and crowds the event showcases the passion, community pride and commitment to the stock horse industry. Council recognises and values the importance of Major Events in region, the economic and social benefits that arise from the success of these events cannot be underestimated. Congratulations to one and all involved for commitment and dedication to deliver and showcase the Dalby and equine community. It certainly is 'the people that make it' happen here on the Western Downs.

Cr. A. N. Smith requested that congratulations be extended to Trent Pointon for being awarded the National Rodeo Association 2024 Senior Bull ride Champion.

5. CONFIRMATION OF MINUTES

5.1 Adopt Ordinary Meeting of Council Minutes 21 November 2024

The Purpose of this Report is for Council to adopt the Minutes of the Ordinary Meeting of Council held on Thursday, 21 November 2024.

COUNCIL RESOLUTION

Moved By Cr. O. G. Moore

Seconded By Cr. M. J. James

That this Report be received and that:

1.The Unconfirmed Minutes of the Ordinary Meeting of Council held on 21 November 2024, copies of which have been circulated to Members, be taken as read and confirmed.

CARRIED

6. BUSINESS ARISING FROM THE MINUTES OF PREVIOUS MEETINGS

There was no business arising from the minutes of the previous meeting.

7. DECLARATIONS OF CONFLICTS OF INTEREST

There were no declarations of conflicts of interest.

8. PRESENTATION OF PETITIONS BY COUNCILLORS

There were no petitions presented by Councillors.

9. MAYORAL UPDATE

9.1 Executive Services Mayoral Report November 2024

The purpose of this Report is to provide Council with significant meetings, forums and delegations attended by the Mayor during the month of November 2024.

COUNCIL RESOLUTION

Moved By Cr. M. J. James

Seconded By Cr. K. A. Bourne

That this Report be received and noted.

CARRIED

10. CONFIDENTIAL ITEMS

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

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(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;

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COUNCIL RESOLUTION - CLOSE MEETING

Moved By Cr. K. A. Bourne

Seconded By Cr. K. A. Maguire

That Council resolve to close the Meeting in accordance with Sections 254J (3) (g) of the *Local Government Regulation 2012* at 9:55am to discuss the following Confidential Reports:

1. Executive Services Confidential Report Potential Lease Agreement at the Tara Aerodrome
2. Executive Services Confidential Report Potential Lease Agreement Chinchilla Aerodrome for the Installation of Self-serve JetA1 Fuel Facility

CARRIED

COUNCIL RESOLUTION - REOPEN MEETING

Moved By Cr. K. A. Bourne

Seconded By Cr. K. A. Maguire

That Council resolve to reopen the Meeting at 9.59am.

CARRIED

10.1 EXECUTIVE SERVICES

10.1.1 Executive Services Confidential Report Potential Lease Agreement at the Tara Aerodrome

The purpose of this report is to consider the potential lease agreement at the Tara Aerodrome to Queensland Fire and Emergency Services for the installation of water tanks and water filling infrastructure utilized for combatting fires.

COUNCIL RESOLUTION

Moved By Cr. K. A. Bourne

Seconded By Cr. S. Bougoure

That Council receives this report and resolves:

1. that the exception in section 236(1)(b)(i) of the *Local Government Regulation 2012* (Qld) applies in relation to the lease and the easement, such that the disposal is not required to be by way of tender or auction;
2. to offer Rural Fire Service a 30 year lease over the portion of the land surveyed as Lease A, within lot 2 RP96955, for a peppercorn rental amount of \$1.00 exclusive of GST and is not subject to CPI increases; and
3. to grant an easement which burdens that part of lot 2 RP96955 described as Easement B (servient tenement) for the benefit of Lease A (dominant tenement) pursuant to section 82 of the *Land Title Act 1994* (Qld);

CARRIED

10.1.2 Executive Services Confidential Report Potential Lease Agreement Chinchilla Aerodrome for the Installation of Self-serve JetA1 Fuel Facility

The purpose of this report is to discuss a proposed resolution by Council to enter into a new lease agreement with IOR Aviation Pty Ltd ("IOR") at the Chinchilla Aerodrome.

COUNCIL RESOLUTION

Moved By Cr. K. A. Maguire

Seconded By Cr. S. Bougoure

That Council resolves:

1. that the exception contained within section 236(1)(c)(vii) of the *Local Government Regulation 2012 (Qld)* applies to the proposed lease;
2. to offer IOR Aviation Pty Ltd a 30 year lease over a portion of the land of approximately 300 square metres to be determined by a survey plan, within lot 185 LY920, for the purpose of installing and maintaining a self-serve fixed JetA1 fuel facility, to include the following conditions:
 - a. a market rental amount to be determined by a registered valuer;
 - b. conditions must include ensuring the facility is operated in accordance with all applicable standards and all approvals required by law;
 - c. the lessee to meet all applicable costs of establishing the lease, including survey, valuation and registrations costs;
 - d. such other commercially prudent conditions as may be considered in Council's interests.
3. to delegate authority to the Chief Executive Officer to negotiate commercially appropriate terms and to sign all necessary documents to enter into the lease.

CARRIED

10.2 CORPORATE SERVICES

10.3 COMMUNITY AND LIVEABILITY

10.4 INFRASTRUCTURE SERVICES

11. DEPUTATION

There were no deputations.

12. PLANNING

12.1 (030.2024.357.001) Community and Liveability Report Development Application for Material Change of Use for Expansion of Existing Extractive Industry at 5750 Bunya Highway Cooranga Kingaroy Quarry Supplies C/- Groundwork Plus

The purpose of this Report is for Council to decide the proposed development for a Material Change of Use to expand an existing Extractive Industry use to up to 1,000,000 tonnes per annum on land described as Lot 42 on SP319216 and situated at 5750 Bunya Highway, Cooranga.

COUNCIL RESOLUTION

Moved By Cr. K. A. Bourne

Seconded By Cr. K. A. Maguire

That this Report be received and that:

1. The development application for Material Change of Use to expand an existing Extractive Industry use to up to 1,000,000 tonnes per annum on land described as Lot 42 on SP319216 and situated at 5750 Bunya Highway, Cooranga be approved, subject to the following conditions:

APPROVED PLANS AND DOCUMENTS

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

Plan/Document No.	Title and Details	Dated
ZA00771.PO5	Overall Site Plan, prepared by Downes Group	29/04/2021
ZA00771.PO5	Quarry Site Extent, prepared by Downes Group	
SO-01	Site Office, prepared by SVR	22/10/2021
SO-01	Storage Container, prepared by SVR	22/10/2021
2535.800.001	Stormwater Management Plan, prepared by Groundwork Plus	May 2021
2821.620.001	Environmental Assessment Report, prepared by Groundwork Plus	May 2024
2821.610.001	Environmental Management Plan, prepared by Groundwork Plus	May 2024
J001945 FINAL_V2	Noise Impact Assessment, prepared by Range Environmental Consultants	24/09/2024

2. Where there is any conflict between the conditions of this development approval and the details shown on the Approved Plans and Documents, the conditions of this development approval must prevail.
3. The following further Development Permits must be obtained prior to commencement of any work associated with the process:

3.1 Building Work; and

3.2 Plumbing Works.

APPROVED DEVELOPMENT

4. The approved development is a Material Change of Use for an Extractive Industry (Expansion of Existing Use – Up to 1,000,000 tonnes per annum) as shown on the Approved Plans.

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. A record of each year's output must be kept on-site and be available for review at the request of Council's Planning and Environment Manager or authorised delegate, within 48 hours of such request.
- 8.1 Material extracted from the site must not exceed an output of 1,000,000 tonnes per annum.
- 8.2 A written report shall be provided to Council to notify Council where production from the quarry has achieved 100,001 tonnes per annum, or at the commencement of the use that is subject to this development approval. The report must also indicate whether compliance with all the conditions of this approval have been achieved. The use must not occur until the report has been provided to Council to confirm that all conditions of approval have been achieved.
9. The development (including landscaping, parking, driveways and other external spaces) shall be maintained in accordance with the Approved Plans and Documents subject to and modified by any conditions of this approval.

APPLICATION DOCUMENTATION

10. It is the developer's responsibility to ensure all entities associated with this Development Permit have a legible copy of the Approved Plans and Documents bearing "Council Approval" and the Decision Notice.

HOURS OF OPERATION/LOADING AND UNLOADING

11. Quarrying operations and transport haulage must operate between the following hours only:

Monday to Friday:	7:00am to 6:00pm
Saturday:	8:00am to 2:00pm
Sunday and Public Holidays:	No operation

12. Drilling and blasting must occur between the following hours only:

Monday to Friday:	9:00am to 3:00pm
Saturday:	Not permitted
Sunday and Public Holidays:	Not permitted

ENVIRONMENTAL MANAGEMENT PLAN

13. The approved use must be carried out in accordance with the Approved Environmental Management Plan, prepared by Groundwork Plus, dated May 2024, except as altered by conditions of this development approval.
14. The Environmental Management Plan must be implemented, maintained and modified where necessary, to maintain compliance with the requirements of this Development Approval at all times.

NOISE EMISSIONS

15. Noise emissions from the development shall not cause environmental harm or nuisance to adjoining properties or "Sensitive Land Uses".
16. Construct and maintain a 6 metre high earthen or rock bund around the northern portion of the fixed crushing plant areas as shown in Figure 3 of the Noise Impact Assessment prepared by Range Environmental Consultants, Version 2, dated 24 September 2024.

AIR EMISSIONS

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

WASTE MANAGEMENT

18. All waste generated from construction of the premises must be effectively controlled on-site before disposal. All waste must be disposed of in accordance with the *Waste Reduction and Recycling Act 2011*.
19. All waste generated on-site must be managed in accordance with the waste management hierarchy as detailed in the *Waste Reduction and Recycling Act 2011*.

ON-SITE WASTEWATER DISPOSAL

20. Connect the development to an on-site wastewater disposal system, in accordance with the AS1547 and the Queensland Plumbing and Waste Water Code.
21. Obtain a Development Permit for Plumbing Work for the on-site sewerage treatment system.

ENGINEERING WORKS

22. Complete all works approved and works required by conditions of this development approval and/or any related approvals at no cost to Council, prior to commencement of the use unless stated otherwise.
23. Undertake Engineering designs and construction in accordance with Council's Planning Scheme, standards, relevant design guides, and Australian Standards.
24. Be responsible for the full cost of any alterations necessary, to electricity, telephone, water mains, sewer mains, stormwater drainage systems or easements and/or other public utility installations resulting from the development or from road and drainage works required in connection with the development.

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

25. 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.
26. 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.

ROADWORKS AND SAFETY

27. Install signage for all works on or near roadways in accordance with the "Manual for Uniform Traffic Control Devices – Part 3, Works on Roads".

STORMWATER MANAGEMENT

28. Provide stormwater management generally in accordance with the Approved Stormwater Management Plan prepared by Groundwork Plus, Issue 3, dated May 2021 subject to detailed design and except as altered by conditions of this Development Approval.
29. Design and construct stormwater drainage to ensure that the development will achieve "no worsening" as described in the Queensland Urban Drainage Manual (QUDM).
30. Provide overland flow paths that do not adversely alter the characteristics of existing overland flows on other properties or that create an increase in flood damage on other properties.

PARKING AND ACCESS - GENERAL

31. Provide adequate space for car parking for all staff and visitors.
32. Ensure access to car parking spaces, vehicle loading and manoeuvring areas and driveways remain unobstructed and available for their intended purpose during the hours of operation.
33. Maintain dust suppression treatment to all internal roadways, and vehicle manoeuvring areas ensuring not to have an adverse impact on adjoining properties.
34. Ensure loading and unloading operations are conducted wholly within the site and vehicles enter and exit the site in a forward direction.

FUEL STORAGE

35. Diesel is to be stored and handled in accordance with Australian Standard 1940-2004 The Storage and Handling of Flammable and Combustible Liquids.

PARKING AND MANOEUVRING

36. The premises shall be provided with adequate on-site car parking spaces for employees, customers and manoeuvring for a minimum of a 26 metre B-double.

PONDING OF STORMWATER

37. Ensure that adjoining properties and roadways are protected from ponding or nuisance from stormwater as a result of any site works undertaken as part of the proposed development.

EROSION AND SEDIMENT CONTROL

38. Ensure that all reasonable action is taken to prevent sediment or sediment laden water from being transported to adjoining properties, roads and/or stormwater drainage systems.
39. Remove and clean-up sediment or other pollutants in the event that sediment or other pollutants are tracked/released onto adjoining streets or stormwater systems, at no cost to Council.

ENVIRONMENTAL

40. Undertake operations and construction work associated with this development to the requirements of Council, including the following:
- 40.1 do not cause nuisance to adjoining residents by the way of smoke, dust, stormwater discharge or siltation of drains, at any time, including non-working hours;
 - 40.2 remove immediately, any material spilled or carried onto existing roads to avoid dust nuisance and to ensure traffic safety; and
 - 40.3 do not carry out works on Sundays or Public Holidays (unless approved otherwise by Council).

Timing: During construction and on-maintenance period and the establishment period of the landscaping or areas disturbed during construction.

41. Do not release contaminants or contaminated water directly or indirectly from the land subject to this approval, or to the ground or groundwater at the land subject to this approval, except for:
- 41.1 uncontaminated overland stormwater flow; and
 - 41.2 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.

REHABILITATION

42. Rehabilitate the site at the time of decommissioning the extraction operations generally in accordance with Section 3.7 Rehabilitation Management Plan included in the Approved Environmental Management Plan, prepared by Groundwork Plus, dated May 2024.

WATER SUPPLY

43. Provide a potable water supply for the development for staff and visitors.

ELECTRICITY AND TELECOMMUNICATIONS

44. Connect the development to electricity and telecommunication services.

REFERRAL AGENCY RESPONSE

The application is subject to the following Referral Agency requirements:

1. State Assessment and Referral Agency's Concurrence Agency response dated 13 November 2024.

ADVISORY NOTES

NOTE 1 - Currency 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 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.

NOTE 7 - Special Rates

In lieu of levying infrastructure charges payable in conjunction with this Development Permit in accordance with the *Planning Act 2016*, road maintenance and depreciation costs associated with the Extractive Industry operations will be recouped by levying an annual special rate on the land on which the Extractive Industry is located.

CARRIED (6 to 1)

12.2 (035.2024.487.001) Community and Liveability Report Development Application Reconfiguring a Lot (Boundary Realignment - 2 Lots into 2 Lots) of Lot 2 on SP327973 and Lot 45 on SP251981 171 Sandalwood Avenue East and 70 Dalby-Cecil Plains Road Dalby Kucks

The purpose of this Report is for Council to decide the proposed development for Reconfiguring a Lot (Boundary Realignment - 2 lots into 2 lots) on land described as Lot 2 on SP327973 and Lot 45 on SP251981 and situated at 171 Sandalwood Avenue East and 70 Dalby-Cecil Plains Road, Dalby.

COUNCIL RESOLUTION

Moved By Cr. K. A. Maguire

Seconded By Cr. K. A. Bourne

That this Report be received and that:

1. The application for Reconfiguring a Lot (Boundary Realignment - 2 lots into 2 lots) of land described as Lot 2 on SP327973 and Lot 45 on SP251981 and situated at 171 Sandalwood Avenue East and 70 Dalby-Cecil Plains Road, Dalby be approved, subject to the following conditions:

APPROVED PLAN

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., Revision	Title and Details	Dated
24/166PP01, Revision A	Proposal Plan - Site Dimensions, prepared by Byrne Surveyors, as amended in red by Council on 18/11/2024	29-08-24

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

APPROVED DEVELOPMENT

3. The approved development is Reconfiguring a Lot (Boundary Realignment - 2 lots into 2 lots) as shown on the Approved Plan.

COMPLIANCE, TIMING AND COSTS

4. All conditions of the approval shall be complied with before Council's endorsement of the Plan of Survey (Form 18B) and whilst the use continues, unless otherwise noted within these conditions.
5. All costs associated with compliance with these conditions shall be the responsibility of the developer.
6. The Plan of Survey (Form 18B) 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 Plan, subject to and modified by any conditions of this approval.

LOT NUMBERING

9. The numbering of all approved lots shall remain as indicated on the Approved Plan (unless otherwise amended/approved by Council).

LANDSCAPING

10. All declared weeds and pests shall be removed from the subject land and the subject land kept clear of such nuisance varieties at all times during the course of the development works and any ensuing defects liability period.
11. 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.

ENGINEERING WORKS

12. Complete all works approved and works required by conditions of this development approval and/or any related approvals at no cost to Council, prior to Council's endorsement of the Survey Plan (Form 18B) unless stated otherwise.
13. Be responsible for any alteration necessary, to electricity, telephone, water mains, sewer mains, stormwater drainage systems or easements and/or other public utility installations resulting from the development or from road and drainage works required in connection with the development.

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

14. 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.
15. 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.

STORMWATER MANAGEMENT

16. Provide overland flow paths that do not adversely alter the characteristics of existing overland flows on other properties or that create an increase in flood damage on other properties.
17. 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.

VEHICLE ACCESS

18. Ensure that the existing vehicular access points from Sandalwood Avenue East (Lot 2) and Dalby-Cecil Plains Road (Lot 45) are maintained.

RESTRICTED ACCESS

19. No vehicular access is permitted to Armstrong Street East as a result of the boundary realignment to existing Lot 45 on SP251981.

SERVICES

20. Ensure that all services provided to each lot are wholly located within the lot it serves.

ELECTRICITY

21. Provide electricity supply to all lots within the development to comply with Ergon Energy's requirements.

EROSION AND SEDIMENT CONTROL - GENERAL

22. Ensure that all reasonable action is taken to prevent sediment or sediment laden water from being transported to adjoining properties, roads and/or stormwater drainage systems.

ENVIRONMENTAL HEALTH

23. Undertake operations and construction work associated with this development to the requirements of Council, including the following:
 - 23.1 do not cause nuisance to adjoining residents by the way of smoke, dust, stormwater discharge or siltation of drains, at any time, including non-working hours;
 - 23.2 remove immediately, any material spilled or carried onto existing roads to avoid dust nuisance and to ensure traffic safety; and
 - 23.3 do not carry out work on Sundays or Public Holidays (unless approved otherwise by Council).

Timing: During construction and on-maintenance period and the establishment period of landscaping or areas disturbed during construction.

- 23.4 Do not release contaminants or contaminated water directly or indirectly from the land subject to this approval, or to the ground or groundwater at the land subject to this approval, except for:

- 23.5 uncontaminated overland stormwater flow; and
- 23.6 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.

ADVISORY NOTES

NOTE 1 - Currency 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 reconfiguring a lot—if a plan for the reconfiguration, that under the Land Title Act, is required to be given to a local government for approval is not given to the local government within —*
 - (i) *the period stated for that part of the approval; or*
 - (ii) *if no period is stated— **4 years** after the approval starts to have effect."*

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.

APPEAL RIGHTS

"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."

CARRIED

13. EXECUTIVE SERVICES

13.1 Executive Services Chief Executive Officer Report November 2024

The purpose of this Report is to provide Council with significant meetings, forums and delegations attended by the Chief Executive Officer during the month of November 2024.

COUNCIL RESOLUTION

Moved By Cr. S. J. Condon
Seconded By Cr. S. Bougoure

That this Report be received.

CARRIED

13.2 Executive Services Report Outstanding Actions November 2024

The purpose of this Report is to provide Council with an updated on the status of outstanding Council Meeting Action Items to 21 November 2024.

Cr. M. J. James left the meeting at 10.26am (having declared a conflict of interest in response to a intended question regarding the Dalby Aerodrome proposed lease to Helismart. Cr James had determined that the conflict of interest arose as she is a close personal friend of two of the Directors of HeliSmart and has previously done consulting work for Helismart in her former role at BMO Accountants).

Cr. M. J. James re-joined the meeting at 10.30am.

COUNCIL RESOLUTION

Moved By Cr. K. A. Bourne
Seconded By Cr. O. G. Moore

That this Report be received.

CARRIED

The Chairperson adjourned the meeting at 10.32am.

The meeting resumed at 10.53am.

B. Barnett (Works Manager) left the meeting at 10.54am.

14. CORPORATE SERVICES

14.1 Corporate Services Report Renewal of Lease Dalby PCYC Lot 3 on CP850442

The purpose of this Report is to seek Council's endorsement for the proposed lease over the building known as Dalby PCYC.

COUNCIL RESOLUTION

Moved By Cr. O. G. Moore

Seconded By Cr. K. A. Bourne

That Council resolves:

1. that the exception contained in section 236(1)(b)(ii) of the *Local Government Regulation 2012* applies to the proposed lease of Lot 3 on CP850442, being 56 Cooper Street, Dalby, to the Dalby Police Citizens Youth Club (Dalby PCYC);
2. to offer the Dalby Police Citizens Youth Club (Dalby PCYC) a five (5) year lease from 30 June 2024, at \$2.00 (inclusive of goods and services tax) per annum, over land described as Lot 3 on CP850442, being 56 Cooper Street, Dalby; and
3. to delegate to the Chief Executive Officer the power to finalise and execute the proposed lease and ancillary documents.

CARRIED

B. Barnett (Works Manager) re-joined the meeting at 10:56am.

14.2 Corporate Services Report Write Off Outstanding Community Housing Rent Payments

The purpose of this report is to seek Council's approval to write off amounts which remain outstanding following the transfer of Council's community housing portfolio to Community Housing (Qld) Limited.

COUNCIL RESOLUTION

Moved By Cr. K. A. Bourne

Seconded By Cr. K. A. Maguire

That Council resolved to write off \$1,001.90 of unrecoverable rental payments (exclusive of goods and services tax).

CARRIED

14.3 Corporate Services Report Enterprise Risk Management - Council Policy

The purpose of this report is to present the *Enterprise Risk Management - Council Policy* for recission.

COUNCIL RESOLUTION

Moved By Cr. S. J. Condon

Seconded By Cr. O. G. Moore

That Council resolves to rescind the *Enterprise Risk Management – Council Policy*.

CARRIED

14.4 Corporate Services Report Public Interest Disclosure Policy

The purpose of this report is to present the proposed *Public Interest Disclosure Policy* for adoption.

COUNCIL RESOLUTION

Moved By Cr. O. G. Moore

Seconded By Cr. S. Bougoure

That Council resolves to adopt the *Public Interest Disclosure Policy* as contained in Attachment Two.

CARRIED

14.5 Corporate Services Report Queensland Audit Office 2024 Final Management Report

The purpose of this report is to provide an update on the finalisation of external audit activities for the 2024 financial year.

COUNCIL RESOLUTION

Moved By Cr. O. G. Moore

Seconded By Cr. K. A. Bourne

That Council resolves to receive the Queensland Audit Office's *2024 Final Management Report*.

CARRIED

14.6 Corporate Services Financial Report November 2024

The purpose of this Report is to provide Council with the Financial Report for the period ending 18 November 2024. The shortness of the reporting reflects the timing of Council's ordinary meeting for December.

COUNCIL RESOLUTION

Moved By Cr. O. G. Moore

Seconded By Cr. K. A. Maguire

That Council resolves to receive the November 2024 Financial Report.

CARRIED

15. INFRASTRUCTURE SERVICES

15.1 Infrastructure Services Report New / Additional Yellow Plant Replacement - Bitumen Seal Repair Truck

The purpose of this Report is to seek Council's approval to include a new capital project to replace a bitumen seal repair truck

COUNCIL RESOLUTION

Moved By Cr. S. Bougoure

Seconded By Cr. K. A. Maguire

That this Report be received and that Council:

1. include the replacement of Isuzu Paveline Autopatch Truck plant number 3421 as a new item in the 2024-2025 Fleet Replacement Programme; and
2. approve the additional Capital Budget expenditure for the replacement of the Isuzu Paveline Autopatch Truck plant number 3421, being \$190,815 in 2024-2025 and \$445,235 in 2025-2026.

CARRIED

15.2 Infrastructure Services Report 2021-22 Flood Damage Restoration Program Progress Update

This report provides a progress update in regard to Council's Restoration of Essential Public Assets program through the Queensland Reconstruction Authority's (QRA) Disaster Recovery Funding Arrangements Program following the 2021/22 Riverine Flooding Events.

This report provides a progress update in regard to Council's Restoration of Essential Public Assets program through the Queensland Reconstruction Authority's (QRA) Disaster Recovery Funding Arrangements Program

COUNCIL RESOLUTION

Moved By Cr. K. A. Bourne

Seconded By Cr. O. G. Moore

That this Report be received.

CARRIED

15.3 Infrastructure Services Works November 2024/25 Capital Works Progress Update

The purpose of this Report is for the Works Department to provide an update to Council regarding the 2024/25 Capital Works Program for the month of November 2024.

COUNCIL RESOLUTION

Moved By Cr. O. G. Moore

Seconded By Cr. S. J. Condon

That this Report be received and noted.

CARRIED

16. COMMUNITY AND LIVEABILITY

16.1 Community and Liveability Report on Proposed Partnership between Western Downs Regional Council and Toowoomba Surat Basin Enterprise 2024 - 2027

The purpose of this report is to seek Council endorsement of the proposed 3-year agreement between Western Downs Regional Council and Toowoomba Surat Basin Enterprise

COUNCIL RESOLUTION

Moved By Cr. M. J. James

Seconded By Cr. K. A. Maguire

That this Report be received, and Council endorses the proposed new 3-year agreement between Toowoomba Surat Basin Enterprise and Western Downs Regional Council, recognising its strategic importance in driving economic development and regional prosperity, subject to an adjustment in the agreement under the initiative Coexistence event, to incorporate the strength and value of the Western Down's agricultural sector along with the brand "Energy Capital of Queensland".

CARRIED

17. NOTICES OF MOTION

17.1 CONSIDERATION OF NOTICES OF MOTION/BUSINESS

17.1.1 Notice of Motion – Cr Bougoure – Creation of Health Precinct and Healthcare Worker Accommodation within Tara

The purpose of this report is to seek Council's formal support to the Tara community in preserving the old hospital for use as a medical precinct adjacent to the new hospital.

COUNCIL RESOLUTION

Moved By Cr. S. Bougoure

Seconded By Cr. O. G. Moore

That Council resolves to formally write to the Honourable Timothy (Tim) Nicholls MP, Minister for Health and Ambulance Services, to:

1. Recognise and commend the State Government's commitment to upgrading the Tara Hospital, reaffirming the critical importance of equitable healthcare access for regional communities.
2. Advocate decisively for the inclusion of expanded allied health services within the upgraded hospital, ensuring the facility is equipped to address the evolving and diverse healthcare needs of the Tara community and its surrounding areas.
3. Call for prioritisation of additional long-term housing solutions for Queensland Health staff within the Tara community, consistent with the endorsed Local Housing Action Plan, a collaborative initiative supported by Western Downs Regional Council and the Queensland Government to strengthen the region's health service capacity.

CARRIED

18. URGENT GENERAL BUSINESS

There was no urgent general business.

19. MEETING CLOSURE

The Meeting concluded at 11.46am.

Title **Executive Services Mayoral Report December 2024**

Date 6 January 2025

Responsible Manager J. Taylor, 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 December 2024.

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 December 2024:

Date	Who/Where	Details
2 December 2024	<ul style="list-style-type: none"> Dalby State School Awards Ceremony 	Dalby
3 December 2024	<ul style="list-style-type: none"> Planning & pre-Agenda Meeting Councillor Information Sessions 	Dalby Dalby
4 December 2024	<ul style="list-style-type: none"> Radio Interview with 4WK Development Assessment Panel Meeting 	Phone Dalby
5 December 2024	<ul style="list-style-type: none"> Ordinary Meeting of Council Councillor Information Session Dalby Chamber of Commerce Street Christmas Party 	Dalby Dalby Dalby
13 December 2024	<ul style="list-style-type: none"> Meeting with SunWater Meeting with State Emergency Services 	Teams Meeting Chinchilla
14 December 2024	<ul style="list-style-type: none"> Dalby Filipino-Australian Community Association Annual Christmas Party 	Dalby
16 December 2024	<ul style="list-style-type: none"> Meeting with Pumped Turbine 	Dalby
18 December 2024	<ul style="list-style-type: none"> Radio Interview with 4WK 	Phone
19 December 2024	<ul style="list-style-type: none"> Meeting with Department of Regional Development, Manufacturing and Water Interview with Channel 7 Interview with WIN News 	Teams Meeting Zoom Meeting Zoom Meeting

	• Interview with 10 News	Zoom Meeting
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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 December 2024.

Attachments

Nil

Authored by: Hailey Wex, Executive Officer to the Mayor

Title (030.2024.476.001) Community and Liveability Report Development Application Material Change of Use Extension to Existing Non-resident Workforce Accommodation McNulty Street Miles Nguyen and Ngo C/- Reel Planning

Date 20 December 2024

Responsible Manager T. Summerville, PLANNING AND ENVIRONMENT MANAGER

Summary

The purpose of this Report is for Council to decide the proposed development for Material Change of Use to establish Non-resident Workforce Accommodation (Extension to Existing Non-resident Workforce Accommodation - additional 300 Rooms) on land described as Lots 10 and 11 on SP236997 and situated at McNulty Street, Miles.

Link to Corporate Plan

Strategic Priority: Strong Diverse Economy

- We aggressively attract business and investment opportunities.
- Our region is a recognised leader in agribusiness, energy, and manufacturing.
- We deliver water security to enable future economic growth.
- We proactively advance our region as a tourism destination.
- Our business and industry actively live and buy local.

Material Personal Interest/Conflict of Interest

Nil

Officer's Recommendation

That this Report be received and that:

1. The application for Material Change of Use to establish Non-resident Workforce Accommodation (Extension to Existing Non-resident Workforce Accommodation - additional 300 Rooms) be approved, subject to the following conditions:

APPROVED PLANS AND DOCUMENT

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

Plan/Document No., Reference	Title and Details	Dated
Sheet No. DA-3003, Job No 23021, Issue B	Stage 3 - Overall Site Plan, prepared by Vision 1 Architects	07-10-24
Sheet No. DA-3004, Job No 23021, Issue B	Stage 4 - Overall Site Plan, prepared by Vision 1 Architects	07-10-24
Sheet No. DA-3005, Job No 23021, Issue B	Stage 5 - Overall Site Plan, prepared by Vision 1 Architects	07-10-24
Sheet No. DA-3010, Job No 23021, Issue B	Stage 3-5 - Part Site Plan, prepared by Vision 1 Architects	07-10-24
Sheet No. DA-3020, Job No 23021, Issue A	Stage 3 -5 - Setout Plan - Accommodation, prepared by Vision 1 Architects	24-09-24

Plan/Document No., Reference	Title and Details	Dated
Sheet No. DA-3021, Job No 23021, Issue B	Stage 3 -5 - Setout Plan - Carpark, prepared by Vision 1 Architects	07-10-24
Sheet No. DA-1110, Job No 23021, Issue B	Typical 2 Rooms and PWD, prepared by Vision 1 Architects	29-07-24
Sheet No. DA-1120, Job No 23021, Issue B	Typical 2 x 2 Rooms, prepared by Vision 1 Architects	29-07-24
Sheet No. DA-1130, Job No 23021, Issue B	Typical 8 Rooms, prepared by Vision 1 Architects	29-07-24
Sheet No. DA-1140, Job No 23021, Issue B	Typical Laundry, prepared by Vision 1 Architects	29-07-24
Sheet No. DA-1150, Job No 23021, Issue B	Typical BBQ Area, prepared by Vision 1 Architects	29-07-24
Sheet No. DA-1160, Job No 23021, Issue B	Typical Recreation Room, prepared by Vision 1 Architects	29-07-24
Sheet No. DA-1175, Job No 23021, Issue B	Kitchen - Proposed Floor Plan, prepared by Vision 1 Architects	29-07-24
Sheet No. DA-1176, Job No 23021, Issue B	Kitchen - Proposed Elevations, prepared by Vision 1 Architects	29-07-24
Sheet No. DA-1180, Job No 23021, Issue B	Consumables Store, prepared by Vision 1 Architects	29-07-24
C24035AR001, Revision B	Civil Engineering Services Report, prepared by Hurley Consulting Engineers	17/10/2024

2. Where there is any conflict between the conditions of this development approval and the details shown on the Approved Plans and Document, the conditions of this development approval must prevail.
3. The following further Development Permits must be obtained prior to commencement of any work associated with the process:
 - 3.1 Building Works;
 - 3.2 Plumbing Works;
 - 3.3 Operational Work; and
 - 3.4 Road Corridor Permit (Vehicle Crossover).

APPROVED DEVELOPMENT

4. The approved development is a Material Change of Use for Non-resident Workforce Accommodation (Extension to Existing Non-resident Workforce Accommodation - additional 300 Rooms) as shown on the Approved Plans.
5. Unless otherwise approved in writing by Council, the overall development is to occur sequentially over 5 Stages as shown on the Approved Plans and as follows:
 - Stage 1** - Existing 200 room development on Lot 10.
 - Stage 2** - In accordance with existing Approvals 030.2013.108.001 and 050.2024.670.001.
 - Stage 2A** - 100 accommodation rooms and 72 car parking spaces.
 - Stage 2B** - Additional on-site communal facilities, including new gymnasium with bus shelter and locker room, new roofed sports court and outdoor seating, 5 barbecue huts and new community room.

Stage 3 - 100 rooms, barbecue hut, laundry, new driveway and parking area involving 229 car parking spaces and 17 heavy vehicle parking spaces, overflow parking area, locker building and the expansion of the central dining and kitchen buildings.

Stage 4 - 100 additional rooms, barbecue hut and laundry.

Stage 5 - 100 rooms, laundry, recreation room/community area and 2 barbecue huts.

6. Conditions within this approval are applicable to each Stage of the development, unless otherwise specified.

COMPLIANCE, TIMING AND COSTS

7. 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.
8. All costs associated with compliance with these conditions shall be the responsibility of the developer unless otherwise noted.

FEES AND CHARGES

9. 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.

INFRASTRUCTURE CHARGES

10. 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.

MAINTENANCE

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

LANDSCAPING – GENERAL

12. The developer must submit to Council's Planning and Environment Manager or authorised delegate for endorsement, a detailed Landscape Plan for all landscaping associated with the development, prior to commencement of the development.
13. The Landscape Plan must detail:
- 13.1 a minimum 2 metre wide vegetative buffer that shall be planted along all boundaries of the subject site for the extent of the development footprint, except any area reasonably required for vehicular and pedestrian access to the development; the buffer area is to be densely planted with high, medium and low profile plants and shrubs endemic to the local area;
 - 13.2 all landscaping areas as shown on the Approved Plans;
 - 13.3 the typical species to be planted, consisting mainly of drought-tolerant species suitable to their individual location on-site;
 - 13.4 the number and size of plants; and
 - 13.5 the typical planting detail including preparation, backfill, staking and mulching.

14. The developer must prepare and landscape the property in accordance with the Approved Landscape Plan, or as otherwise approved in writing by Council's authorised delegate. Any amendments approved by Council's authorised delegate are taken to be a part of the Approved Landscape Plan.
15. All approved landscaping treatments for the development are to be maintained on the property at all times.

LANDSCAPING – MISCELLANEOUS

16. All declared weeds and pests shall be removed from the subject land and the subject land kept clear of such nuisance varieties at all times during the course of development works and any ensuing defects liability period.

SCHEDULE OF EXTERNAL FINISHES

17. A detailed Schedule of External Treatments/Finishes shall be submitted to Council's Planning and Environment Manager for endorsement, demonstrating compliance with the following requirements:
 - 17.1 provision of a high degree of visual articulation in the elevations of the building;
 - 17.2 identification of each of the materials used in the elevations of the approved building; and
 - 17.3 identification of the colour of each of the materials used in the elevations of the approved building.

Once endorsed, the Schedule will form part of this Development Permit.

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

VISUAL AND GENERAL AMENITY

18. Any graffiti on the buildings shall be removed immediately.
19. The buildings and the site shall be maintained in a clean and tidy manner at all times.
20. All plant, air-conditioning equipment and the like shall be visually screened from the street.
21. Open storage areas and their contents, loading areas and refuse bin storage areas and other unsightly areas, shall be screened from view from the street and public places.

INDOOR AND OUTDOOR LIGHTING FOR SAFETY AND SECURITY

22. 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.
23. Lighting is to be provided throughout car parking areas and along the pedestrian access path in compliance with Australian Standard AS1158.3.1 – Road Lighting – Pedestrian Area (Category P) Lighting – Performance and Installation Design Requirements.
24. Lighting shall be provided to all operational areas within the site.

OUTDOOR LIGHTING – IMPACT MITIGATION

25. Outdoor lighting of the development shall mitigate adverse lighting and illumination impacts by:

- 25.1 providing outdoor lighting that is designed, installed and regulated in accordance with the parameters outlined in AS1158.1.1 – Control of Obtrusive Effects of Outdoor Lighting; and
- 25.2 installation of outdoor lighting that:
 - 25.2.1 provides graduated intensity lighting with lower level brightness at the perimeter of the subject land and higher intensities at the center of the subject land;
 - 25.2.2 is directed onto the subject land and away from neighboring properties; and
 - 25.2.3 uses shrouding devices to preclude light overspill onto surrounding properties where necessary.

VISUAL PRIVACY TO BEDROOM WINDOWS

- 26. Bedroom windows shall be located no closer than 3 metres from common accessways, vehicle manoeuvring and parking areas. The 3 metre area between the bedroom window and the common 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.

ALTERNATIVELY

- 26. 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 accessways, vehicle manoeuvring and parking areas.

RESTRICTIONS TO OPERATIONS

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

Monday to Friday:	7.00am to 6.00pm
Saturday:	7.00am to 12.00 noon
Sundays and Public Holidays:	No unloading or loading are to occur

REFUSE STORAGE AREAS

- 28. Refuse bin storage areas must be screened from public view. Where bin storage occurs outside any buildings, such storage areas shall be screened with a minimum 1.5 metre high solid screen fence or wall.
- 29. The size and capacity of the refuse storage areas shall be sufficient to accommodate:
 - 29.1 the level of waste likely to be generated from the development having regard to the frequency of refuse collection;
 - 29.2 general refuse bins of an industrial type appropriate to the nature and scale of the use;
 - 29.3 recycling bins appropriate to the nature and scale of the use; and
 - 29.4 have 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.
- 30. Waste collection shall be undertaken in a manner that complies with the following requirements:
 - 30.1 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;

- 30.2 the collection of putrescible waste arising from the activities undertaken on this development shall be collected and removed at periods not exceeding 7 days;
 - 30.3 the collection of waste shall be undertaken so as to minimise, so far as reasonable and practical, excessive noise to neighboring occupants;
 - 30.4 the collection method shall ensure that waste is adequately managed to prevent escape of contamination; and
 - 30.5 waste removal is to be conducted between the hours of 7.00am and 6.00pm, excluding Sundays and Public Holidays.
31. Refuse bin collection areas shall be maintained in a manner that complies with the following requirements:
- 31.1 waste containers shall be kept in a clean state and in good repair;
 - 31.2 waste containers are to be provided with tight-fitting lid assemblies designed to prevent ingress of pests and water;
 - 31.3 the occupier of the serviced premises shall ensure that all waste containers supplied are kept within the boundaries of the premises; and
 - 31.4 the occupier shall ensure that there is unobstructed access to the container for the removal of waste.

WASTE MANAGEMENT

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

ENGINEERING WORKS

- 34. Submit to Council, an Operational Work application for earthworks, vehicle parking, stormwater drainage management, stormwater quality management (removal of hydrocarbon), erosion and sediment control at each Stage.
- 35. Undertake Engineering designs and construction in accordance with Council's Planning Scheme, Development Manual and Standard Drawings and relevant Australian Standards.
- 36. Submit to Council, certification from a Registered Professional Engineer of Queensland (RPEQ-Civil) that all work authorised by this development approval and any related approval issued by Council, have been designed and constructed in accordance with the requirements of the development approval.
- 37. Be responsible for the full cost of any alteration necessary, to easements, relocation of signage and/or other public utility installations in connection with the development.

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

- 38. 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.
- 39. 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 work associated with the development.

STORMWATER MANAGEMENT

- 40. Design stormwater management generally in accordance with the Approved Civil Engineering Services Report, Ref: C24035AR001, Revision B prepared by Hurley Consulting Engineers, dated 17 October 2024, including construction of the stormwater detention basin.
- 41. All stormwater infrastructure and relevant management practices must be in compliance with Council's plumbing and drainage requirements.
- 42. Provide overland flow paths that do not alter the characteristics of existing overland flows or create an increase in flood damage on other properties.
- 43. Ensure that works undertaken as a part of the development would not cause any actionable nuisance to all adjoining properties.

WATER SUPPLY

- 44. Connect the development to Council's reticulated water supply system via a single connection.

WATER SUPPLY - FIRE FIGHTING SUPPLY

- 45. Demonstrate that adequate water supply will be available to meet the peak demands of the development, and firefighting pressures/flows to Council requirements. Council's Water and Wastewater Department shall be consulted in the development of a response to this item. The proposed solution must be submitted to Council's Planning & Environment Manager for approval. In the event that Council's water network is not adequate, an alternative solution shall be provided that does not rely on Council's water network.

WASTEWATER DISPOSAL

- 46. If consent could not be obtained from the neighbouring property to connect to an existing 300mm diameter trunk sewer main that runs along the western boundary in the neighbouring property, a new sewer pump station will be constructed to the south of the development to pump sewage generated from the site to McNulty Street to the Council reticulation system. Council's Utilities Department shall be consulted in the development of a design of any proposed sewer management system.
- 47. Submit to Council, the written consent from the property owner/s where such work requires entry onto adjoining land prior to entry onto the adjoining land, prior to Operational Work approval.
- 48. Obtain a Development Permit for Plumbing Work for the on-site sewerage treatment system.
- 49. Connection of the development to Council's reticulated sewerage system via a single connection. The connection must be designed in accordance with Council's standards and be approved by Council's Utility Services Section.
- 50. Actual connection to Council's live sewerage infrastructure must be undertaken by or under the supervision of Council.
- 51. Do not build work within 1.5 metres from the centre of any existing sewer pipework or within the Zone of Influence, whichever is the greater (measured horizontally).
- 52. Maintain a minimum of a 3 metre wide corridor to be maintained for maintenance/upgrade purposes.
- 53. Ensure that a clear level area of a minimum of a 2.5 metre radius surrounding any existing sewer manholes on the site, is provided for future maintenance/upgrade purposes.

54. The above minimum clearances to Council's sewer infrastructure do not preclude the need for work to proposed structures to prevent loading to the sewer system.

TRADE WASTE DISPOSAL (COMMERCIAL KITCHEN)

55. Connect the commercial kitchen to Council's sewer reticulation. Obtain a Plumbing Approval from Council and the relevant inspections are to be undertaken prior to connection to the sewer.
56. Do not release contaminants or contaminated water directly or indirectly from the premises or to the ground or groundwater at the premises, except for:
- 56.1 uncontaminated overland stormwater flow;
 - 56.2 uncontaminated stormwater to the stormwater system;
 - 56.3 contaminants released to the sewer under and in accordance with a Trade Waste Permit granted by the Local Government under the *Sewerage and Water Supply Act 1949*; or
 - 56.4 other water following treatment through an oil/silt interceptor trap or separator.
57. Releases to water must not cause any visible oil slick or other visible evidence of oil or grease, nor contain visible grease, scum, litter or floating oil.

PARKING AND ACCESS - GENERAL

58. Design and construct all internal roads, driveways, manoeuvring and car parking areas with concrete, asphalt or a two-coat bitumen seal.
59. Provide 229 car parking spaces including a minimum of 5 person with disability (PWD) car parking spaces and 17 12.5m long (48-seater) bus/Heavy Vehicle parking spaces generally in accordance with the Approved Plans.
60. Provide an overflow parking area with adequate number of parking spaces for 155 cars.
61. Provide PWD car parking spaces designed and line marked in accordance with AS2890.6, Off-Street Parking for People with Disabilities.
62. Provide a continuous concrete path from the person with disability (PWD) car parking spaces to the facility with a rest point.
63. Provide vehicle bollards or tyre stops to control vehicular access and to protect landscaping or pedestrian areas where appropriate.
64. Line mark or otherwise delineate the car park aisles and driveways within the development with directional arrows on the pavement, to enable all vehicles to enter and leave the site in a forward gear.
65. Ensure access to car parking spaces, vehicle loading and manoeuvring areas and driveways remain unobstructed and available for their intended purpose during the hours of operation.
66. Ensure loading and unloading operations are conducted wholly within the site.
67. Install at exit locations from the development to Warrego Highway and Condamine Street, R1-1A "STOP" signage as specified in the Manual of Uniform Traffic Control Devices – Part 13: Local Area Traffic Management and provide line marking.

VEHICLE ACCESS

68. Construct a commercial crossover between the property boundary and the edge of the McNulty Street road pavement, having a minimum width of 9 metres, generally in accordance with Council's Standard Drawing No. R-006, Revision C. Ensure that crossover splay is designed to accommodate turning movements of a 12.5 metre bus.
69. 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).

ROADWORKS - ROAD WIDENING

70. Prior to the commencement of Stage 3, design and construct roadworks from the existing constructed location to the west up to the eastern boundary of proposed Lot 20 along McNulty Street to relevant Council's Standards, Council's Planning Scheme and more specifically, include:
 - 70.1 widening of the existing bitumen constructed using a compacted, gravelled pavement and a 30mm deep asphalt surface; asphalt shall conform to BCC Type 2 - 10mm or an equivalent;
 - 70.2 kerb and channel at the existing alignment and transition works to existing drainage;
 - 70.3 formation of a grassed verge; and
 - 70.4 1:10 tapers to the existing road pavement to the east.

ELECTRICITY AND TELECOMMUNICATIONS

71. Connect the development to electricity and telecommunication services.

EARTHWORKS - GENERAL

72. Undertake any earthworks in accordance with the provisions of AS3798 Guidelines on Earthworks for Commercial and Residential Developments.

EROSION AND SEDIMENT CONTROL - GENERAL

73. Ensure that all reasonable action is taken to prevent sediment or sediment laden water from being transported to adjoining properties, roads and/or stormwater drainage systems.
74. Remove and clean-up sediment or other pollutants in the event that sediment or other pollutants are tracked/released onto adjoining streets or stormwater systems, at no cost to Council.

ADVISORY NOTES

NOTE 1 - Currency 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 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 work, 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: 030.2024.476.001		Assessment No: 21966 & 21967	Subject File Refs: AD6.6.2 & LG7.6.1
Assessing Officer:		Kym Bannerman PLANNING OFFICER DEVELOPMENT ASSESSMENT	
PART 1: APPLICATION			
Applicant:		Thuy Thi Thanh Nguyen & Son Bac Ngo C/- Reel Planning	
Owner:		Lot 10: Gordon House Pty Ltd atf Gordon House Trust and Ostwald Accommodation Pty Ltd Lot 11: Mr SB Ngo & Ms TT Nguyen	
Site Address:		McNulty Street, Miles	
Site Area:		Lot 10: 2.00ha Lot 11: 10.28ha	
Real Property Description:		Lots 10 and 11 on SP236997 including Easement A on SP263818 and Easement B on SP267212	
Proposed Development:		Non-resident Workforce Accommodation (Extension to Existing Non-resident Workforce Accommodation - additional 300 Rooms)	
Level of Assessment:		Impact	
Type of Application:		Material Change of Use	
Relevant Planning Scheme:		Western Downs Planning Scheme 2017 incorporating Amendment 1	
Zone:		High Impact Industry	

Precinct:	N/A	
Overlays:	<div><div><div>• Bushfire Risk</div><div>• Extractive Industry</div><div>• Stock Routes</div><div>• Scenic Amenity</div><div>• Stormwater Overland Flow</div></div><div><div>- Medium Hazard</div><div>- Exploration Permit (Mineral) Petroleum Lease (PL267)</div><div>- Stock Route (50m Buffer)</div><div>- Urban Gateways</div><div>- Minor Flow Path</div></div></div>	
Pre-lodgement Meeting:	Yes	
Application Lodgement Date:	02/08/2024	
Properly Made Application:	Yes	Date: 15/08/2024
Confirmation Notice Issued:	Yes	Date: 15/08/2024
PART 2: REFERRAL		
Ergon Energy as Advice Agency as the site contains an Ergon Energy transformer which is covered by an Easement	<div><div>• 16/08/2024 - the applicant referred the application to Ergon Energy.</div><div>• 20/08/2024 - Ergon Energy issued a Referral Agency response advising of no objection to the proposal, subject to conditions.</div></div>	
PART 3: INFORMATION REQUEST		
Information Request Issued:	Yes	Date: 29/08/2024
Applicant's Response:	Yes	Date: 25/10/2024
PART 4: PUBLIC NOTIFICATION		
Date Commenced:		Date: 08/11/2024
Notice of Compliance Received:	Yes	Date: 29/11/2024
Submissions Received:	Nil	
PART 5: DECISION PERIOD		
Date Commenced:	02/12/2024	
Decision Due Date:	16/01/2024 (extended by agreement)	

Report

1. Background - Site

The subject site comprises two allotments described as Lots 10 and 11 on SP236997 with frontage to McNulty Street, Miles. Lot 10 is currently improved by an existing Non-resident Workforce Accommodation named the "Eastwood Miles Accommodation Village". The existing 200 room Accommodation Village incorporates established landscaping to the property boundaries, Accommodation Units attached with covered walkways, open parking areas and central communal areas including a kitchen and dining area, gymnasium, internet room, barbecue area and swimming pool. Lot 11 is largely vacant with scattered vegetation dispersed across the site and a dam in the south-eastern corner.

The site is encumbered by two existing easements, Easement A on SP263818 which covers an Ergon Energy transformer and Easement B on SP267212 which is a private services easement located over an existing private sewer pump station that services the site. As part of the future development of the site, the applicant is proposing to remove the sewer pump station with the intention for this easement to be extinguished once this has occurred.

2. Existing Development Approvals

The subject site has a history of development approvals as follows:

- A Development Permit for a Material Change of Use to establish an Accommodation Building (201 Accommodation Rooms) on Lot 10, was issued by Council on 18 September 2010

(Approval No. 030.2012.79.001). The Accommodation Building is established on the site and currently operates as a Non-resident Workforce Accommodation (known as Eastwood Miles Accommodation Village).

- A Development Permit for a Material Change of Use (Approval No. 030.2013.108.001) to establish Non-resident Workforce Accommodation (Additional 102 Non-resident Workforce Accommodation Units) was issued by Council on 24 December 2013. The application was to facilitate an extension of the previously approved Accommodation Building.
- Application No. 050.2017.541.001 being an Extension Application (Request to Extend the Currency Period) of an Existing Approval for a Material Change of Use to establish Non-resident Workforce Accommodation (Additional 102 Non-resident Accommodation Units) was considered by Council on 21 February 2018, where it was decided to approve a maximum 2 year extension and that no further extensions be granted.
- Application No. 050.2019.571.001 being an Extension Application (Request to Extend the Currency Period) of an Existing Approval for a Material Change of Use to establish Non-resident Workforce Accommodation (Additional 102 Non-resident Accommodation Units) was considered by Council on 19 February 2020 where it was decided to refuse the extension request. The refusal was appealed by the applicant and judgment (Consent Order of Planning and Environment Appeal 889 of 2020) provided a further 2 year extension from the date of the Order, being 22 February 2021, resulting in a new currency period lapse date of 22 February 2023.
- The existing approval benefited from the Ministerial Extension Notices which were issued due to the COVID-19 applicable event, pursuant to Section 25R of the *Planning Act 2016*. As a result of the Ministerial Extension Notices, the currency period was automatically extended by 18 months to 22 August 2024.
- Application No. 050.2024.441.001 being an Extension Application (Request to Extend the Currency Period) of an Existing Approval for a Material Change of Use to establish Non-resident Workforce Accommodation (Additional 102 Non-resident Accommodation Units) was approved by Council on 20 August 2024. The currency period was extended by a further 2 years to 22 August 2026.
- The applicant submitted a request for plans to be considered Generally in Accordance with existing Approval No. 030.2013.108.001 for Non-resident Workforce Accommodation (Additional 102 Non-resident Accommodation Units). The Generally in Accordance plans included the following changes:
 - a reduction of two rooms (102 room total reduced to 100);
 - the re-orientation of some accommodation buildings from east-west to north-south;
 - the car park relocated slightly to the west;
 - footpath layout amended; and
 - type of accommodation buildings changed from 6 rooms per building, to a mixture of 4 rooms (some with PWD rooms) and 8 rooms.

Council issued a Generally in Accordance letter on 12 September 2024.

- The applicant submitted a Minor Change Application to the State Assessment and Referral Agency (SARA) as a Referral Agency for the original development application, seeking to delete Condition 2 from the Concurrence Agency conditions which required upgrading of the McNulty Street and Leichhardt Highway intersection.

Council issued an Affected Entity Response advising of no objection to the proposed Minor Change to existing Development Approval 030.2013.108.001. The Request to Change a Referral Agency Condition was decided by SARA on 15 October 2024 with a SARA Change Application decision issued on 15 October 2024.

- Application No. 050.2024.670.001 being a Minor Change Application, was approved by Council on 22 November 2024. The Minor Change included the following changes to the existing approval:
 - Maintain the approved extension consistent with the Generally in Accordance Plans previously approved (with the exception of current proposed changes to the car parking area. These works are described as Stage 2A). It is noted that as part of the recently approved Generally in Accordance Plans, the number of rooms was reduced from 102 to 100 rooms (other changes are detailed in Existing Development Approvals above).
 - Introducing a separate stage (Stage 2B) involving the construction of additional on-site communal facilities. The additional facilities include:
 - new gymnasium with bus shelter and locker room;
 - new roofed sports court and outdoor seating;
 - 5 barbecue huts; and
 - new community room.

These areas will be located throughout the existing footprint of the accommodation facility within areas that are currently communal open space.

3. Associated Current Development Proposals

- Reconfiguring a Lot (Boundary Realignment) Application No. 035.2024.671.001 was approved by Council on 13 December 2024. The development approval allows for a boundary realignment to relocate the shared boundary of Lots 10 and 11 to include the entirety of the already approved development footprint (Workers' Camp, existing 200 rooms plus already approved 100 additional rooms) to be located within Lot 10.

4. Proposal

The applicant has submitted a development application seeking approval for a 300 room extension to the existing and approved Non-resident Workforce Accommodation (to result in a total of 600 rooms) located on the subject site. The proposed development, together with the already approved Accommodation Building, will present and function as a single entity. Access to the extension will occur from McNulty Street through the established Accommodation Building development. The recreational facilities and administrative functions associated with the extension are to be provided as part of the existing Accommodation Building development.

The proposed extension will include:

- 300 total additional rooms (a mixture of 4 room and 2 room units);
- 6 PWD rooms;
- 4 barbecue huts evenly distributed around the facility;
- locker building;
- 229 parking spaces, plus overflow parking area;
- 17 heavy vehicle parking spaces;
- 5 PWD parking spaces;
- recreation room/community area;
- 3 laundry buildings; and
- the expansion of the central existing dining and kitchen building.

Each individual Accommodation Unit will be provided with a bedroom and ensuite, consisting of a shower, toilet, sink and vanity. The proposed laundry buildings will consist of an office, bathroom, housekeeping room, storeroom and a guest laundry room.

A pedestrian footpath will be established that provides internal connection to each individual Accommodation Unit. Additionally, a pedestrian footpath and security gate will be established to provide connection to the new car parking area.

Construction of the overall Workers' Camp development at the site will be undertaken across 5 Stages in total.

The first Stage of the proposed development subject to the current application, is referred to on the proposal plans as Stage 3 (the existing Workers' Camp development already established on the site is Stage 1 and the previously approved but not yet constructed additional 100 rooms is referenced as Stage 2). The development will occur in Stages as follows:

Stage 2 - approved 100 room extension, car parking (72 spaces) and central facilities building (Approval No's 030.2013.108.001 & 050.2024.670.001).

Stage 2A - 100 accommodation rooms and 72 car parking spaces; and

Stage 2B - additional on-site communal facilities, including new gymnasium with bus shelter and locker room, new roofed sports court and outdoor seating, 5 barbecue huts and new community room.

Stage 3 - will involve the construction of 100 rooms, a barbecue hut, a laundry, the new driveway and parking area involving 229 car parking spaces and 17 heavy vehicle parking spaces, overflow parking area, a locker building and the expansion of the central dining and kitchen buildings.

Stage 4 - 100 additional rooms, barbecue hut and a laundry.

Stage 5 - 100 rooms, a laundry, a recreation room/community area and 2 barbecue huts.

Changed Application

The application originally included a Reconfiguring a Lot component to include a proposed boundary realignment and access easement. As part of Council's Information Request to the applicant, the applicant was requested to provide justification for the creation of a High Impact Industry allotment with no road frontage, noting that Acceptable Outcome 6 of the Reconfiguring a Lot Code requires that vehicle access be provided to ensure the safe and functional operation for motorists and pedestrians.

In response to the Information Request, the applicant requested to withdraw the Reconfiguring a Lot component of the application and advised that the existing lot boundaries would be maintained and no access easement is proposed.

As the change was made in response to an Information Request, in accordance with Section 26.1 of the Development Assessment Rules, the development assessment process did not stop.

5. Assessment

The following are the benchmarks applying to this development:

ASSESSMENT MATTERS	
Assessment Benchmarks	<p>The development was assessed against the following Assessment Benchmarks:</p> <ul style="list-style-type: none"> ▪ Western Downs Planning Scheme 2017 incorporating Amendment 1 <ul style="list-style-type: none"> • Strategic Plan • High Impact Industry Zone Code • Bushfire Hazard Overlay Code • Scenic Amenity Overlay Code • Regional Infrastructure Corridor - Stock Routes Overlay Code

	<ul style="list-style-type: none"> Stormwater Overland Flow Path Overlay Code Accommodation Activities 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 exception listed below:	
	Assessment Benchmark	Response
	High Impact Industry Zone Code	
	<p>The purpose of the High Impact Industry Zone Code is to provide for high impact industry and other uses and activities that support industrial activities and do not compromise the future use of premises for industrial activities.</p> <p>Inconsistent development within the High Impact Industry Zone includes the following:</p> <p>Non-resident Workforce Accommodation</p>	<p>Despite the development being identified as an Inconsistent Use for the Zone, the proposed development is considered suitably located based on the following:</p> <ul style="list-style-type: none"> The historical use of the site. A Development Permit for a Material Change of Use to establish an Accommodation Building (201 Accommodation Rooms) was issued by Council in 2010 and this use commenced and is continuing to operate from the site (known as Eastwood Miles Accommodation Village). The proposed development represents a logical extension to this approved, existing use. The building design and site density reflect the existing Non-resident Workforce Accommodation. The extension will be located at the rear of the existing development and therefore will not impact the development's presentation to the street or overall streetscape of McNulty Street. The site was included in the Industrial Zone in the Planning Scheme for Murilla Shire 2006 when the application was originally approved. As such, the proposed development incorporates measures that will ensure an appropriate level of amenity for the occupants, despite being located in an industrial area, such as the provision of landscaping to all of the site's boundaries and the provision of various recreational facilities on the site such as a gymnasium, internet room, barbecue area and swimming pool. The development is consistent with the Performance Outcomes of the High Impact Industry Zone Code. The existing Workers' Camp has been established on the site for a number of years. The extension of the existing Workers' Camp will not further prejudice the operation of existing industrial activities which will maintain their existing use rights, nor will it prejudice the establishment of new industrial uses on industrial allotments within the vicinity of the subject site. All development proposals for future industrial uses within the vicinity will be subject to the requirements and where applicable, assessment under the Western Downs Planning Scheme 2017 incorporating Amendment 1. The development generally complies with all applicable Acceptable Outcomes of the High Impact Industry Zone Code, including building height, site coverage and landscaping.

		<ul style="list-style-type: none"> Given the nature and scale of the use, being for Workers' Accommodation, the development is not suitable for a traditional residential area. The development supports industries and employees in the Zone through the provision of accommodation facilities without adverse effects on the local housing availability.
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5.1 Assessment against the Western Downs Planning Scheme 2017 incorporating Amendment 1 (the Planning Scheme)

5.1.1 Strategic Plan

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

3.2 Strategic Intent

3.2.1 Regional, Local and Historical Context

3.2.2.1 Housing Need

- (3) *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 socio-economic brackets should non-resident temporary workers reside in dwellings in residential areas.*

Officer's Comments

The proposed extension is to an existing accommodation provider within the region. The purpose of the extension is to ensure there is suitable accommodation available to meet the demand for the growth of the resources and energy sector. The provision of the additional 300 rooms will reduce the potential for housing affordability pressures that could result from non-resident workers residing in the residential areas of the Western Downs.

- (4) *Council encourages operational workforces to reside in the region to become residents and to contribute to the social fabric of our community.*

Officer's Comments

The non-resident workforce will allow operational workforces to reside in the region and contribute to the economy. It is located within the Miles township and close to the town centre, allowing for non-resident workers to access the local opportunities and services.

3.3.4 Element - Community Character

3.3.4.1 Specific Outcomes

- (3) *Non-resident Workers' Accommodation is complementary to the character of surrounding residential development by way of scale and appearance.*

Officer's Comments

Whilst there is no residential development immediately surrounding the subject site, the proposed extension will maintain consistency with the scale and appearance of the existing Non-resident Workforce Accommodation facility and is of similar scale and proportions to Low Density Residential development in Miles in that it is single storey and well set back from boundaries.

3.3.8 Element - Housing Supply and Diversity

3.3.8.1 Specific Outcomes

- (2) *Where located in close proximity to urban centres, Non-resident Workforce Accommodation integrates with the traditional urban character of the locality.*

Officer's Comments

The proposed development integrates with the existing urban character of the locality being an extension to an existing Accommodation Facility.

3.5.2 Element - Activity Centres and Employment

3.5.2.1 Specific Outcomes

- (4) *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 economical impacts on other centres.*

Officer's Comments

The development is consistent with this specific outcome, being for Non-resident Workforce Accommodation within Miles.

3.5.4 Element - Industrial Development

3.5.4.1 Specific Outcomes

- (3) *Sensitive urban land uses such as residential development or community facilities do not encroach upon or establish within land identified for industrial development.*

Officer's Comments

The Non-resident Workforce Accommodation facility is existing on land included within the High Impact Industry Zone. The proposed development seeks to expand the facility and will not establish any additional non-industrial land uses.

- (4) *Non-industrial land uses in Industrial areas are limited to those that directly support and service industrial uses or have similar land use requirements and characteristics.*

Officer's Comments

Non-resident Workforce Accommodation is typically established to allow for the access to a workforce to support an increased demand in industrial or extractive industry.

Given the nature and scale of the use, being for Workers' Accommodation, the development is not suitable for a traditional residential area. The development supports industries and employees in the Zone through the provision of accommodation facilities without adverse effects on the local housing availability.

5.2 Zone Code

5.2.1 High Impact Industry Zone Code

The purpose of the High Impact Industry Zone is to provide for High Impact Industry and other uses and activities that support industrial activities and do not compromise the future use of premises for industrial activities. The proposed development represents a logical extension to an approved, existing use and as such, is considered suitably located as discussed in the Assessment Benchmarks Table above.

5.3 Overlay Codes

5.3.1 Bushfire Hazard Overlay Code

Part of Lot 11 towards the rear of the site contains patches of Medium Bushfire Hazard Areas. The proposed development footprint is not located within the mapped Bushfire Hazard Areas.

The proposed development is considered to comply with the relevant Performance Outcomes of the Bushfire Hazard Overlay Code.

5.3.2 Scenic Amenity Overlay Code

A small portion of the subject site towards the McNulty Street frontage is identified as an Urban Gateway.

The development complies with the applicable outcomes relating to Urban Gateways through the provision of landscaping and appropriate building height.

5.3.3 Regional Infrastructure Corridor - Stock Routes Overlay Code

A portion of the site towards the McNulty Street frontage is identified as being within a Stock Route (50m buffer). The Stock Routes Overlay Code is applicable to assessing development applications in the Rural Zone. The subject site is not located in a Rural Zone and therefore, the Regional Infrastructure Corridor Code is not applicable.

5.3.4 Stormwater Overland Flow Path Overlay Code

The subject site is mapped as containing a Minor Stormwater Overland Flow Path towards the rear south-eastern corner of Lot 11. The development will not result in any additional built form within the overland flow path.

Conditions have been recommended regarding stormwater management to ensure that there is no nuisance, with stormwater to be managed in accordance with the Approved Civil Engineering Services Report, Ref: C24035AR001, Revision B, prepared by Hurley Consulting Engineers, dated 17 October 2024, including construction of a stormwater detention basin.

The proposed development is considered to comply with the relevant Performance Outcomes of the Stormwater Overland Flow Path Overlay Code.

5.4 Development Codes

5.4.1 Accommodation Activities Code

The development is generally consistent with the requirements applicable to Non-resident Workforce Accommodation within the Accommodation Activities Code.

The overall development incorporates landscaping and communal open space areas incorporating various recreational facilities on the site such as a gymnasium, internet room, barbecue area and swimming pool.

The building design and site density reflect the existing Non-resident Workforce Accommodation. All accommodation buildings associated with the extension will be located at the rear of the existing development and therefore, will not impact the development's presentation to the street or the overall streetscape of McNulty Street.

The additional communal open space facilities will provide further recreational opportunities for the residents and will contribute to an improvement of the facilities overall.

It is considered that the development is consistent with the relevant Performance Outcomes of the Accommodation Activities Code.

5.4.2 Infrastructure Services Code

The subject site is currently connected to water, sewer, stormwater, electricity and telecommunication services.

The site is currently serviced by an existing private pump station, however, this will be removed as part of the proposed extension. It is proposed to provide a new sewer connection to service the site to the existing trunk sewer main. Conditions have been recommended regarding connection to services and stormwater management.

Subject to conditions, the proposed development complies with the Acceptable Outcomes of the Infrastructure Services Code.

5.4.3 Transport Access and Parking Code

The subject site will be accessed from McNulty Street, via both the existing access to Lot 10 for the Accommodation Units and a new access to Lot 11 to access the new car parking area.

Acceptable Outcome 4 of the Transport Access and Parking Code requires that car parking be provided in accordance with the rate identified in Table 9.4.5.2 - Car Parking Generation Rates and Service Vehicle Requirements. The car parking required for a Non-resident Workforce Accommodation Use is 1 space per Accommodation Unit. It is noted that the previous Extension Application No. 030.2013.108.001 for Non-resident Workforce Accommodation (Additional 102 Non-resident Accommodation Units) was subject to assessment against a Temporary Local Planning Instrument (TLPI) which was in force at that time. The TLPI allowed for car parking to be provided for development at the rate of 0.7 of an on-site car parking space per Non-resident Workforce Accommodation Unit.

The applicant was proposing for car parking to be provided at a reduced rate based on the Economic Development Queensland Non-resident Worker Accommodation PDA Guideline No. 3 (May 2015) which describes a rate of 0.75 of a space per Accommodation Unit. While this document provides a guideline for development outside priority development areas, as part of Council's Information Request, the applicant was requested to demonstrate that the car parking provision is suitable for the expected demand of the use.

In response, the applicant engaged PTT Traffic and Transport Engineering who together with the Camp Operator, undertook a survey of car parking demand for the existing Workforce Accommodation over a week long period.

PTT concluded that a car parking rate of 0.9 of a space per Accommodation Unit is appropriate, however, also acknowledged that the camp occupancy levels are often significantly less than the available capacity and accordingly, proposed to provide a formal sealed car parking area at the previously adopted rate of 0.75 of a space per Accommodation Unit (ie a total of 229 car parking spaces in support of the 300 room expansion) and provide an informal, unsealed overflow parking area with the capacity for an additional 155 cars (which would allow for 600 cars to be parked on-site, equating to an overall provision of 1 space per Accommodation Unit).

The provision of on-site car parking as proposed, incorporating an overflow area is considered suitable to meet the demand of the use. Council's Consultant Development Engineer has reviewed the application and supports the provision of an unsealed overflow car parking area. Conditions have been recommended to ensure the new vehicle access and car parking areas are constructed to Council's standards.

It is considered that the development is consistent with the relevant Performance Outcomes of the Accommodation Activities Code.

6. Other Relevant Matters

6.1 Public Notification

The application is Impact Assessable and required public notification.

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 Western Downs Town and Country on 7 November 2024;
- placed a notice on each frontage of the land on 4 November 2024; and
- notified the adjoining land owners on 4 November 2024.

At the conclusion of the Public Notification Period, Council had not received any submissions.

6.2 Referral

The application triggered referral to Advice Agency, Ergon Energy as the site contains an Ergon transformer which is covered by an easement.

The Referral Agency response from Ergon Energy advised of no objection to the development proposal subject to conditions. The conditions refer to the approved plans and require an easement to be granted to Ergon over the existing overhead powerline which is located in Lot 11.

6.3 Infrastructure Charges

Infrastructure charges for development are regulated under Council's Infrastructure Charges Resolution (No. 7.1) 2017 (the Resolution). The proposed development fits within the Accommodation Short-term Development Class. The property is located within Charge Area A and the proposed development will be serviced by Council's water, sewer, parks, transport and stormwater networks. Table 3.3.3 of the Resolution provides that a Material Change of Use Accommodation Short-term infrastructure charge for a 1 bedroom Dwelling Unit is \$7,500.00.

The credit for the existing industrial lot (Lot 11) where the development will be located, was applied to the infrastructure charges applicable in Stage 2. Therefore the credit for the existing lot has been exhausted and no further credit is applicable.

Infrastructure Charges Notices for Stages 3 to 5 have been prepared with a total of \$750,000.00 payable for each Stage of the development.

Consultation (Internal/External)

Internal

Comments were provided by Council's Works team and Council's Consultant Development Engineer has assessed the development application and provided conditions of approval where relevant.

Council's A/Planning and Environment Manager and Principal Planner have reviewed this 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 proposed development has been assessed against the requirements of the Western Downs Planning Scheme 2017 incorporating Amendment 1. It is considered that the proposed development is consistent with the intent of the Western Downs Planning Scheme 2017 incorporating Amendment 1, subject to the recommended conditions of approval.

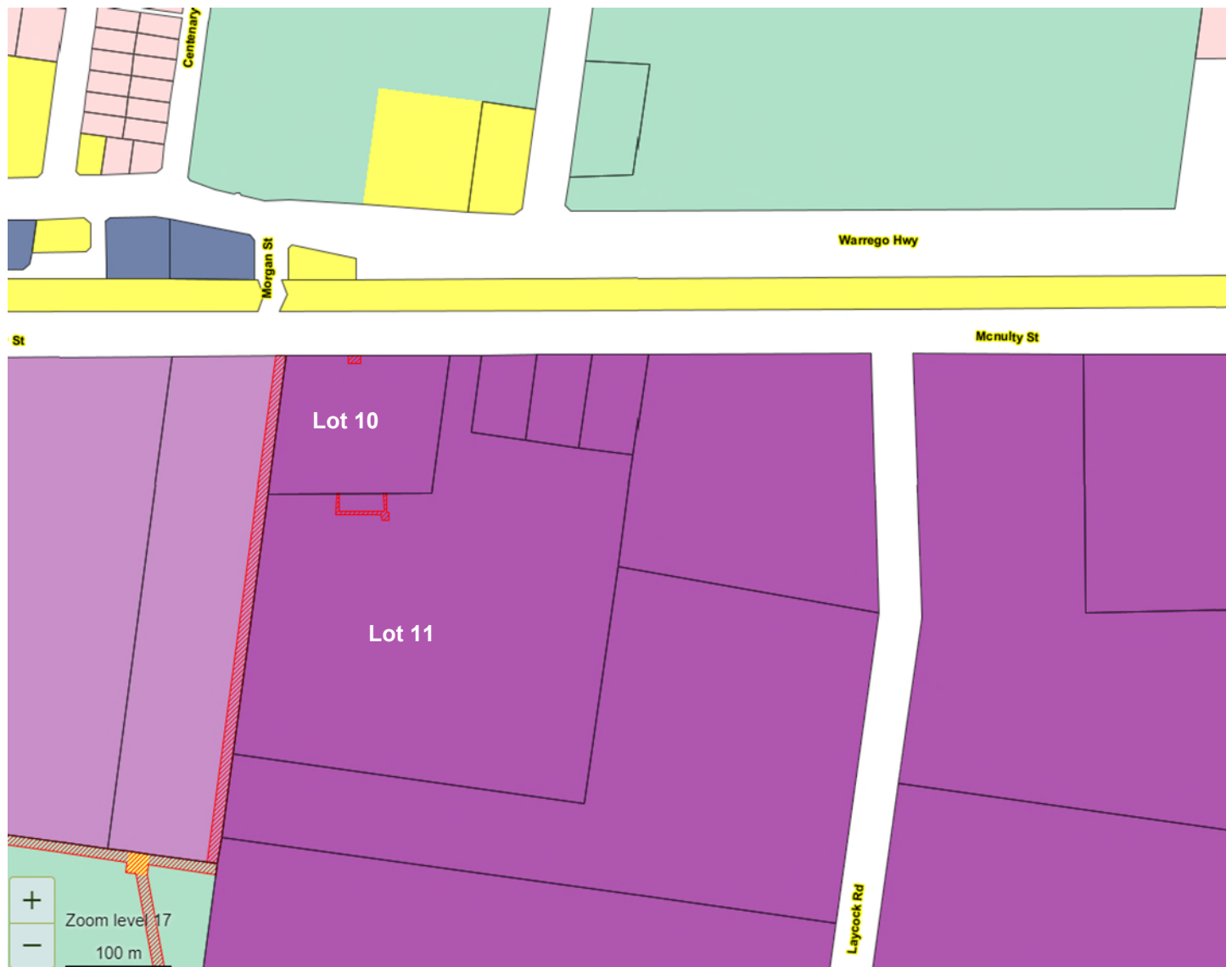
Attachments

1. Locality Plans
2. Proposal Plans
3. Proposal Document
4. Referral Agency Response
5. Infrastructure Charges Notices



















Authored by: Kym Bannerman, PLANNING OFFICER DEVELOPMENT ASSESSMENT

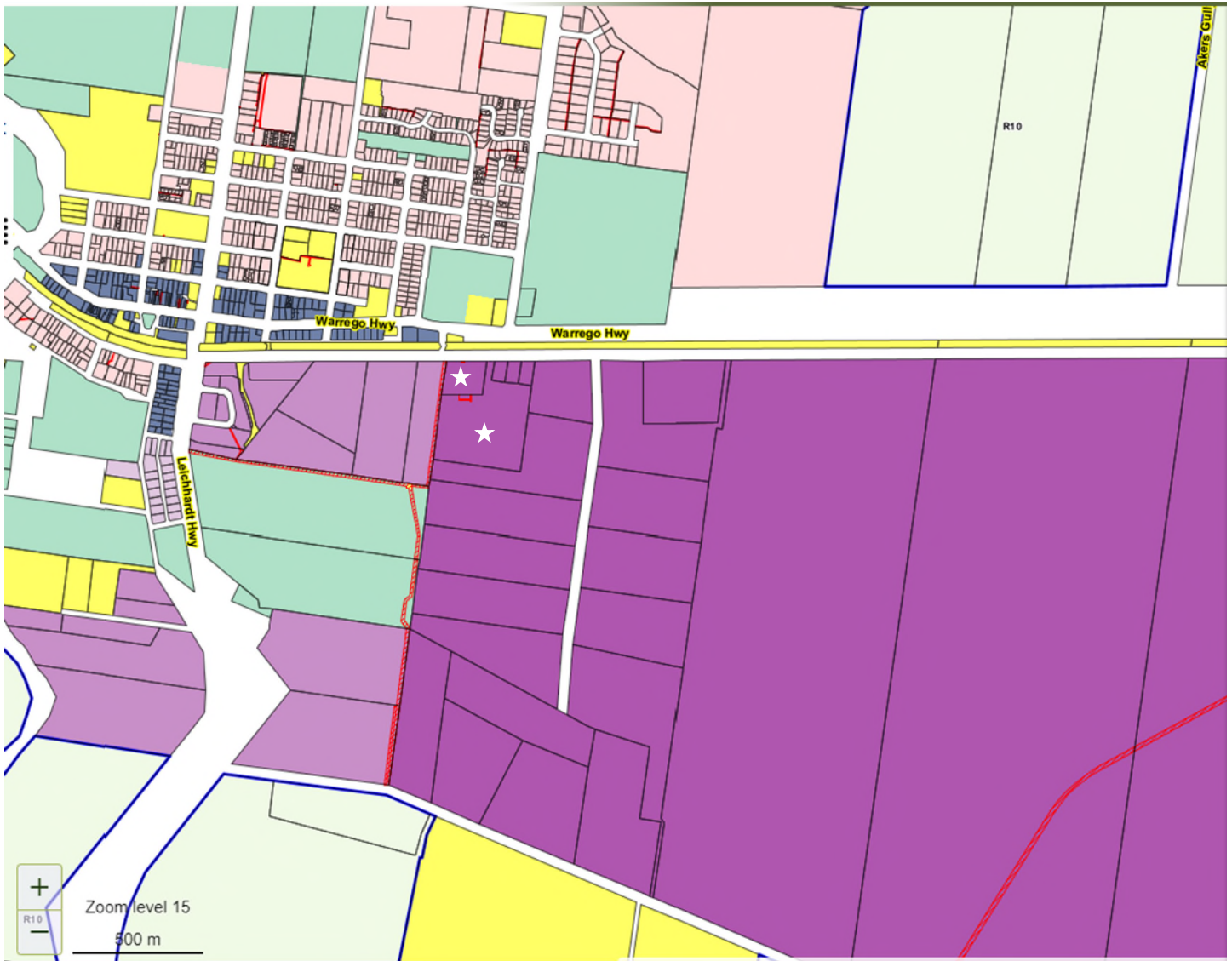
Attachment 1 - Locality Plans

Zoning Map - Western Downs Planning Scheme 2017 incorporating Amendment 1



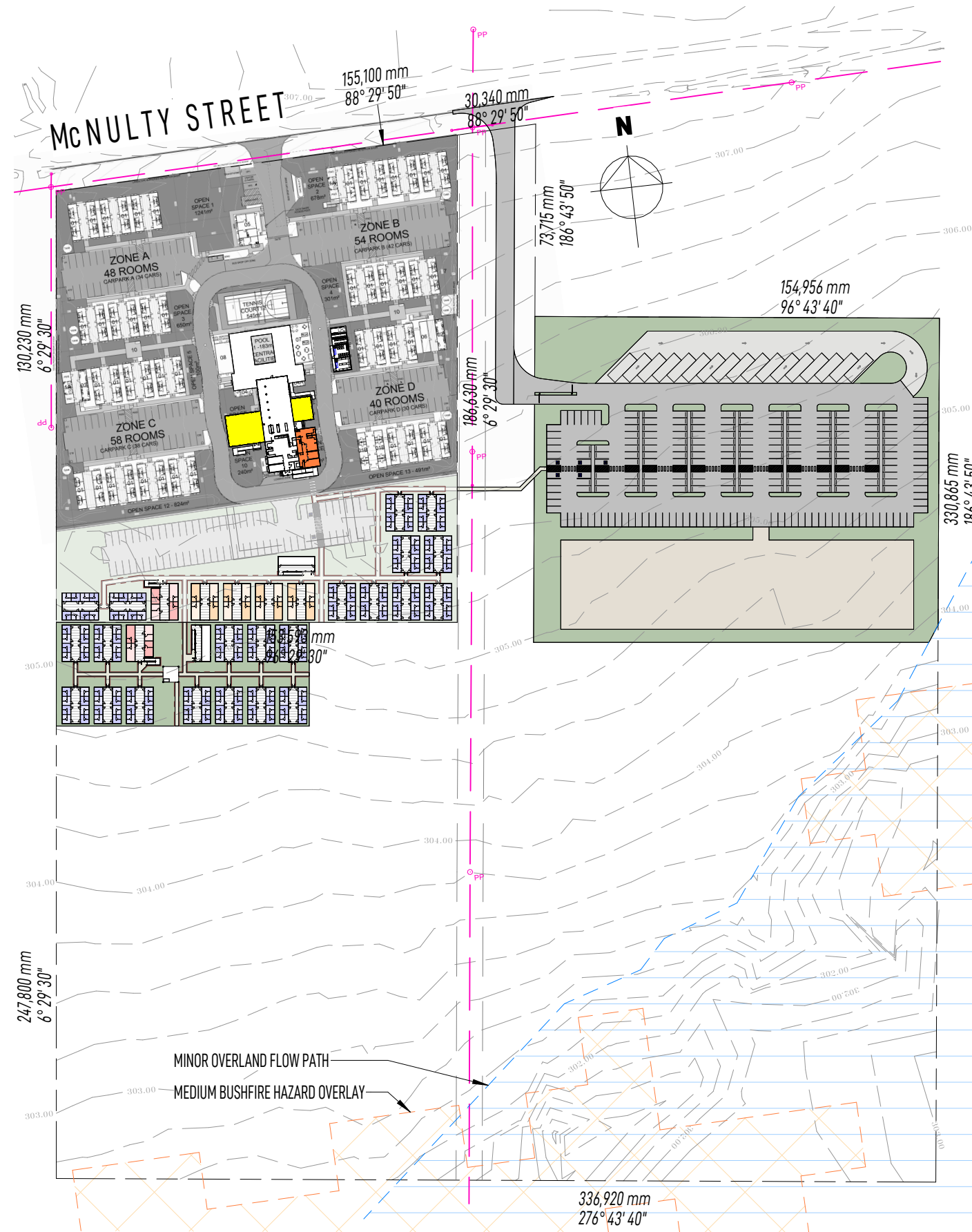
Planning Zones

	Community Facilities Zone		Rural Residential Zone / Rural Residential 20000 ...
	Local Centre Zone		Rural Residential Zone / Rural Residential 4000 P..
	District Centre Zone		Rural Residential Zone / Rural Residential 8000 P..
	Major Centre Zone		Rural Zone
	Low Density Residential Zone		Rural Zone / Rural 10 Precinct
	Medium Density Residential Zone		Rural Zone / Rural 100 Precinct
	Low Impact Industry Zone		Township Zone
	Medium Impact Industry Zone		Township Zone / Mowbullen - Bunya Mountains T...
	High Impact Industry Zone		
	Recreation and Open Space Zone		



Aerial Map





STAGE 3 SITE PLAN

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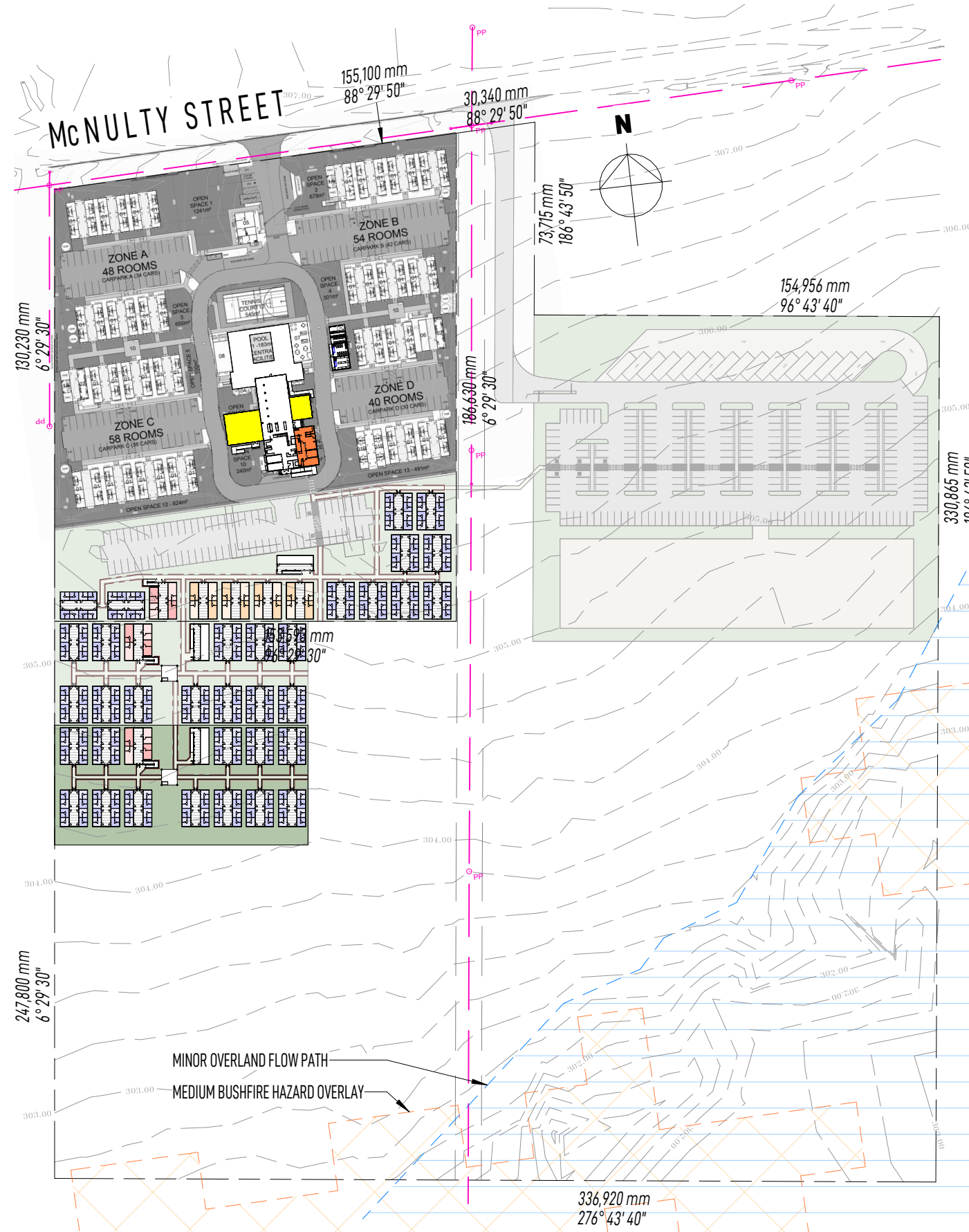


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STAGE 3 - OVERALL
SITE PLAN

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Sheet No	DA-3003	Job No	23021



STAGE 4 SITE PLAN

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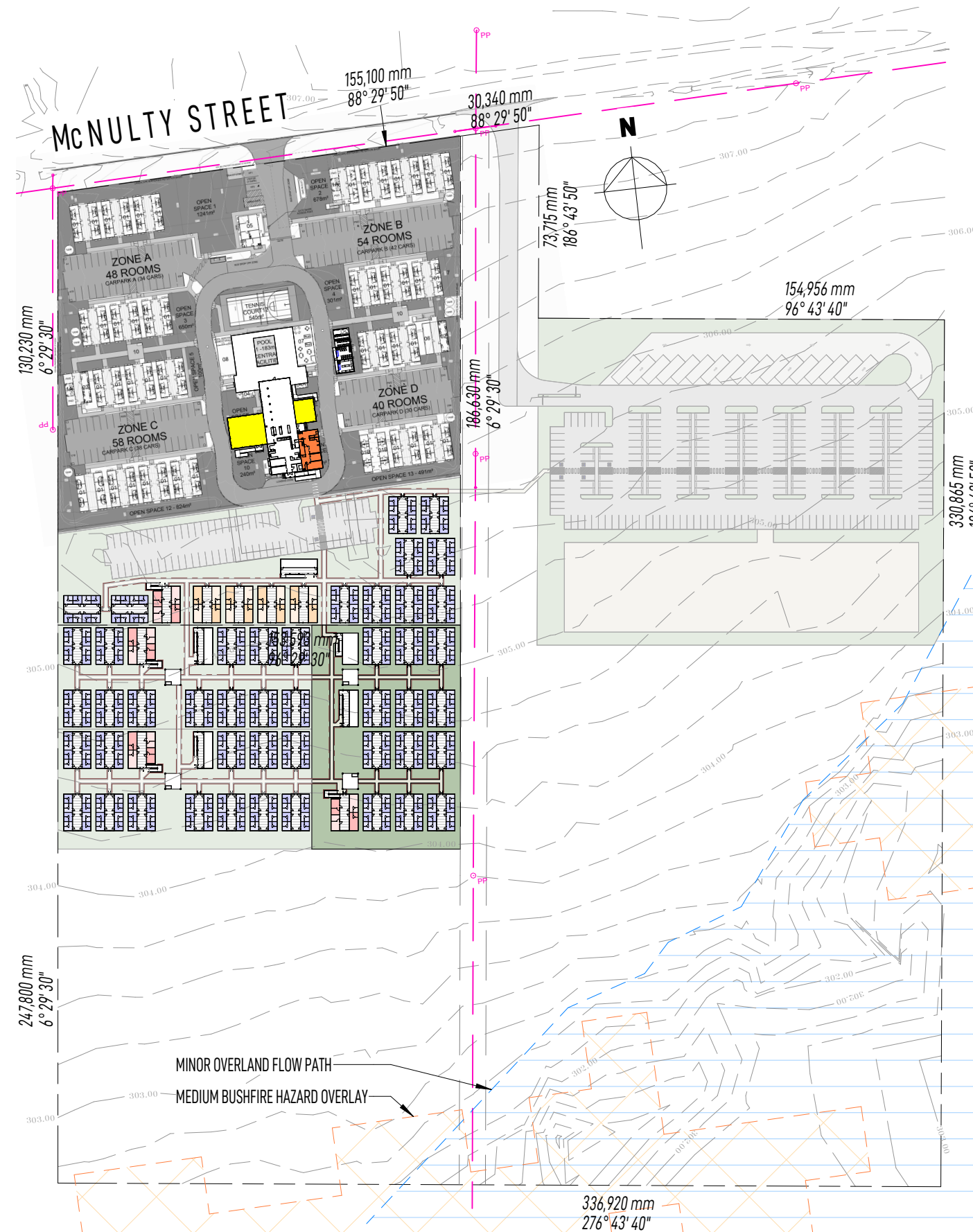


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STAGE 4 - OVERALL SITE PLAN

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STAGE 5 SITE PLAN

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STAGE 5 - OVERALL
SITE PLAN

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Scale	1 : 2000	Date	07-10-24
Sheet No	DA-3005	Job No	23021

PROPOSED WORKERS ACCOMMODATION

MCNULTY STREET, MILES

MCNULTY STREET

EXISTING STAGE 1 - 200 ROOMS

APPROVED
STAGE 2
100 ROOMS

STAGE 3
100 ROOMS

STAGE 4
100 ROOMS

STAGE 5
100 ROOMS

STAGE 3-5 PART SITE PLAN

DA ISSUE



- NEW CENTRAL FACILITIES BUILDING
- CENTRAL CONSUMABLES STORAGE & LOADING
 - BULK LAUNDRY FACILITY
 - BIN STORAGE

BOOMGATES
SECURITY GATE

NOTE:
PROVISION OF PWD ROOMS SUBJECT TO NCC PERFORMANCE SOLUTION

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STAGE 3-5 - PART SITE PLAN

Drawn	JPW	Issue	B
Scale	1 : 1000	Date	07-10-24
Sheet No	DA-3010	Job No	23021

PROPOSED WORKERS ACCOMMODATION

DA ISSUE



STAGE 3-5 SETOUT PLAN - ACCOMMODATION

1 : 500

Page 56 of 331



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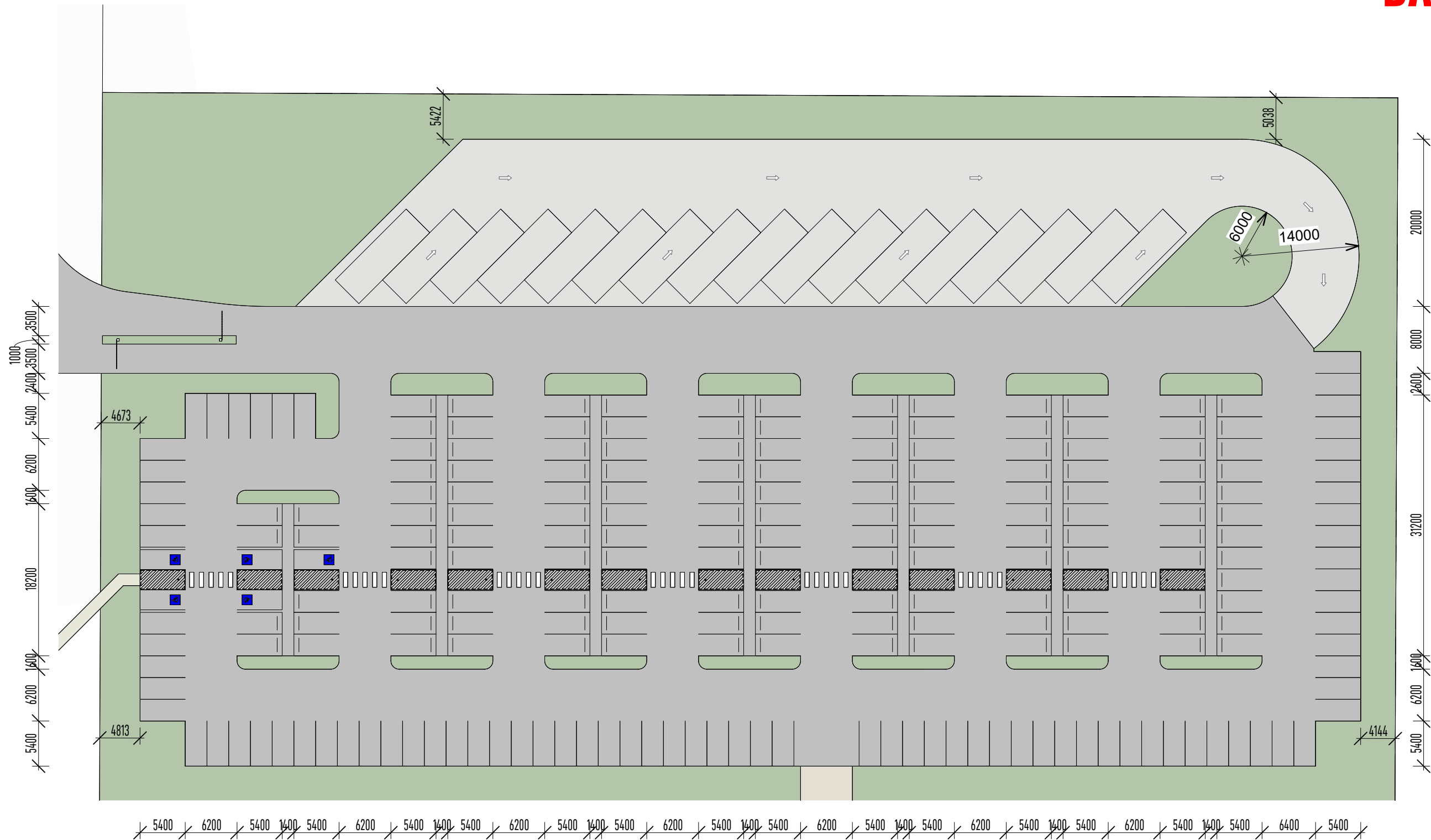
Association of Consulting Actuaries



AAEC

STAGE 3-5 - SETOUT PLAN

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Sheet No	DA-3020	Job No	23021



STAGE 3-5 SETOUT PLAN - CARPARK

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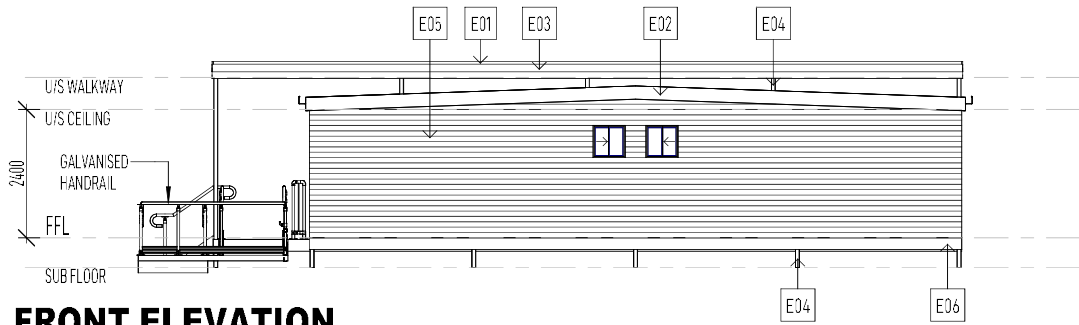
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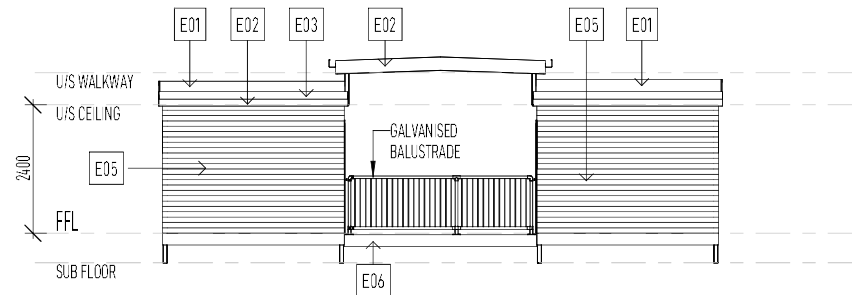
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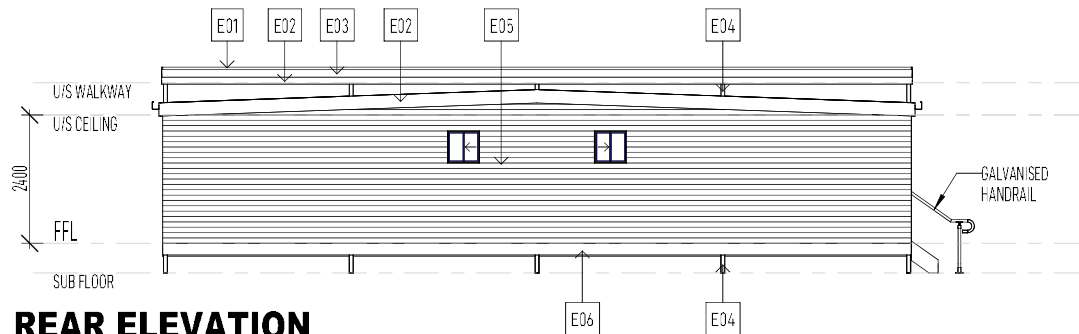
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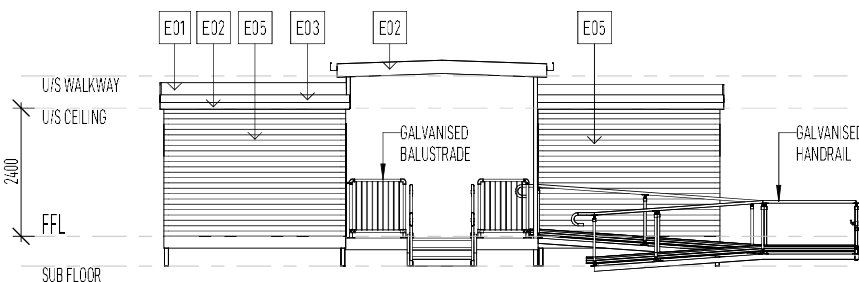
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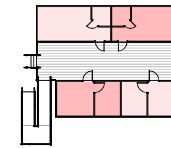
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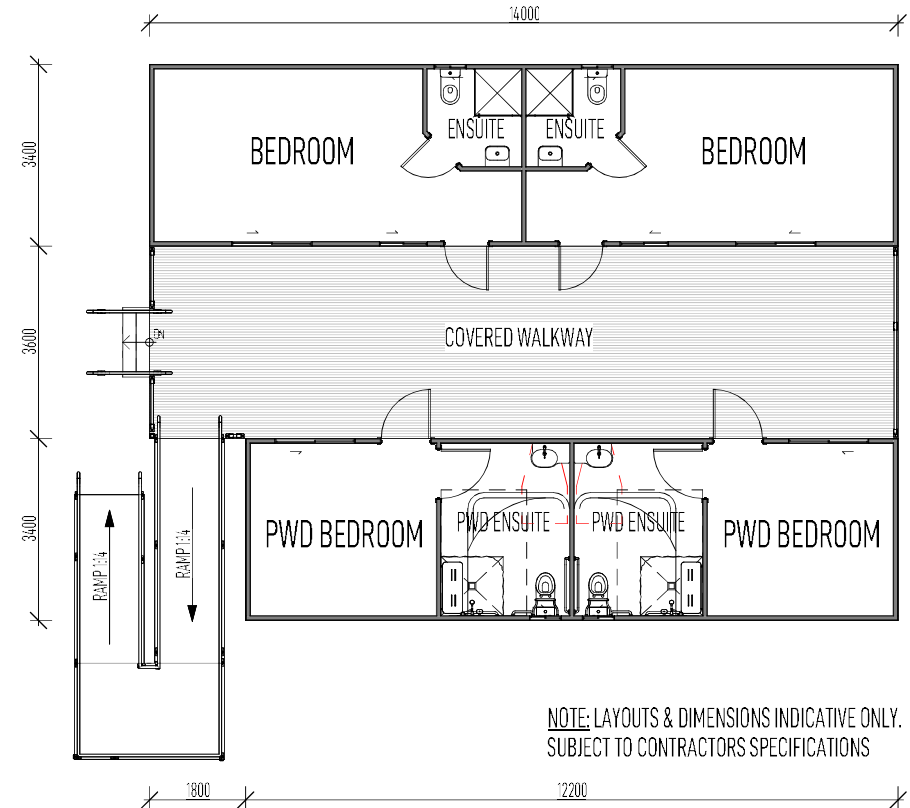
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KEY PLAN

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FLOOR PLAN

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EXTERNAL FINISHES SCHEDULE

ID	Description	Finish/Colour
E01	METAL ROOF SHEETING - TRIMDEK PROFILE	COLORBOND - TBA
E02	METAL FASCIA	COLORBOND - TBA
E03	METAL GUTTER	COLORBOND - TBA
E04	STEEL POST	GALVANISED
E05	METAL WALL SHEETING	COLORBOND - TBA
E06	LIGHTWEIGHT DECK STRUCTURE	TBA

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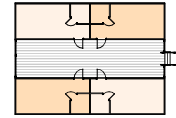
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Red Seal
Professional Engineer
Structural Engineering

Red Seal
Professional Engineer
Mechanical Engineering

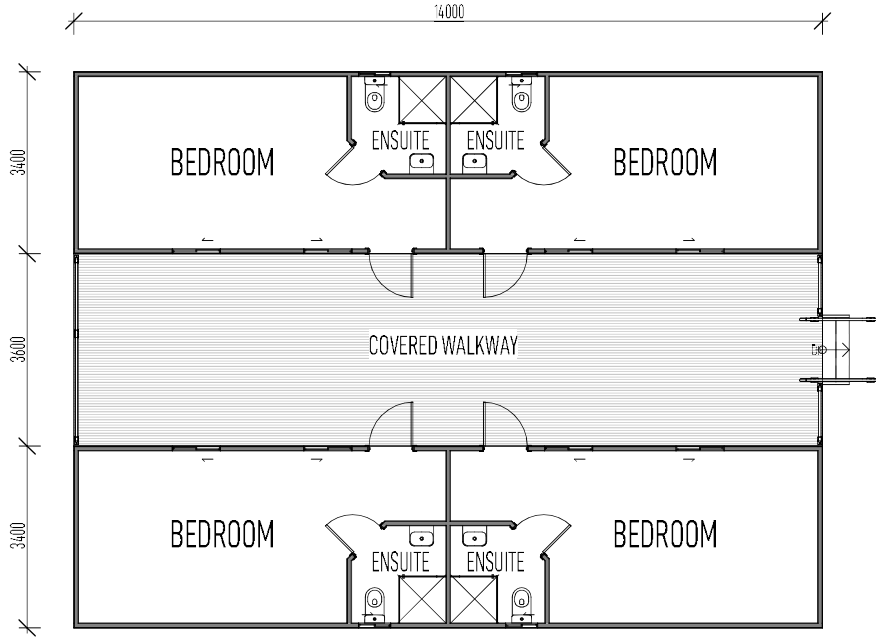
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KEY PLAN

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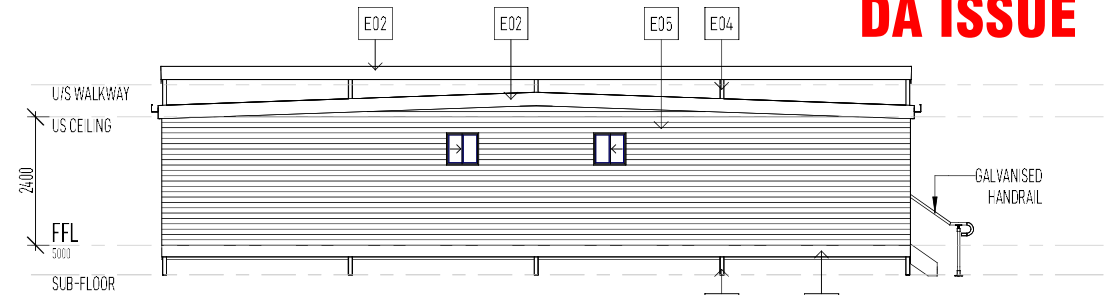
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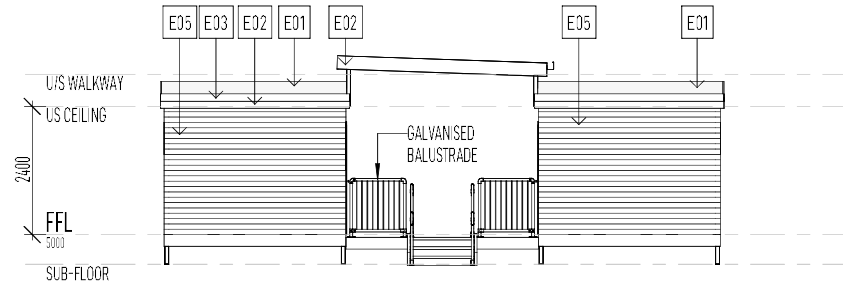
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E03	METAL GUTTER	COLORBOND - TBA
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E06	LIGHTWEIGHT DECK STRUCTURE	TBA



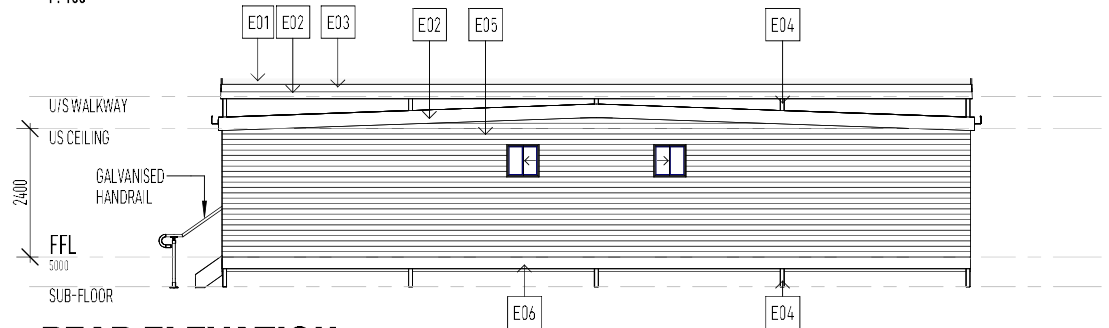
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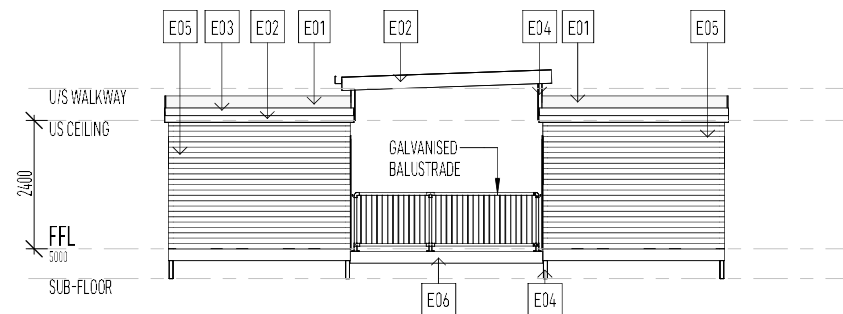
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REAR ELEVATION

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LEFT ELEVATION

1 : 100

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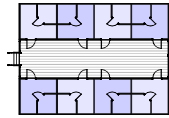
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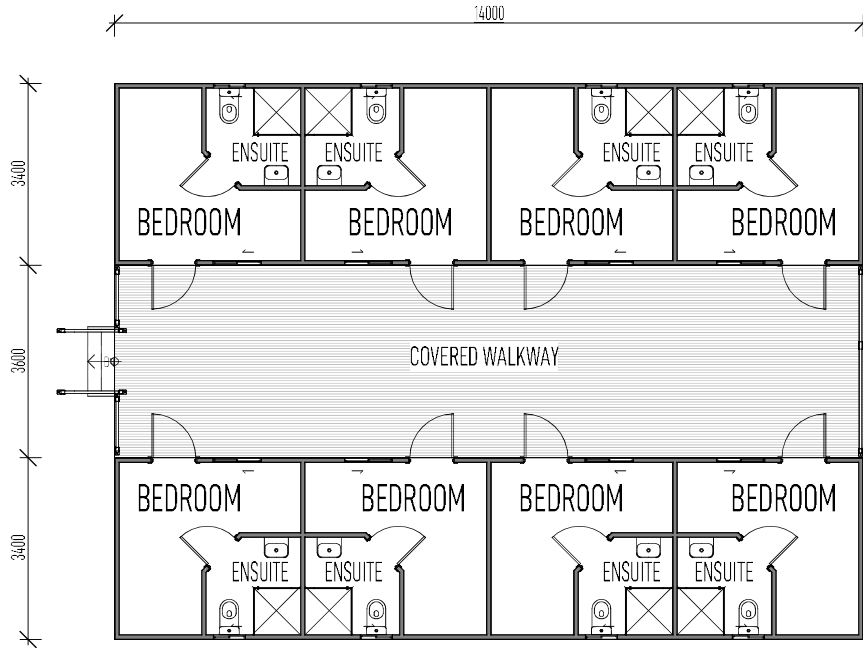
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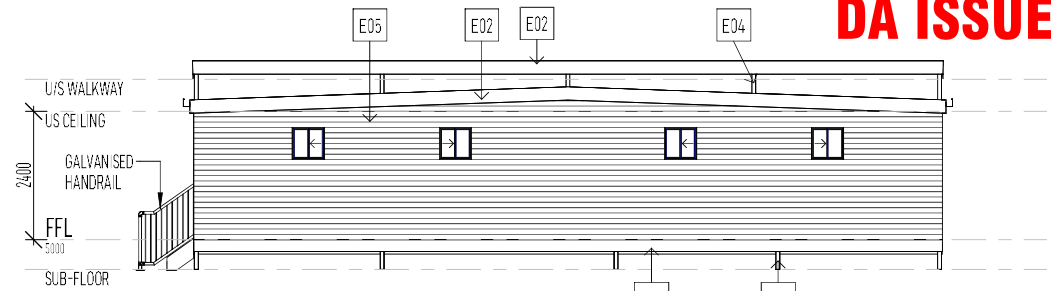


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FLOOR PLAN

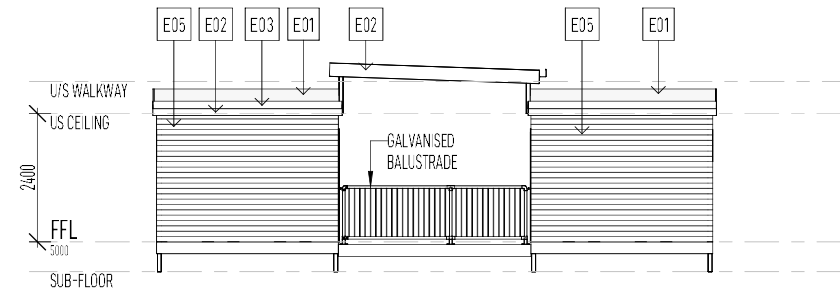
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E06	LIGHTWEIGHT DECK STRUCTURE	TBA



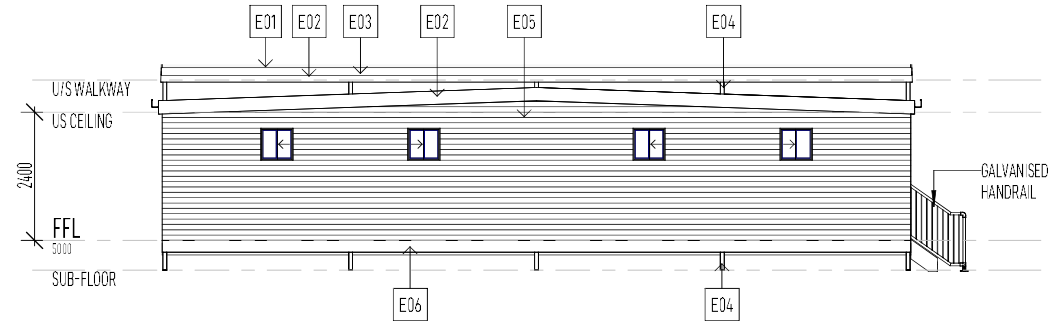
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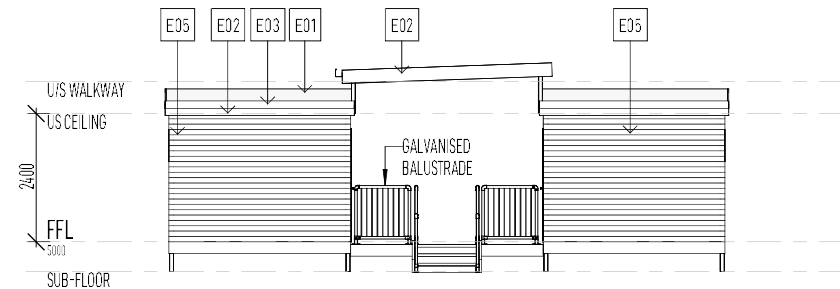
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REAR ELEVATION

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LEFT ELEVATION

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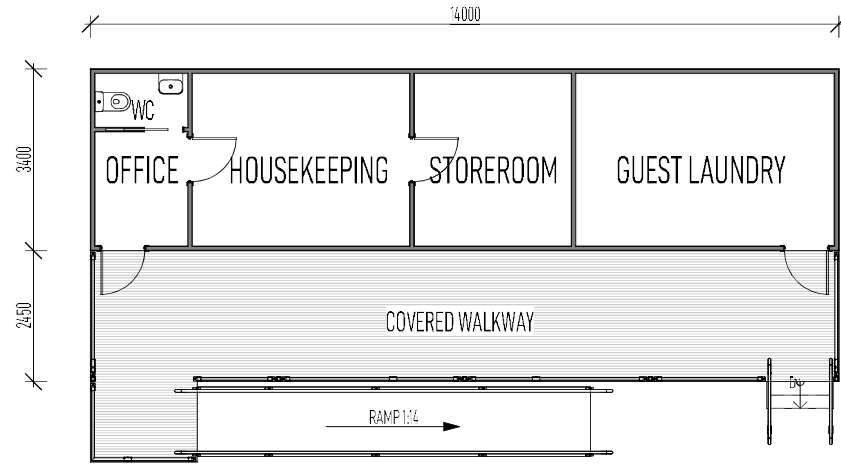
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TYPICAL 8 ROOMS

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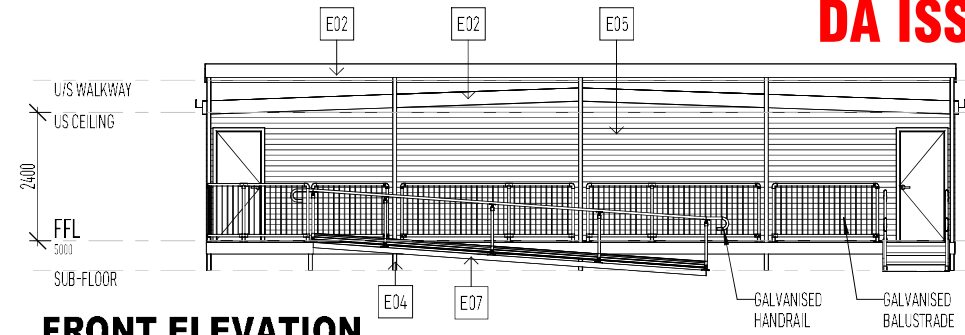


FLOOR PLAN

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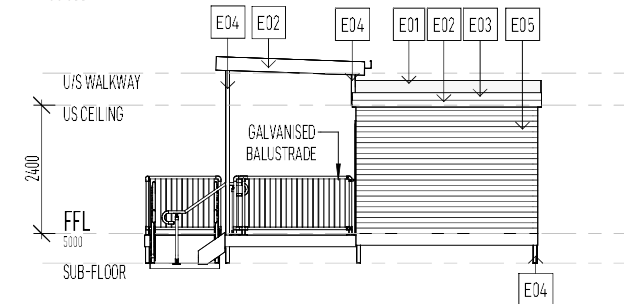
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E03	METAL GUTTER	COLORBOND - TBA
E04	STEEL POST	GALVANISED
E05	METAL WALL SHEETING	COLORBOND - TBA
E06	LIGHTWEIGHT DECK STRUCTURE	TBA
E07	EXPOSED CONCRETE SLAB EDGE	NATURAL - VISUAL FINISH



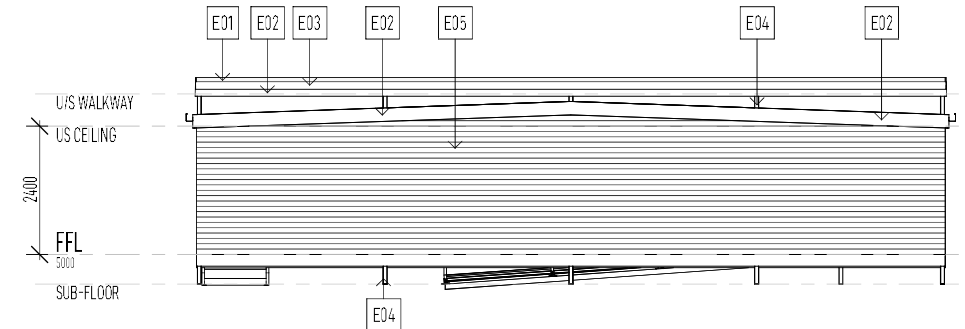
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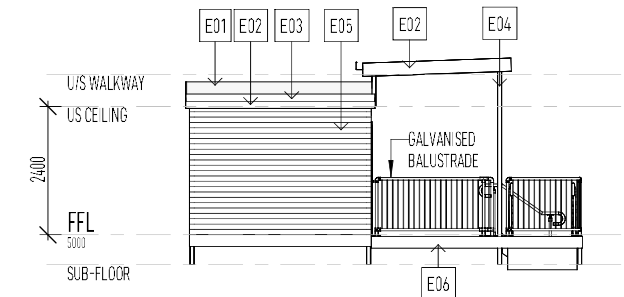
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LEFT ELEVATION

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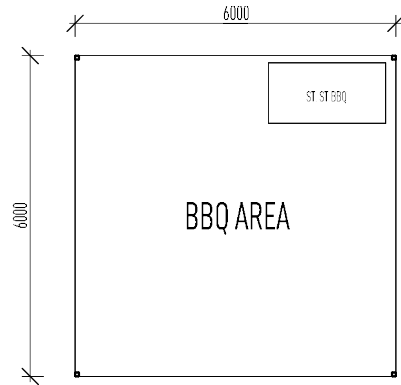
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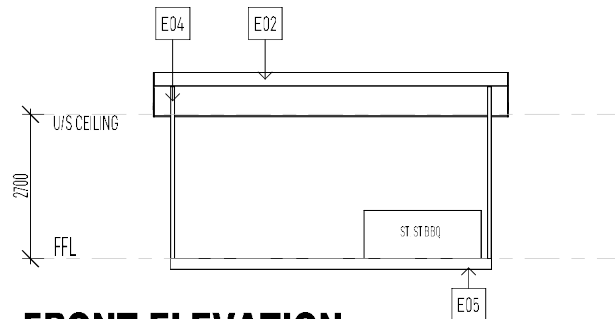
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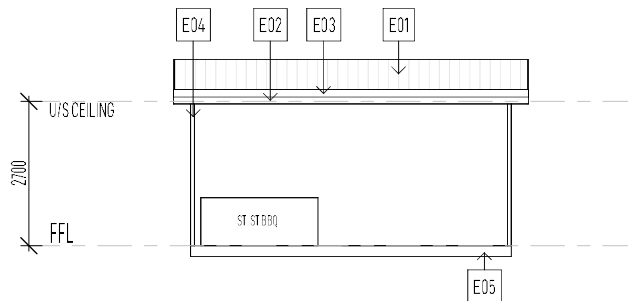
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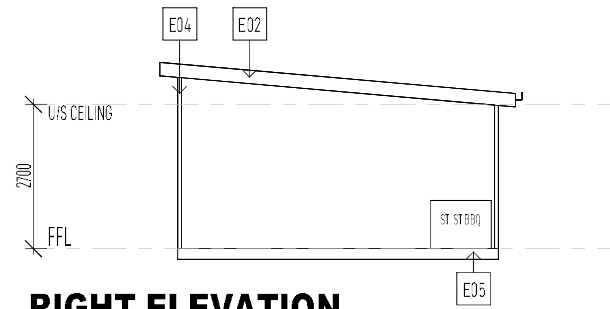
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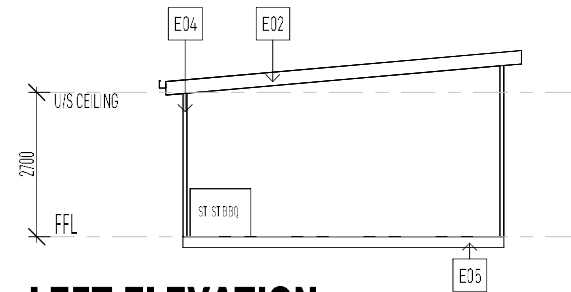
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RIGHT ELEVATION

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LEFT ELEVATION

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EXTERNAL FINISHES SCHEDULE		
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E02	METAL FASCIA	COLORBOND - TBA
E03	METAL GUTTER	COLORBOND - TBA
E04	STEEL POST	GALVANISED
E05	CONCRETE SLAB	BROOM FIN SH - PORTLAND GREY



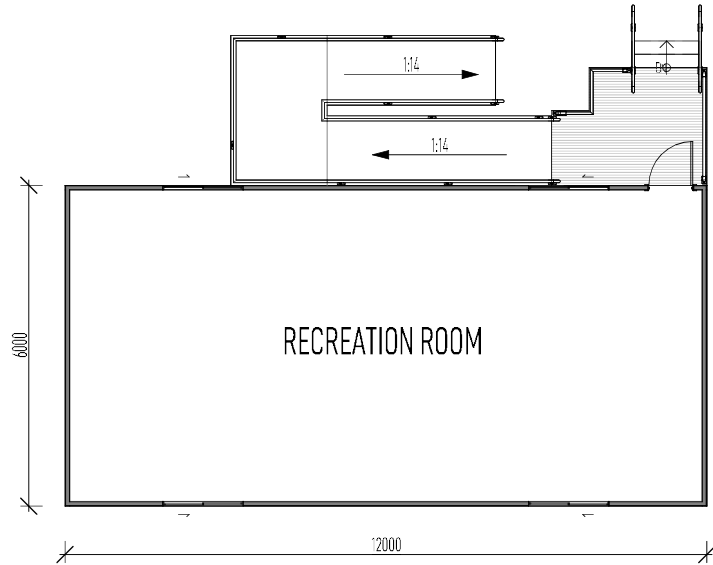
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TYPICAL BBQ AREA

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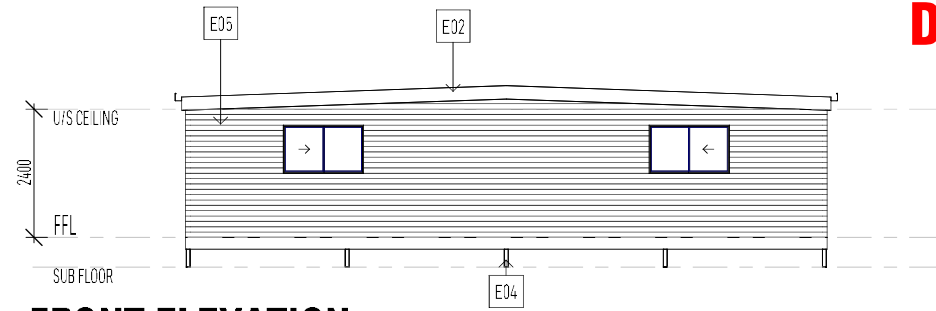


FLOOR PLAN

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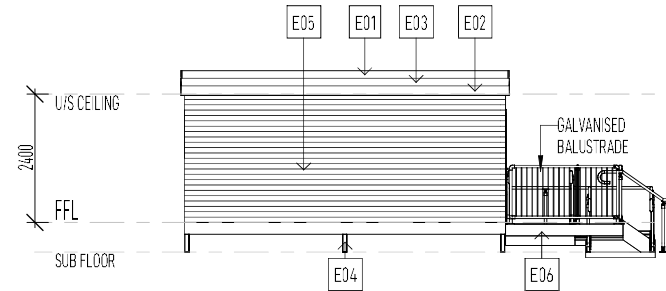
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E03	METAL GUTTER	COLORBOND - TBA
E04	STEEL POST	GALVANISED
E05	METAL WALL SHEETING	COLORBOND - TBA
E06	LIGHTWEIGHT DECK STRUCTURE	TBA



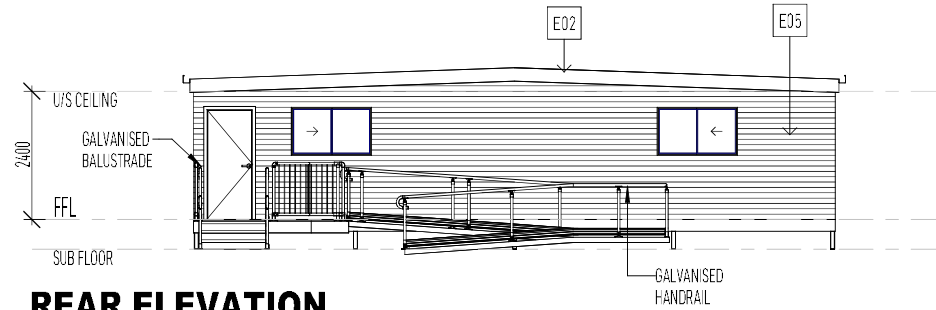
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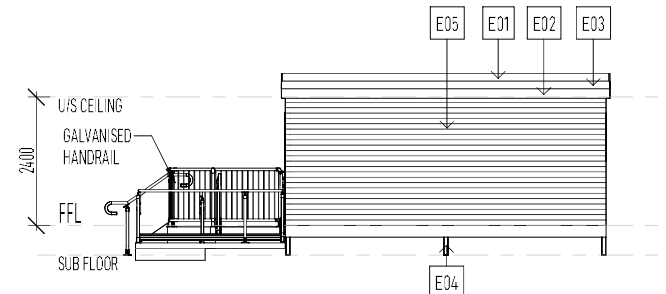
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REAR ELEVATION

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LEFT ELEVATION

1 : 100

DA ISSUE

VISION1
Architects

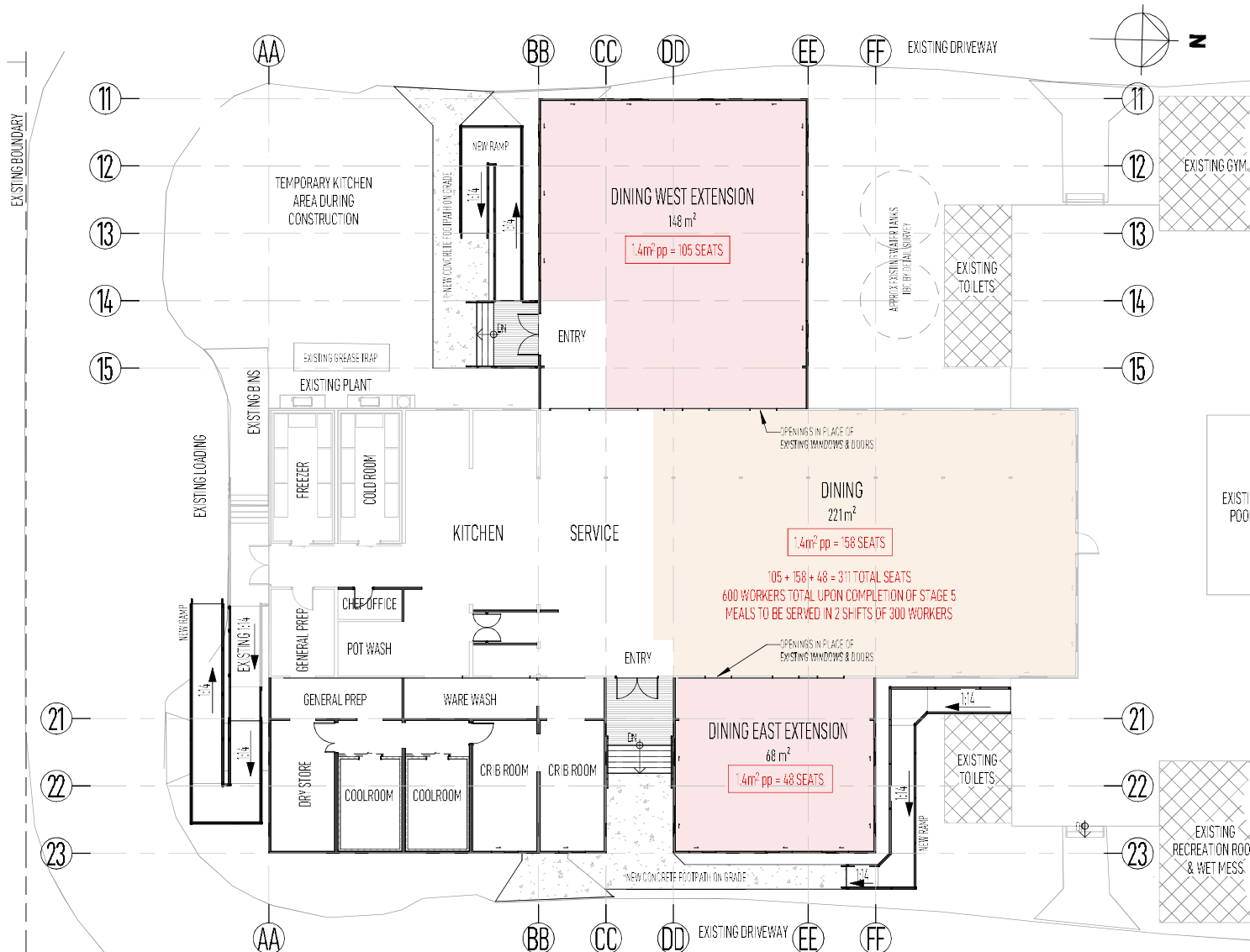
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TYPICAL RECREATION ROOM

Drawn **ED** Issue **B**
Scale **1 : 100** Date **29-07-24**
Sheet No **DA-1160** Job No **23021**



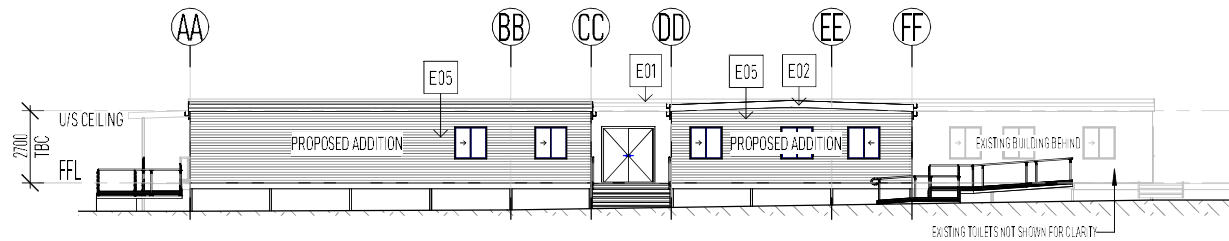
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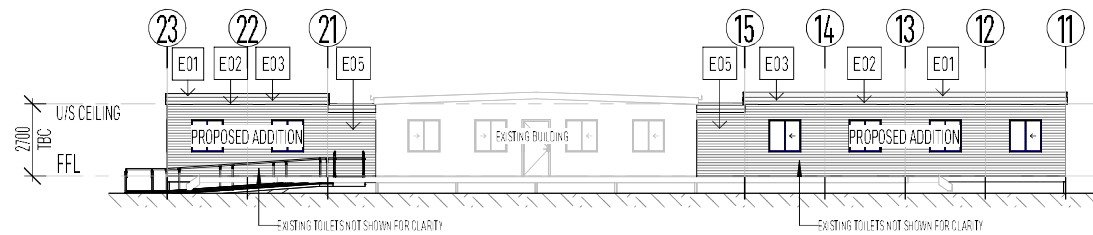
KITCHEN - PROPOSED FLOOR PLAN

Drawn	JPW	Issue	B
Scale	1:200	Date	29-07-24
Sheet No	DA-1175	Job No	23021



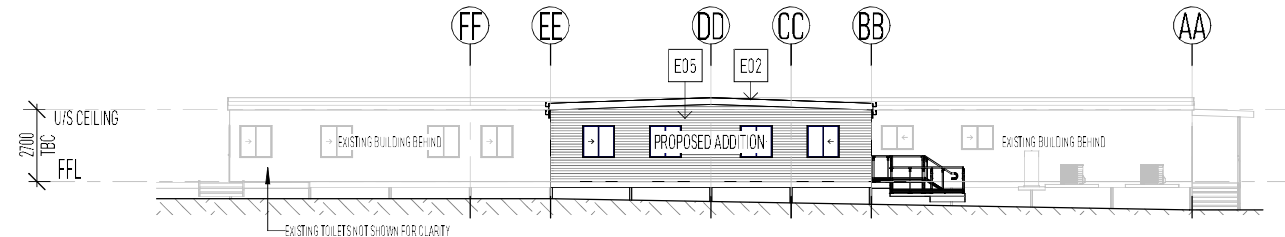
PROPOSED EAST ELEVATION

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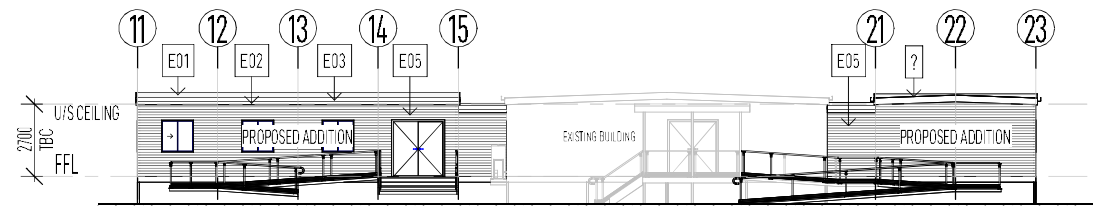
PROPOSED NORTH ELEVATION

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PROPOSED WEST ELEVATION

1 : 200



PROPOSED SOUTH ELEVATION

1 : 200

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E02	METAL FASCIA	COLORBOND - TBA
E03	METAL GUTTER	COLORBOND - TBA
E04	STEEL POST	GALVANISED
E05	METAL WALL SHEETING	COLORBOND - TBA
E06	LIGHTWEIGHT DECK STRUCTURE	TBA

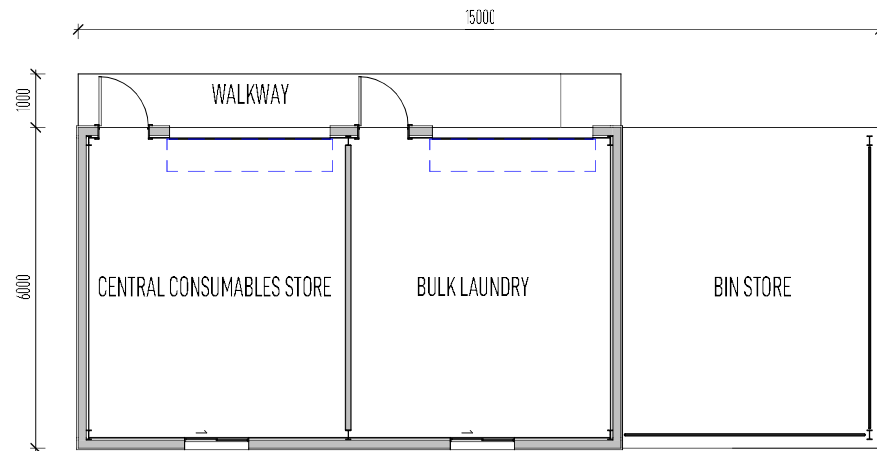


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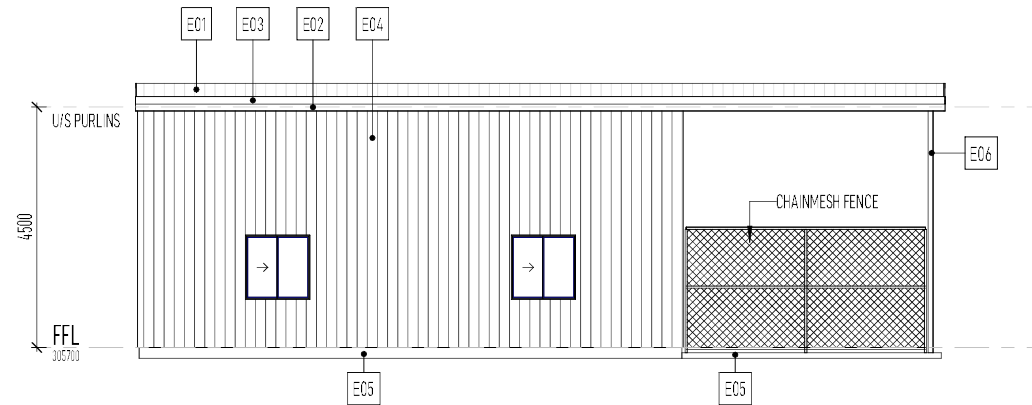
KITCHEN - PROPOSED ELEVATIONS

Drawn JPW Issue B
Scale 1 : 200 Date 29-07-24
Sheet No DA-1176 Job No 23021



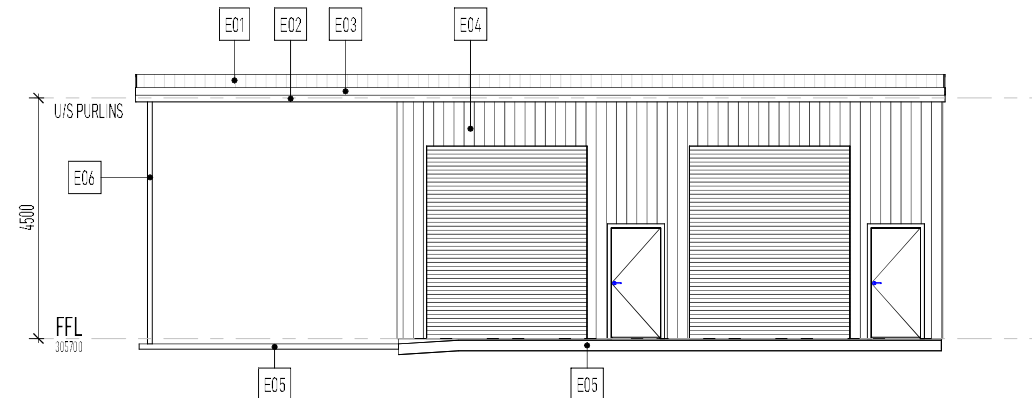
FLOOR PLAN

1:100



ELEVATION - SOUTH

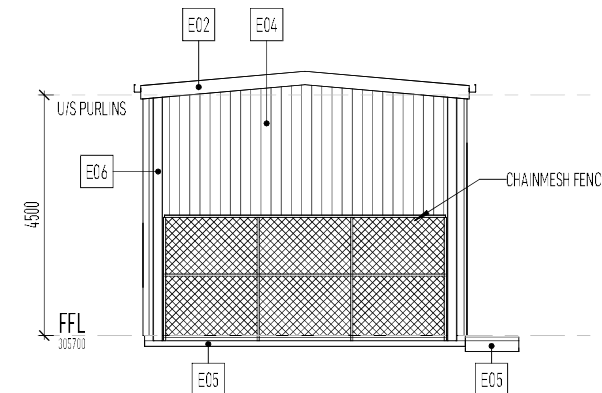
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ELEVATION - NORTH

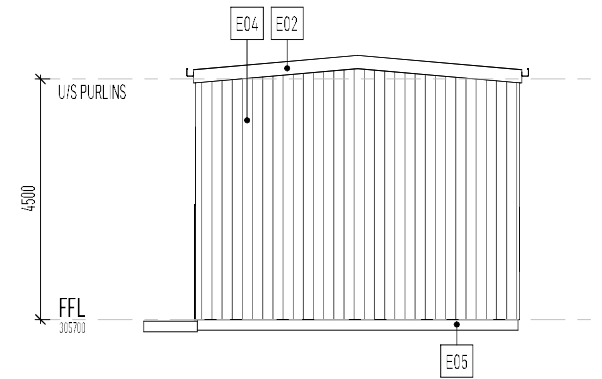
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E03	METAL GUTTER	COLORBOND - TBA
E04	TRIMDEK WALL SHEETING	COLORBOND - TBA
E05	EXPOSED CONCRETE SLAB EDGE	OFF FORM - PORTLAND GREY
E06	STEEL POST	GALVANISED



ELEVATION - EAST

1:100



ELEVATION - WEST

1:100



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CONSUMABLES STORE

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Sheet No DA-1180 Job No 23021

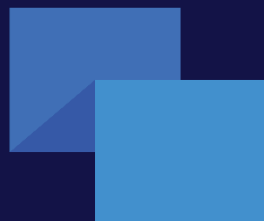
McNulty St

McNulty St

CIVIL ENGINEERING SERVICES REPORT

PROPOSED WORKERS CAMP EXPANSION MCNULTY STREET, MILES

PREPARED FOR SON NGO
C24035AR001



HURLEY
CONSULTING ENGINEERS

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Appendix A – Development Layout Plans

Appendix B – Concept Civil Engineering Plans

Appendix C – DRAINS WBNM Model

Revision	Date	Author	Verifier	Approver
A	1/08/2024	MB	CH	CH
B	17/10/2024	MB	CH	MB

Approved for issue for and on behalf of Hurley Consulting Engineers Pty Ltd

Michael Brésil BE(Civil) MIEAust CPEng RPEQ 28127
Senior Civil Engineer

This report has been prepared for the exclusive use of our client under the terms and conditions of our engagement. No responsibility is taken for any third party that uses or relies upon any information contained within this document.

1 INTRODUCTION

Hurley Consulting Engineers has been commissioned by Son Ngo to prepare a Civil Engineering Services Report for the next stages of the workers camp expansion at McNulty Street, Miles. The development will involve the construction of approximately 400 rooms over 4 stages and two separate expansions to the carparking as shown on the concept plans enclosed in **Appendix A**.

The intent of this report is to review existing infrastructure in the vicinity of the site and to demonstrate how the proposed development can be serviced in general accordance with the local planning scheme requirements.

2 SITE DESCRIPTION

The subject site is located on land described as Lots 10 and 11 on SP236997. The site has a total area of approximately 12.28 hectares and is located within the Western Downs Regional Council local government area.

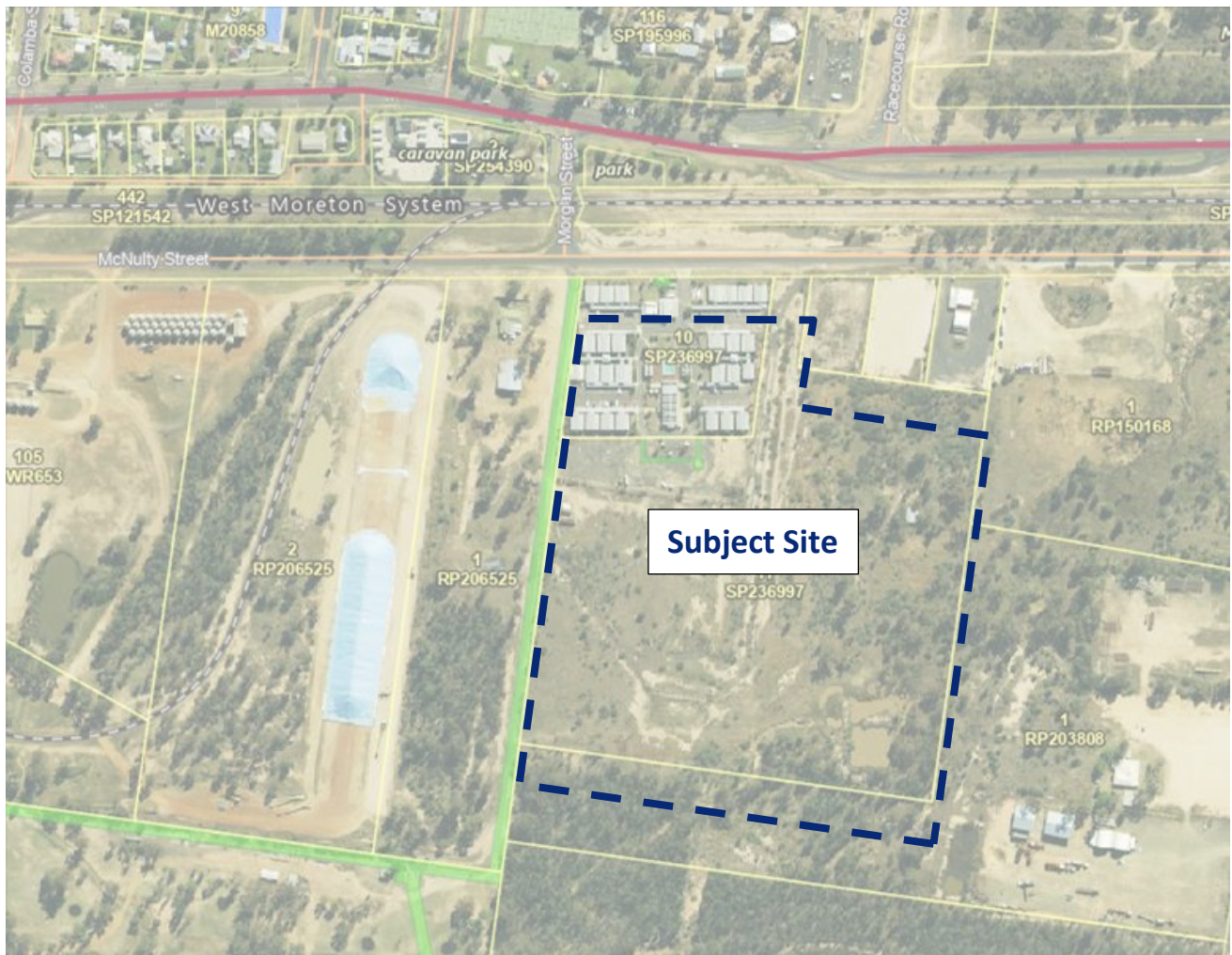


Figure 2.1 – Locality Plan

Image Source: QLD Globe 2024

The site is bounded by McNulty Street to the north and various semi and undeveloped lots to the remaining boundaries. The site ranges in elevation from approximately RL 307.70m AHD at the along McNulty Street near the northern-most eastern corner to RL 301.00m AHD where the existing overland flow path passes the southern boundary. The site generally grades towards the rear of the site (southern boundary) and an average grade of approximately 1-2%.

The site was previously approved to establish non-resident workforce accommodation including 100 units in Stage 2 by Western Downs Regional Council under the development approval references 030.2013.108.001 (Material Change of Use) and 40.2013.37.001 (Operational Works). This application is for the further expansion of an additional 300 units over Stages 3 to 5.

3 FILLING & EXCAVATION

Filling and excavation are proposed to provide suitable driveway and carparking grades for the carpark expansions, as well as suitable grades for the construction of the new worker residences. The existing levels on the site are generally suitable for the proposed development, however access from McNulty Street to the proposed carparking area on the eastern side of the site will require bulk earthworks to fill in the existing channel that passes through the middle of the site.

Filling is proposed to formalise the secondary access to the car parking area. The existing channel in the vicinity of the secondary access will be modified to manage site runoff. The existing channel caters for a very small local catchment, so no drainage impacts are anticipated.

All filling will be undertaken in accordance with Western Downs Regional Council planning scheme requirements and the requirements of AS3798 for Level 1 filling. All earthworks are proposed to be contained within the boundaries of the site, except for earthworks associated with any frontage roadworks.

Construction phase stormwater quality can be managed by implementing appropriate erosion and sediment control techniques during the construction phase. Erosion and sediment control guidance is given in the International Erosion Control Association (IECA) Australasia Best Practice Erosion and Sediment Control (BPESC) document. The IECA BPESC documents are available for download from the IECA website.

The proposed extents of cutting and filling are shown on the Concept Civil Engineering Plans enclosed in **Appendix B**.

4 ROADWORKS & SITE ACCESS

The existing entrance to the site is provided from McNulty Street to the existing workers camp via a concrete crossover. There is also an unsealed access track along the eastern side of the development on the high side of the existing channel. McNulty Street appears to have a two-coat seal with no kerb and channel, except for along the frontage of the development where the road has been widened with kerb and channel.

It is proposed to maintain the existing access crossover to the site to provide access to the expansion of the workers camp and to formalise the secondary eastern access for the proposed eastern carpark extension. The proposed crossover and driveway will be constructed in accordance with Council's road pavement design requirements.

The internal carparking for the new accommodation expansion will provide approximately 72 new car spaces to the south and 229 car spaces and 17 transport vehicle spaces to the east. The carparking spaces, aisles and circulation lanes have been designed in accordance with AS2890.1 and will have a minimum grade of 2%.

The proposed access and driveway arrangements are shown on the Concept Civil Engineering Plans enclosed in **Appendix B**.

5 STORMWATER DRAINAGE

5.1 LOCAL & REGIONAL FLOOD MAPPING REVIEW

Western Downs Regional Council Flood Hazard Overlay mapping and property report do not identify any flooding affecting the site, however the Stormwater Overland Flow Overlay mapping does identify a minor flow path through the site. The overland flow path passes through the site from the eastern boundary to the southern boundary. The proposed development footprint is outside of the overland flow and flood overlays. The extent of the flood hazard overlay mapping and the approximate catchment extent is shown in **Figure 5.1.1**.

The site naturally falls towards the south-eastern corner into the overland flow path. The existing stormwater management arrangement for the development captures and conveys runoff from the site and discharges flows to existing channels within the site. All channels ultimately discharge to the main water course in the south-eastern corner of the site. Both convey flows and discharge into the overland flow path.

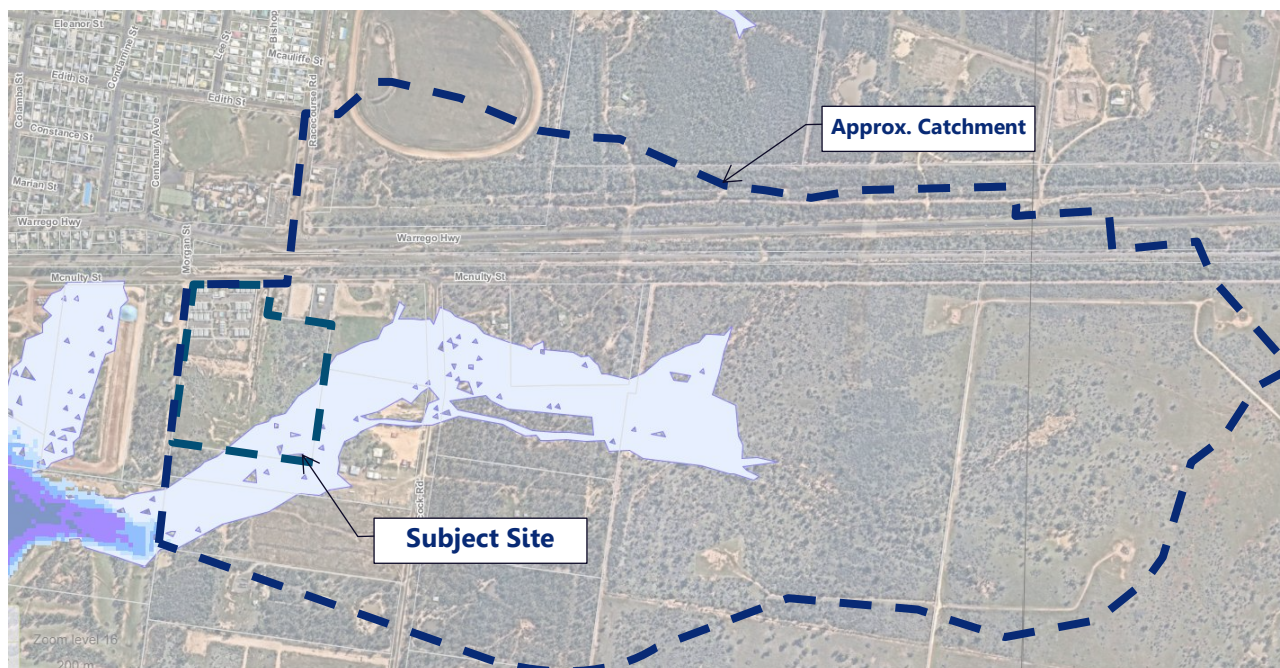


Figure 5.1.1 WDRC Flood Hazard Overlay & Stormwater Overland Flow

Source: WDRC online planning scheme

5.2 STORMWATER QUANTITY

5.2.1 Broad Catchment Analysis

The subject site has a total area of 12.28ha and has been partially developed in the past to provide workers accommodation and facilities in the north-western portion of the site, with the remainder of the site being undeveloped.

It is acknowledged that further development increases the risk of increased peak discharges that may adversely affect downstream flooding conditions. Thus, a hydrological review of

the existing stormwater flooding condition was undertaken to assess the potential impacts of the development.

Figure 5.2.1 below shows the approximate area contributing to the overland flow flooding that passes through the site. There are multiple culverts that run underneath the railway line and Warrego Highway, that convey north-eastern sub-catchments through the site.

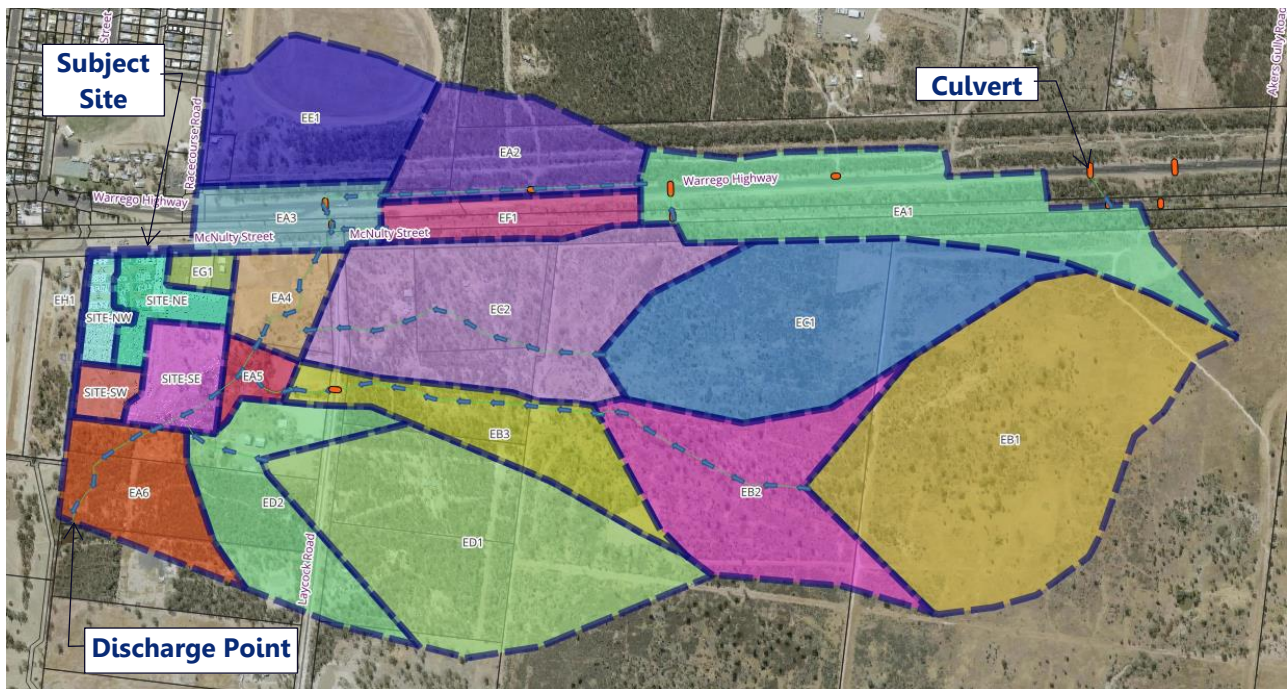


Figure 5.2.1. Approximate overland flow catchment

Image Source: QLD Globe 2024

The catchment is generally comprised of undeveloped rural lots with very low impervious fractions. Total catchment runoff rates have been assessed in accordance with the Queensland Urban Drainage Manual (QUDM) using the Rational Method. A time of concentration of 108 minutes was estimated using the channel flow velocity method (assuming a flow velocity of 0.50m/s over 3230 metres) and an approximate catchment area of 269.105 hectares, with an average impervious fraction of 3% or a C10 value of 0.54.

A WBNM model was developed using DRAINS to estimate the peak discharges and coincidental times of concentration for each sub-catchment within the overall catchment. The WBNM model is an integrated software package for flood hydrograph studies on natural and urban catchments, that calculates flood hydrographs from storm rainfall hyetographs using an event based hydrologic model (WBNM 2023, *User Guide*).

Given the context of the study, using WBNM with a storage routing model is more appropriate than a traditional DRAINS IL-CL model. The WBNM model was set up using the recommended values as per the WBNM guidelines and are shown on **Table 5.2.1**.

Impervious Area IL	Impervious Area CL	Pervious Area IL	Pervious Area CL	Lag Parameter
0 mm	0 mm/hr	23 mm	0.4 mm/hr	1.70

Table 5.2.1 – WBNM Model Parameters

The catchment parameters are shown in **Table 5.2.2** below. The difference between existing and post-developed scenarios is the imperviousness of the site increasing as shown below. **Figure 5.2.2** shows the DRAINS WBNM model schematic.

Catchment	Area (ha)	Imperviousness	Routing Lag*
SITE-NW	1.99	26%/60%	0.50
SITE-NE	3.788	18%/60%	0.50
SITE-SW	1.772	0%	1.00
SITE-SE	4.715	0%	1.00
EA1	23.665	10%	0.50
EA2	11.581	5%	0.50
EA3	6.84	20%	0.50
EA4	4.95	0%	1.00
EA5	6.003	0%	1.00
EA6	8.533	0%	1.00
EB1	44.436	0%	1.00
EB2	19.422	0%	1.00
EB3	11.365	0%	1.00
EC1	28.775	0%	1.00
EC2	26.922	0%	1.00
ED1	31.302	0%	1.00
ED2	13.817	0%	1.00
EE1	5.652	5%	0.50
EF1	14.92	10%	0.50
EG1	1.314	10%	1.00
EH1	0.473	50%	1.00
Total	269.105	3%/4%	

Note: Routing assuming type of reach (1.00 for natural channel, 0.50 for excavated earth)

Table 5.2.2 – WBNM Model Catchment Data

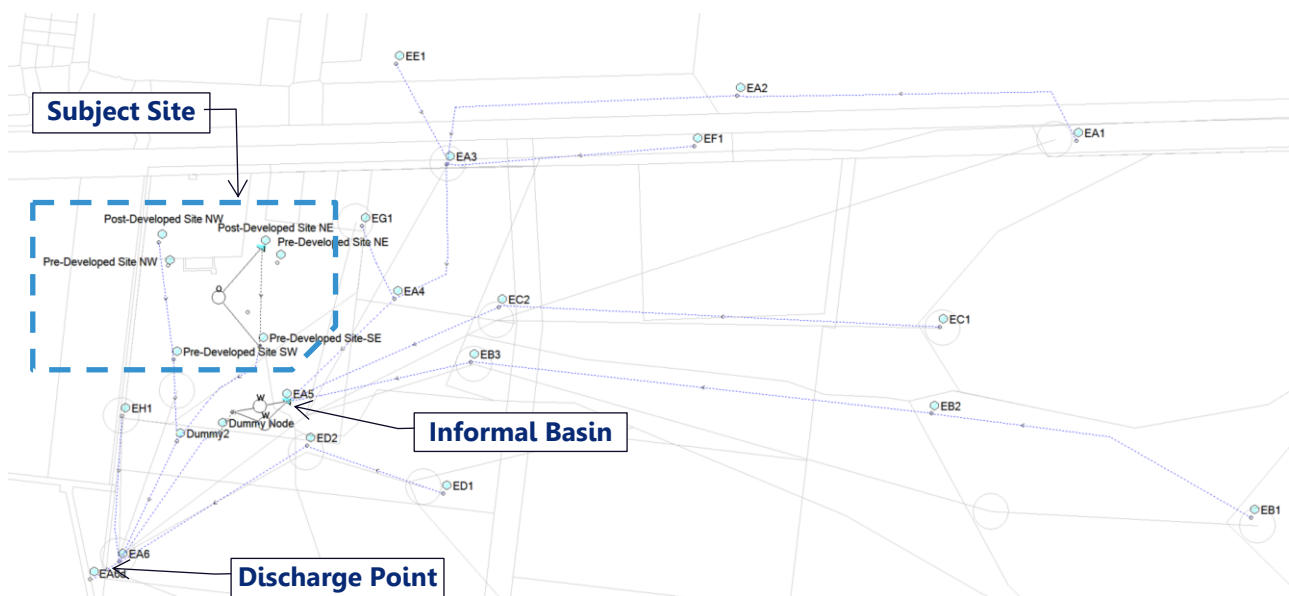


Figure 5.2.2. DRAINS WBNM Model Schematic

In the south-eastern corner of the site, there appears to be an existing dam that is built up and serves as an informal regional detention basin. The stage-volume data was extracted from LiDar and included in the DRAINS model. The standing water level in the dam was assumed up to the invert of the outfall channel. **Figure 5.2.3** shows the basin based on LiDar.

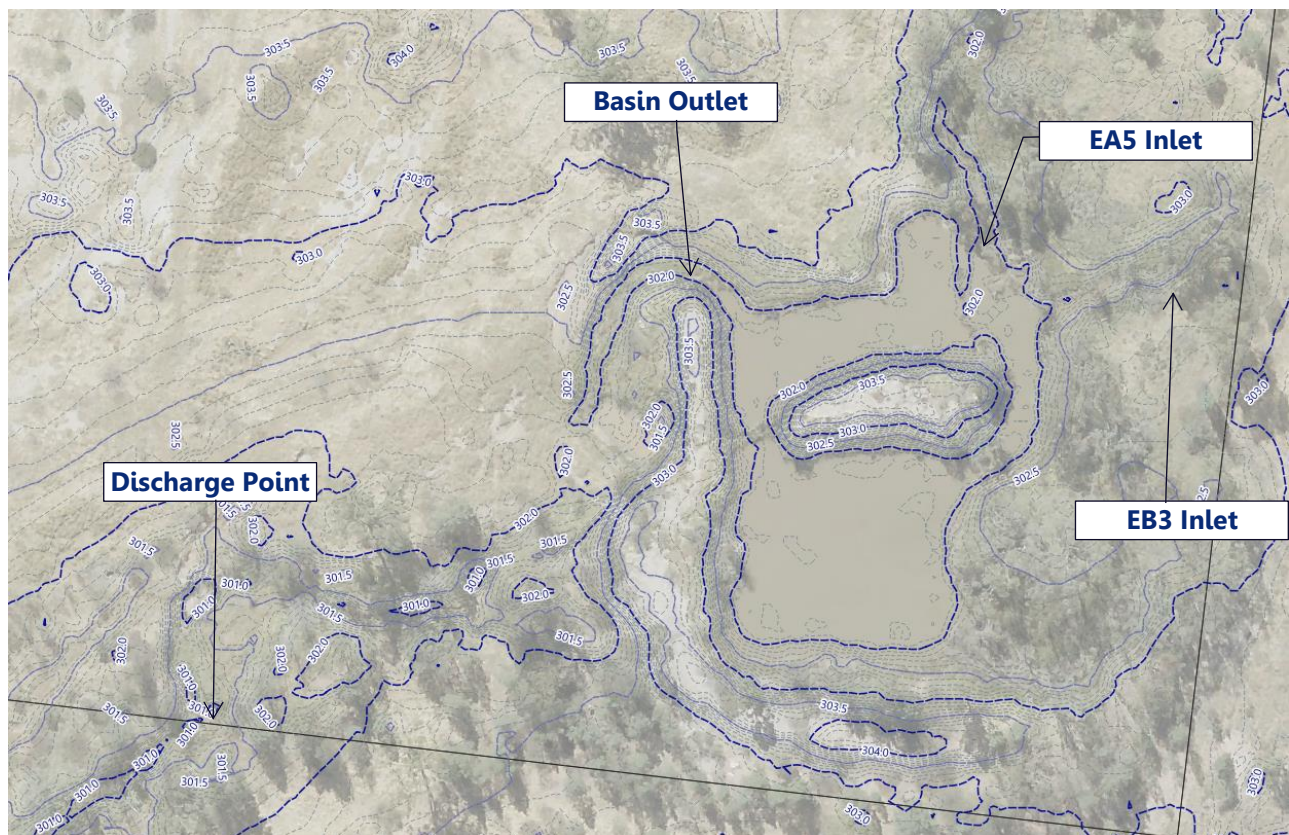


Figure 5.2.3. Informal Broader Catchment Waterway Basin

Storm events were modelled in DRAINS using the full ensemble of AR&R 2019 storms, with frequencies from 0.5 Each Year (EY) (Q2) to 1% AEP (Annual Exceedance Probability) (Q100) and durations from five minutes to twelve hours. The modelled pre-developed peak runoff rates are shown below, alongside rational method calculation results for an order of magnitude check for modelling discrepancies.

Storm Event	DRAINS Peak Runoff	Rational Peak Runoff	Difference
0.5 EY (Q2)	7.66 m ³ /s	10.45 m ³ /s	2.79 m ³ /s
0.2 EY (Q5)	11.09 m ³ /s	14.99 m ³ /s	-3.90 m ³ /s
10% AEP (Q10)	15.10 m ³ /s	18.59 m ³ /s	-3.49 m ³ /s
5% AEP (Q20)	20.41 m ³ /s	22.84 m ³ /s	-2.43 m ³ /s
2% AEP (Q50)	28.37 m ³ /s	29.94 m ³ /s	-1.57 m ³ /s
1% AEP (Q100)	34.55 m ³ /s	35.33 m ³ /s	-0.79 m ³ /s

Table 5.2.3 – Existing DRAINS WBNM Model & Rational Method Results

The above results show that the rational method calculations correlate reasonably well with the DRAINS WBNM model. The DRAINS WBNM model is therefore considered to be satisfactory for this investigation. The modelled developed results are included in **Appendix C** and are compared against the modelled existing peak runoff rates in **Table 5.2.4**.

Storm Event	Existing Peak Runoff	Post-Developed (Unmitigated) Peak Runoff	Difference
0.5 EY (Q2)	7.66 m ³ /s	7.62 m ³ /s	-0.03 m ³ /s
0.2 EY (Q5)	11.09 m ³ /s	11.08 m ³ /s	-0.02 m ³ /s
10% AEP (Q10)	15.10 m ³ /s	15.05 m ³ /s	-0.05 m ³ /s
5% AEP (Q20)	20.41 m ³ /s	20.35 m ³ /s	-0.06 m ³ /s
2% AEP (Q50)	28.37 m ³ /s	28.34 m ³ /s	-0.03 m ³ /s
1% AEP (Q100)	34.55 m ³ /s	34.48 m ³ /s	-0.06 m ³ /s

Table 5.2.4 – Developed DRAINS WBNM Model Results Comparison

The DRAINS WBNM model results demonstrate that the development is unlikely to adversely impact the existing downstream flooding condition. This is due to the time of concentration for the site not coinciding with the peak of the overland flow flood, evidenced on the below graph shown in **Figure 5.2.4**.

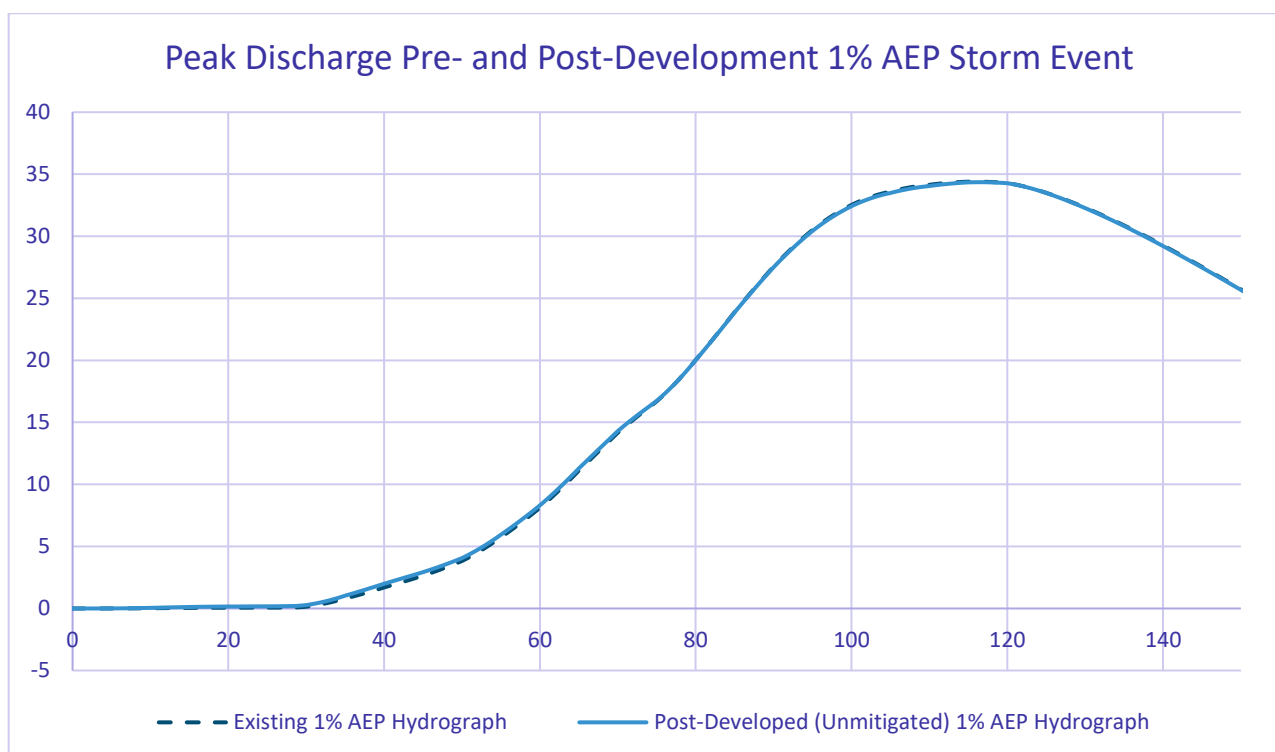


Figure 5.2.4. Peak Discharge Hydrographs Pre- and Post-Development (1% AEP Storm Event)

As the site is located at the lower end of the catchment, detention would most likely result in higher peak discharge for the catchment as the peak discharge of the site would coincide more closely with the broader catchment. As such, it is the opinion of Hurley Consulting Engineers that detention will not be required as part of this development. DRAINS Model results are enclosed within **Appendix C**.

5.2.2 Site Based Analysis

At the request of Council, a separate model was prepared to assess the detention requirements for the site in isolation of the broader catchment. A DRAINS model was prepared using the same parameters described in the previous section, with the exception of the site being subdivided into two sub-catchments. The eastern site catchment is discharged as sheet flow or concentrated flow into the existing overland flow path near the southern boundary. The western site catchment discharges runoff into the existing channel that runs north-south through the site and discharges into the existing overland flow path near the southern boundary.

Catchment	Area (ha)	Imperviousness	Routing Lag*
SITE-NW	1.99	26%/60%	0.50
SITE-NE	3.788	18%/60%	0.50
SITE-SW	1.772	0%	1.00
SITE-SE	4.715	0%	1.00
Total	9.135	10% / 28%	

Note: Routing assuming type of reach (1.00 for natural channel, 0.50 for excavated earth)

Table 5.2.5 – WBNM Model Catchment Data

Storm events were modelled in DRAINS using the full ensemble of AR&R 2019 storms, with frequencies from 0.5 Each Year (EY) (Q2) to 1% AEP (Annual Exceedance Probability) (Q100) and durations from five minutes to four hours. The modelled pre-developed peak runoff rates are shown below, alongside rational method calculation results for an order of magnitude check for modelling discrepancies.

Storm Event	DRAINS Peak Runoff	Rational Peak Runoff	Difference
0.5 EY (Q2)	1.00 m ³ /s	1.18 m ³ /s	-0.18 m ³ /s
0.2 EY (Q5)	1.46 m ³ /s	1.69 m ³ /s	-0.23 m ³ /s
10% AEP (Q10)	1.92 m ³ /s	2.08 m ³ /s	-0.16 m ³ /s
5% AEP (Q20)	2.44 m ³ /s	2.53 m ³ /s	-0.09 m ³ /s
2% AEP (Q50)	3.22 m ³ /s	3.28 m ³ /s	-0.06 m ³ /s
1% AEP (Q100)	3.90 m ³ /s	3.84 m ³ /s	+0.07 m ³ /s

Table 5.2.6 – Site Only Existing DRAINS WBNM Model & Rational Method Results

The above results show that the rational method calculations correlate reasonably well with the DRAINS WBNM model. The DRAINS WBNM model is therefore considered to be satisfactory for this investigation. The modelled developed results are included in **Appendix C** and are compared against the modelled existing peak runoff rates in **Table 5.2.4**.

Storm Event	DRAINS Peak Runoff	Post-Developed (Unmitigated) Peak Runoff	Difference
0.5 EY (Q2)	1.00 m ³ /s	1.10 m ³ /s	+0.09 m ³ /s
0.2 EY (Q5)	1.46 m ³ /s	1.64 m ³ /s	+0.18 m ³ /s
10% AEP (Q10)	1.92 m ³ /s	2.08 m ³ /s	+0.16 m ³ /s
5% AEP (Q20)	2.44 m ³ /s	2.61 m ³ /s	+0.17 m ³ /s
2% AEP (Q50)	3.22 m ³ /s	3.53 m ³ /s	+0.31 m ³ /s
1% AEP (Q100)	3.90 m ³ /s	4.23 m ³ /s	+0.33 m ³ /s

Table 5.2.7 – Site Only Developed DRAINS WBNM Model Results Comparison

The above table suggests that the site will increase peak discharge from the site into the waterway, which has previously been shown to have had limited impact in the early stages of the flooding but no impact on regional peak discharge rates.

The increase in peak discharge is due to the increase in imperviousness of the site. Council has requested that detention be provided to offset the impacts of this increase in peak discharge in the local catchment.

It is proposed to offset the increase in peak discharge from the site by capturing and discharging flows into the existing channel that runs north-south within the site and using the channel for detention. The channel is proposed to be widened to accommodate the additional flow and to reduce the ponding water level in the channel.

Detained peak runoff rates were assessed using DRAINS. The developed model incorporated a detention tank with parameters as shown in **Table 5.2.8**.

Parameter	Value
Base of Detention Storage	RL 301.5m AHD
Area at Top of Detention Storage	1,576 m ²
Top of Detention Elevation	RL 303.0m AHD
Depth of Detention Basin	1.50 m
Outlet Details	
- Low-flow Orifice@ IL 303.0m AHD	375mm Diameter
- Weir @ IL 303.5m AHD	9.5m Wide
1% AEP Storage Level	RL 302.73m AHD
1% AEP Storage Volume	1,232 m ³

Table 5.2.8 – Detention Basin Parameters

Storm events were modelled in DRAINS using the full ensemble of AR&R 2019 storms, with frequencies from 0.5 EY (Q₂) to 1% AEP (Q₁₀₀) and durations from five minutes to two hours. The modelled developed results are compared against the modelled existing peak runoff rates in **Table 5.2.9**.

Storm Event	Existing Peak Runoff	Detained Peak Runoff	Difference
0.5 EY (Q ₂)	1.00 m ³ /s	0.97 m ³ /s	-0.03 m ³ /s
0.2 EY (Q ₅)	1.46 m ³ /s	1.34 m ³ /s	-0.12 m ³ /s
10% AEP (Q ₁₀)	1.92 m ³ /s	1.74 m ³ /s	-0.19 m ³ /s
5% AEP (Q ₂₀)	2.44 m ³ /s	2.11 m ³ /s	-0.34 m ³ /s
2% AEP (Q ₅₀)	3.22 m ³ /s	3.15 m ³ /s	-0.07 m ³ /s
1% AEP (Q ₁₀₀)	3.90 m ³ /s	3.89 m ³ /s	-0.01 m ³ /s

Table 5.2.9 – Site Only Existing vs Post-Developed Detained Peak Runoff Rates

Based on the modelling results in **Table 5.2.9**, it is evident that the proposed development with on-site detention will result in a reduction of peak flows compared to existing local conditions. However, this does not consider the impact of the development on peak flows in the overland flow path.

The detention basin scenario was included in the full catchment model and comparison between pre-developed and detained peak runoff from the catchment is shown in **Table 5.2.10** below.

Storm Event	Existing Peak Runoff	Post-Developed Detained Peak Runoff	Difference
0.5 EY (Q ₂)	7.66 m ³ /s	7.67 m ³ /s	+0.01 m ³ /s
0.2 EY (Q ₅)	11.09 m ³ /s	11.11 m ³ /s	+0.01 m ³ /s
10% AEP (Q ₁₀)	15.10 m ³ /s	15.14 m ³ /s	+0.04 m ³ /s
5% AEP (Q ₂₀)	20.41 m ³ /s	20.40 m ³ /s	-0.00 m ³ /s
2% AEP (Q ₅₀)	28.37 m ³ /s	28.33 m ³ /s	-0.04 m ³ /s
1% AEP (Q ₁₀₀)	34.55 m ³ /s	34.50 m ³ /s	-0.05 m ³ /s

Table 5.2.10 – Existing vs Detained Peak Runoff Rates

The results show that the detaining site flows is likely to result in a net increase of peak discharge in frequent to infrequent storm events up to the 5% AEP storm event. The results show a reduction in storm events above the 2% AEP storm event.

It is therefore the opinion of Hurley Consulting Engineers that in the context of the upstream catchment, that detention does not provide a material benefit to the broader catchment. The modelling results for the 1% AEP Storm event are shown in **Appendix C**. Additional modelling results may be provided upon request.

The development will have negligible impacts on peak runoff downstream of the site with or without on-site detention. However, this report includes detention basin parameters should Western Downs Regional Council require stormwater detention on site for policy or catchment planning reasons.

5.3 STORMWATER QUALITY

The proposed development is located within the Western Queensland climatic region, as defined by the State Planning Policy and Western Downs Regional Council does not have a population centre greater than 25,000 persons (State Planning Policy Appendix 2, Table B, Note 14). As such, formal stormwater quality treatment will not be required as the development.

5.4 SITE DRAINAGE

The previous stormwater management plan for the developed site under 30.2013.108.001 designed the site drainage to fall towards two swale drains along the western and eastern boundaries of the development footprint. Runoff from the accommodation roof and paved areas were captured and conveyed to these swale drains, ultimately discharging to the existing water course in the south-eastern corner of the site.

Minor alteration to the existing drainage that currently discharges into the eastern channel will be required. It is proposed to provide new drainage infrastructure to convey site flows from the existing outlets further downstream along the channel.

It is proposed to extend the western channel along the western and southern boundaries to discharge directly into the existing overland flow path in the south-eastern corner of the site. Due to level constraints, it is proposed to lower the existing channel between the workers accommodation and the eastern carpark to ensure sufficient cover and fall from the site to the overland flow path.

Concept stormwater drainage details are enclosed in **Appendix B** of this report.

6 SEWERAGE RETICULATION

The site is currently serviced by an existing private pump station, that pumps sewage to the public sewerage network in McNulty Street. Western Downs Regional Council interactive mapping identifies an existing 300Ø trunk sewer main that runs along the western boundary in the neighbouring property, which was constructed after the previous stages of the worker's accommodation development.

Enquiries to Council have been made however Council has confirmed that they do not have any record of a property connection from the trunk sewer main. As such, it is proposed to provide a new sewer connection to service the site. The new connection will have sufficient capacity and depth to service any further development on site.

In the event that consent is not obtained from the neighbouring property, a new sewer pump station will be constructed to the south of the development to pump sewage generated from the site to McNulty Street as per existing arrangements. Final sizing and sewer servicing arrangements is to be confirmed by a hydraulic engineer.

The proposed sewer servicing arrangements are shown on the Concept Civil Servicing Layout Plans enclosed in **Appendix B**. Additional details will be provided with a future operational works application to Western Downs Regional Council.

7 WATER RETICULATION

A recent site visit confirmed that the site is currently serviced via a 150Ø water service with a Ø150 water meter and 32Ø bypass meter. It is proposed to maintain the existing water service and meter to service the workers accommodation expansion.

The existing internal plumbing from the first stage is proposed to be extended to connect each new accommodation room and to provide firefighting coverage if necessary. Final sizing and water servicing arrangements are to be confirmed by a hydraulic engineer.

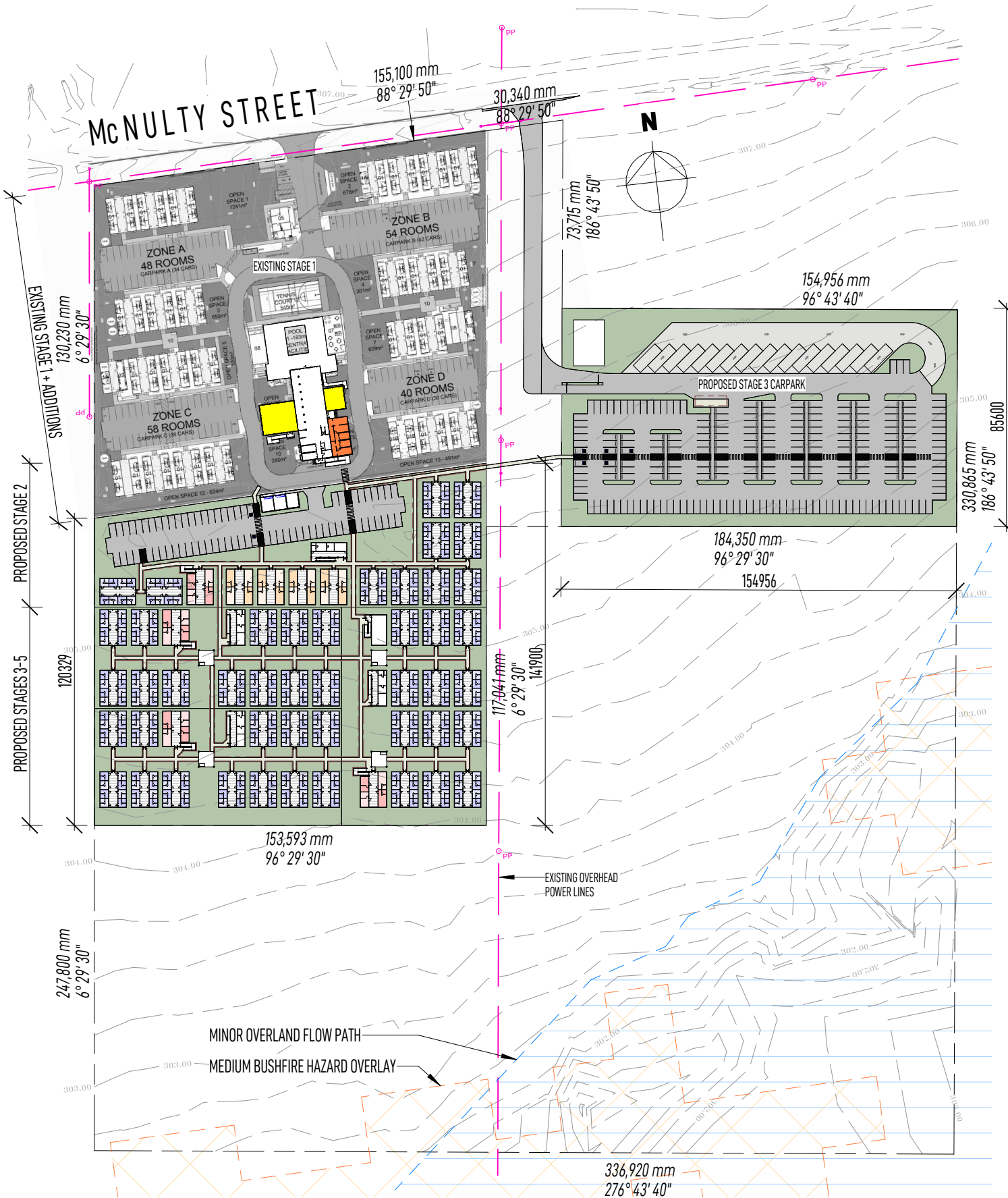
The proposed water servicing arrangements are shown on the Concept Civil Servicing Layout Plans enclosed in **Appendix B**. Additional details will be provided with a future operational works application to Western Downs Regional Council.

8 CONCLUSION

Hurley Consulting Engineers has been commissioned by Son Ngo to prepare a Civil Engineering Services Report for the next stages of the workers camp expansion at McNulty Street, Miles. The development will involve the construction of approximately 400 rooms over 4 stages and two separate expansions to the carparking as shown on the concept plans enclosed in **Appendix A**.

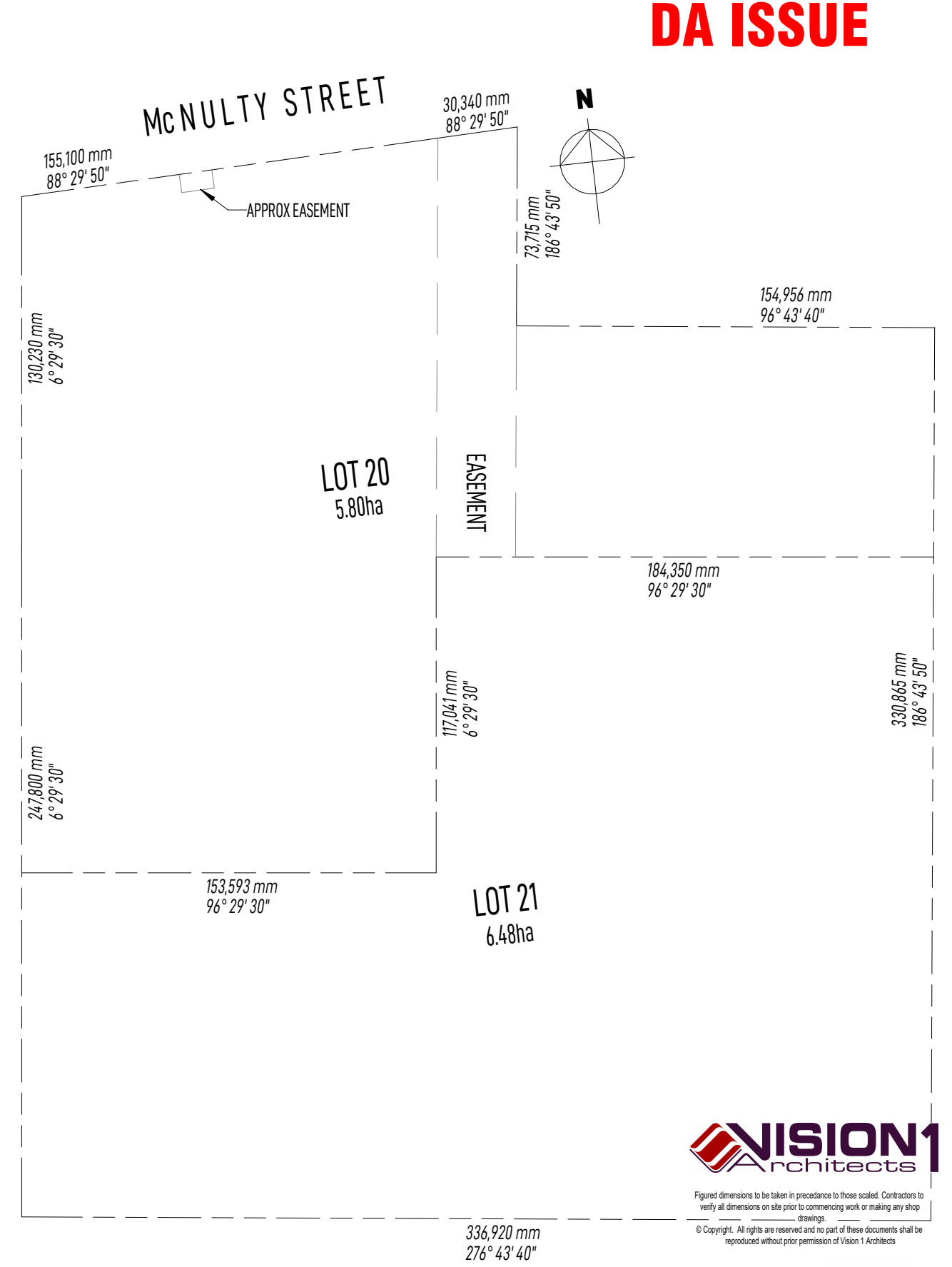
This report has reviewed existing infrastructure in the vicinity of the site and demonstrated how the proposed development can be serviced in general accordance with the local planning scheme requirements. No civil engineering constraints have been identified that, in our opinion, would preclude approval of the proposed development with reasonable and relevant conditions.

Appendix A - Development Layout Plans



OVERALL SITE PLAN

1 : 2000



PROPOSED LOT PLAN

1 : 2000

DA ISSUE



Figured dimensions to be taken in precedence to those scaled. Contractors to verify all dimensions on site prior to commencing work or making any shop drawings.
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OVERALL SITE PLAN

Drawn	JPW	Issue	C
Scale	1 : 2000	Date	29-07-24
Sheet No	DA-1001	Job No	23021

PROPOSED WORKERS ACCOMMODATION

MCNULTY STREET, MILES

McNULTY STREET

EXISTING STAGE 1 - 200 ROOMS

STAGE 2
100 ROOMS

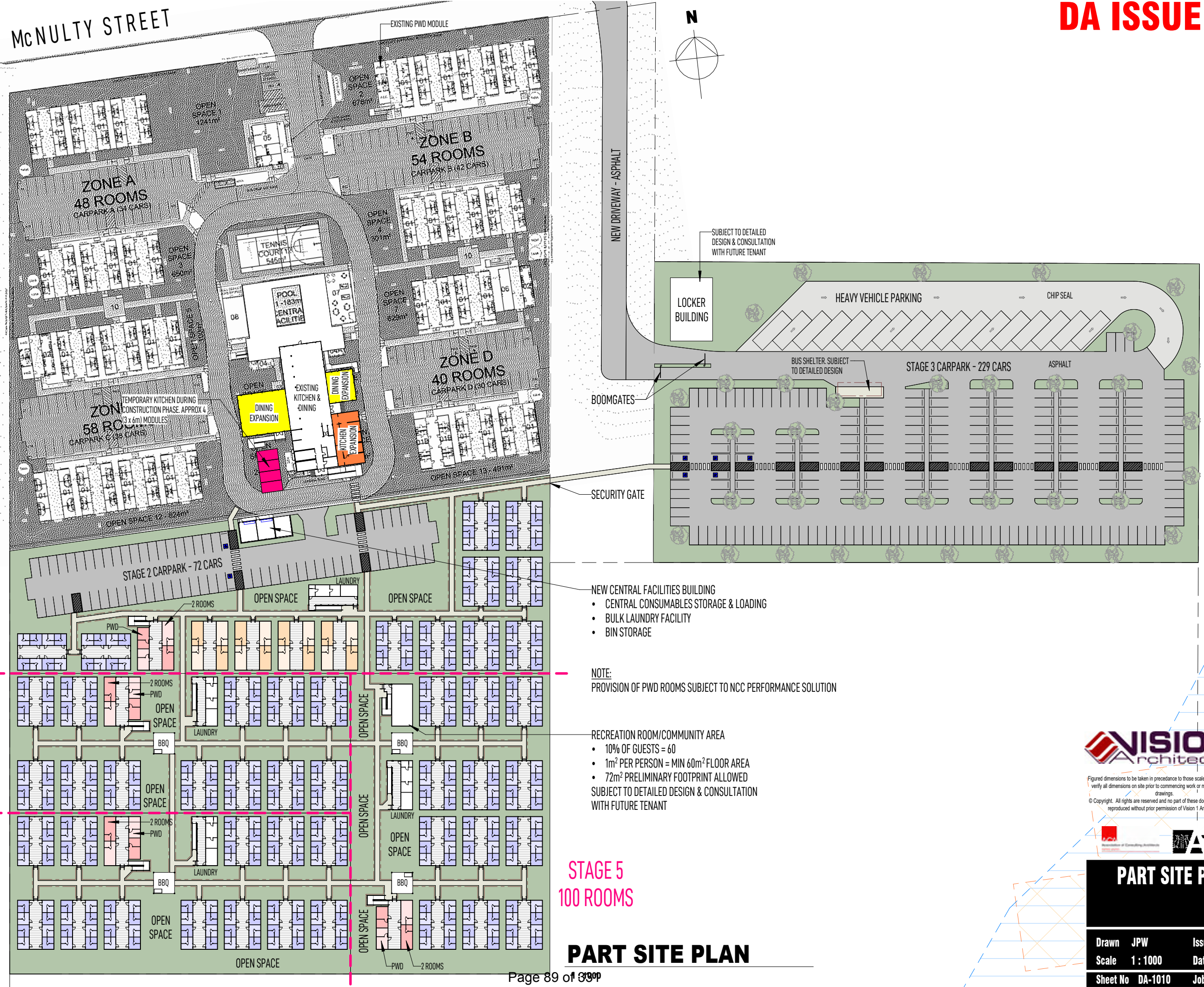
STAGE 3
100 ROOMS

STAGE 4
100 ROOMS

STAGE 5
100 ROOMS

PART SITE PLAN

DA ISSUE



VISION1 Architects

Figured dimensions to be taken in precedence to those scaled. Contractors to verify all dimensions on site prior to commencing work or making any shop drawings.
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Professional Engineer
Professional Architect

PART SITE PLAN

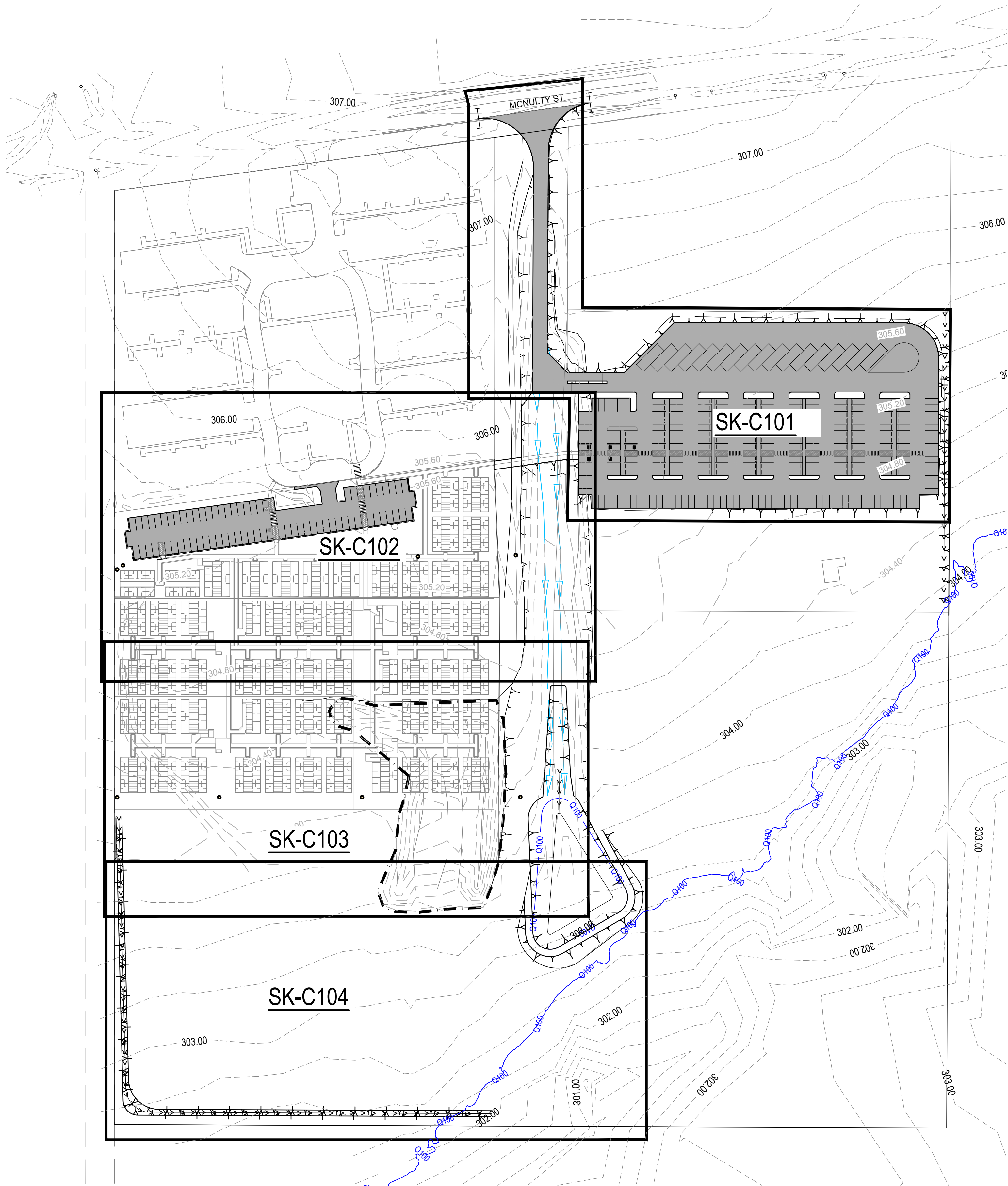
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Sheet No	DA-1010	Job No	23021

Appendix B - Concept Civil Engineering Plans



PROPOSED WORKERS CAMP EXPANSION

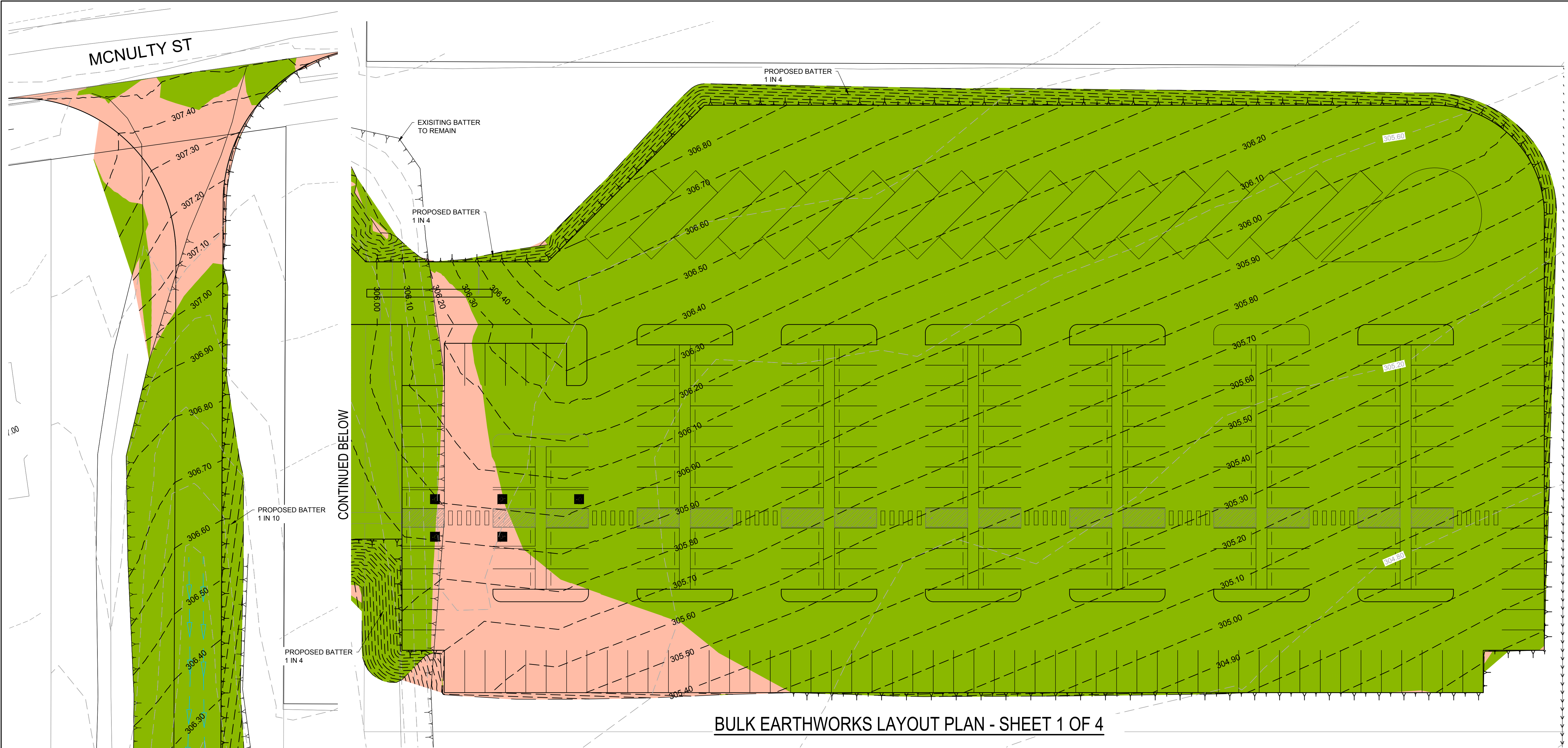
MCNULTY STREET, MILES

C24035A - DRAWING INDEX	
SHEET NUMBER	SHEET TITLE
C24035A-SK-C100	OVERALL SITE PLAN
C24035A-SK-C101	BULK EARTHWORKS LAYOUT PLAN - SHEET 1 OF 4
C24035A-SK-C102	BULK EARTHWORKS LAYOUT PLAN - SHEET 2 OF 4
C24035A-SK-C103	BULK EARTHWORKS LAYOUT PLAN - SHEET 3 OF 4
C24035A-SK-C104	BULK EARTHWORKS LAYOUT PLAN - SHEET 4 OF 4
C24035A-SK-C200	CONCEPTUAL CIVIL ENGINEERING SERVICES LAYOUT PLAN



OVERALL SITE PLAN

REV	DESCRIPTION	DATE	DRAWN	DESIGN	CHECK	LOT DESCRIPTION: LOTS 10 & 11 ON SP236997 LEVEL DATUM: APPROVED FOR AND ON BEHALF OF HURLEY CONSULTING ENGINEERS PTY LTD: NAME: CRAIG HURLEY RPEQ NO: 15957	ORIENTATION & SCALES:  0 10 20 40 60 A1 1:1000 ; A3 1:2000 Scale (m) DO NOT SCALE FROM DRAWING	NOTES: THESE DRAWINGS REMAIN THE PROPERTY OF HURLEY CONSULTING ENGINEERS PTY LTD AND MUST NOT BE USED OR REPRODUCED WITHOUT WRITTEN PERMISSION. THESE DRAWINGS HAVE BEEN PREPARED FOR EXCLUSIVE USE BY OUR CLIENT. NO RESPONSIBILITY IS TAKEN FOR ANY THIRD PARTY THAT RELIES UPON OR USES THIS INFORMATION. THIS DRAWING MUST NOT BE USED FOR CONSTRUCTION UNLESS NOTED OR INSTRUCTED OTHERWISE BY HURLEY CONSULTING ENGINEERS. EXISTING SERVICES ARE SHOWN FOR INFORMATION ONLY AND NO RESPONSIBILITY IS TAKEN FOR THE ACCURACY OF THIS INFORMATION. ALL EXISTING SERVICES IN THE VICINITY OF THE SITE SHALL BE LOCATED BY THE CONTRACTOR PRIOR TO COMMENCING CONSTRUCTION.	 HURLEY CONSULTING ENGINEERS PO BOX 417 CARINA QLD 4152 TELEPHONE: 0432 418 815 EMAIL: mail@hurleyce.com	PROJECT: PROPOSED WORKERS CAMP EXPANSION MCNULTY STREET, MILES CLIENT: SON NGO	DRAWING TITLE: OVERALL SITE PLAN LOCAL GOVERNMENT AUTHORITY AND DEVELOPMENT APPLICATION NO: WESTERN DOWNS REGIONAL COUNCIL ORIGINAL SIZE: A1 DRAWING No.: C24035A-SK-C100
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PROPOSED LEGEND

- EARTHWORKS CUT
- EARTHWORKS FILL
- BARRIER KERB & CHANNEL
- PROPOSED STORMWATER DRAINAGE
- PROPOSED DESIGN CONTOUR
- PROPOSED FINISHED PAD LEVEL

EXISTING LEGEND

- EXISTING STORMWATER
- EXISTING SEWER
- EXISTING COMMUNICATION
- EXISTING UNDERGROUND ELECTRICITY
- EXISTING OVERHEAD POWER LINE
- EXISTING WATER MIAN
- EXISTING SEWER RISING MAIN
- EXISTING SURFACE CONTOUR
- EXISTING SURFACE LEVEL
- EXISTING BATTER LINE
- EXIST. INVERT OF OPEN DRAIN

REV	DESCRIPTION	DATE	DRAWN	DESIGN	CHECK
A	ORIGINAL ISSUE	11.07.2024	HW	HW	CH

LOT DESCRIPTION:
LOTS 10 & 11 ON SP236997
LEVEL DATUM:
APPROVED FOR AND ON BEHALF OF HURLEY
CONSULTING ENGINEERS PTY LTD:
NAME: CRAIG HURLEY
RPEQ NO: 15957

ORIENTATION & SCALES:

Full Size 1:250 ; Half Size 1:500
Scale (m)

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HURLEY
CONSULTING ENGINEERS

PO BOX 417
CARINA QLD 4152

TELEPHONE: 0432 418 815
EMAIL: mail@hurleyce.com

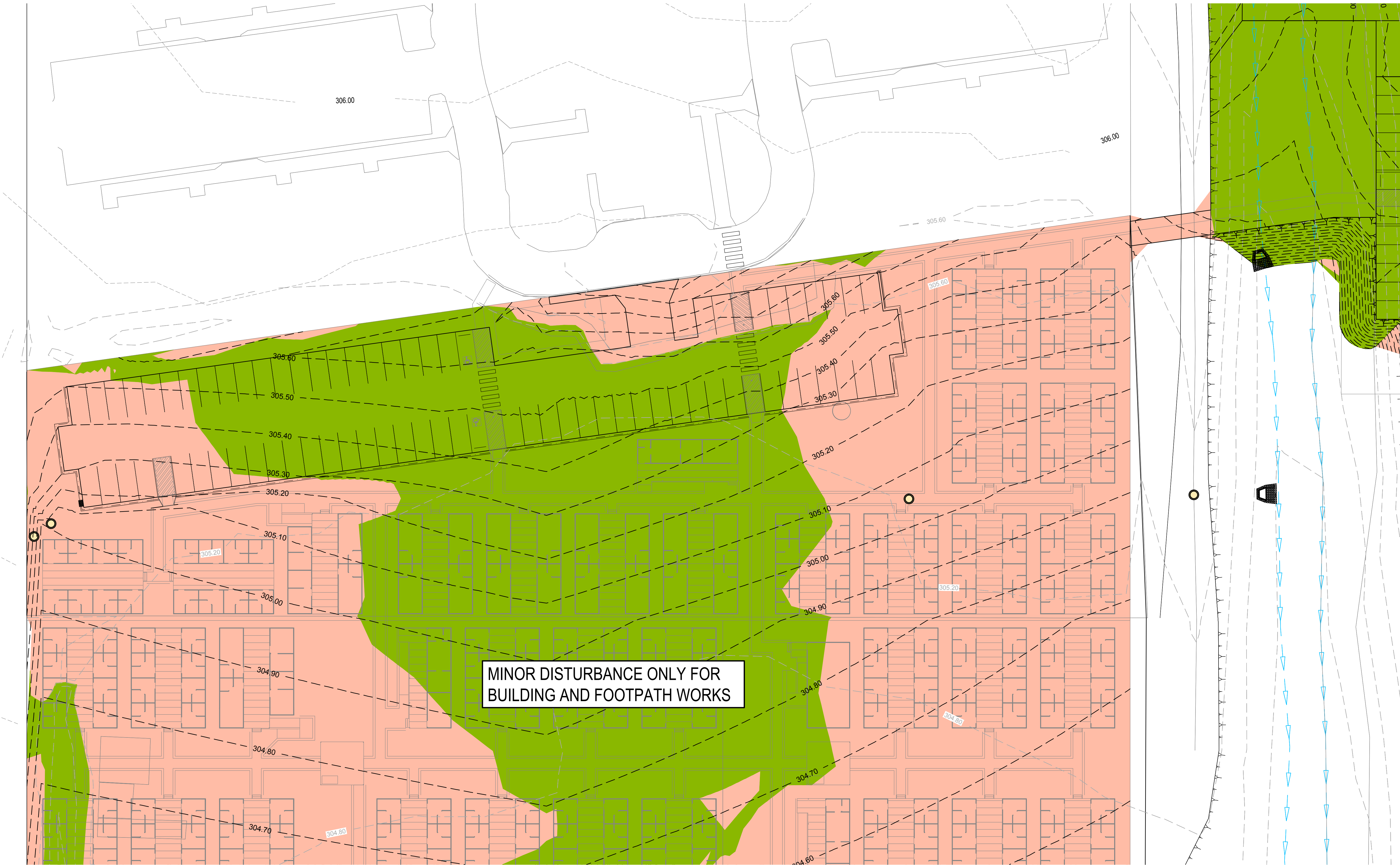
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PROPOSED WORKERS CAMP EXPANSION
MCNULTY STREET, MILES

CLIENT:
SON NGO

DRAWING TITLE:
BULK EARTHWORKS LAYOUT PLAN -
SHEET 1 OF 4

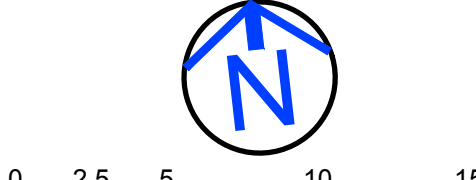

LOCAL GOVERNMENT AUTHORITY AND DEVELOPMENT APPLICATION NO:
WESTERN DOWNS REGIONAL COUNCIL

ORIGINAL SIZE: A1
DRAWING No.: C24035A-SK-C101

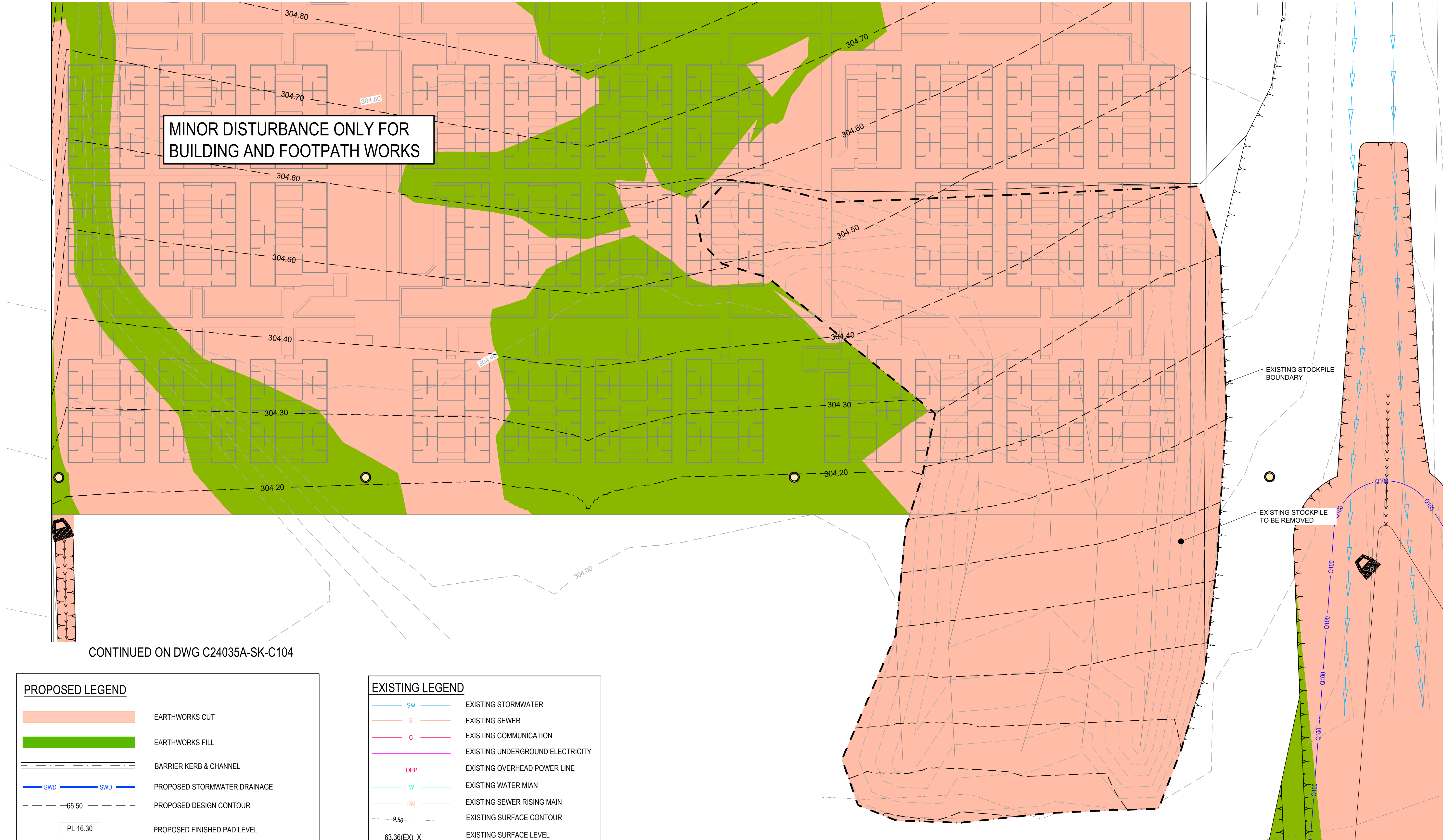


BULK EARTHWORKS LAYOUT PLAN - SHEET 2 OF 4

CONTINUED ON DWG C24035A-SK-C103

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A	ORIGINAL ISSUE	11.07.2024	HW	HW	CH	APPROVED FOR AND ON BEHALF OF HURLEY CONSULTING ENGINEERS PTY LTD: NAME: CRAIG HURLEY RPEQ NO: 15957					

CONTINUED ON DWG C24035A-SK-C102



PROPOSED LEGEND

- EARTHWORKS CUT
- EARTHWORKS FILL
- BARRIER KERB & CHANNEL
- PROPOSED STORMWATER DRAINAGE
- PROPOSED DESIGN CONTOUR
- PROPOSED FINISHED PAD LEVEL

EXISTING LEGEND

- EXISTING STORMWATER
- EXISTING SEWER
- EXISTING COMMUNICATION
- EXISTING UNDERGROUND ELECTRICITY
- EXISTING OVERHEAD POWER LINE
- EXISTING WATER MIAN
- EXISTING SEWER RISING MAIN
- EXISTING SURFACE CONTOUR
- EXISTING SURFACE LEVEL
- EXISTING BATTER LINE
- EXIST. INVERT OF OPEN DRAIN

BULK EARTHWORKS LAYOUT PLAN - SHEET 3 OF 4

REV	DESCRIPTION	DATE	DRAWN	DESIGN	CHECK	LOT DESCRIPTION: LOTS 10 & 11 ON SP236997 LEVEL DATUM: -	ORIENTATION & SCALES: 0 2.5 5 10 15 Full Size 1:250 ; Half Size 1:500 Scale (m) DO NOT SCALE FROM DRAWING	NOTES: THESE DRAWINGS REMAIN THE PROPERTY OF HURLEY CONSULTING ENGINEERS PTY LTD AND MUST NOT BE USED OR REPRODUCED WITHOUT WRITTEN PERMISSION. THESE DRAWINGS HAVE BEEN PREPARED FOR EXCLUSIVE USE BY OUR CLIENT. NO RESPONSIBILITY IS TAKEN FOR ANY THIRD PARTY THAT RELIES UPON OR USES THIS INFORMATION. THIS DRAWING MUST NOT BE USED FOR CONSTRUCTION UNLESS NOTED OR INSTRUCTED OTHERWISE BY HURLEY CONSULTING ENGINEERS. EXISTING SERVICES ARE SHOWN FOR INFORMATION ONLY AND NO RESPONSIBILITY IS TAKEN FOR THE ACCURACY OF THIS INFORMATION. ALL EXISTING SERVICES IN THE VICINITY OF THE SITE SHALL BE LOCATED BY THE CONTRACTOR PRIOR TO COMMENCING CONSTRUCTION.	PROJECT: PROPOSED WORKERS CAMP EXPANSION MCNULTY STREET, MILES	DRAWING TITLE: BULK EARTHWORKS LAYOUT PLAN - SHEET 3 OF 4
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									ORIGINAL SIZE: A1	DRAWING No.: C24035A-SK-C103

CONTINUED ON DWG C24035A-SK-C103

CONTINUED ON DWG C24035A-SK-C103

PROPOSED LEGEND

EARTHWORKS CUT

EARTHWORKS FILL

BARRIER KERB & CHANNEL

SW

SW

PROPOSED STORMWATER DRAINAGE

-65.50

PROPOSED DESIGN CONTOUR

PL 16.30

PROPOSED FINISHED PAD LEVEL

EXISTING LEGEND

SW

EXISTING STORMWATER

S

EXISTING SEWER

C

EXISTING COMMUNICATION

OHP

EXISTING OVERHEAD POWER LINE

W

EXISTING WATER MIAN

RM

EXISTING SEWER RISING MAIN

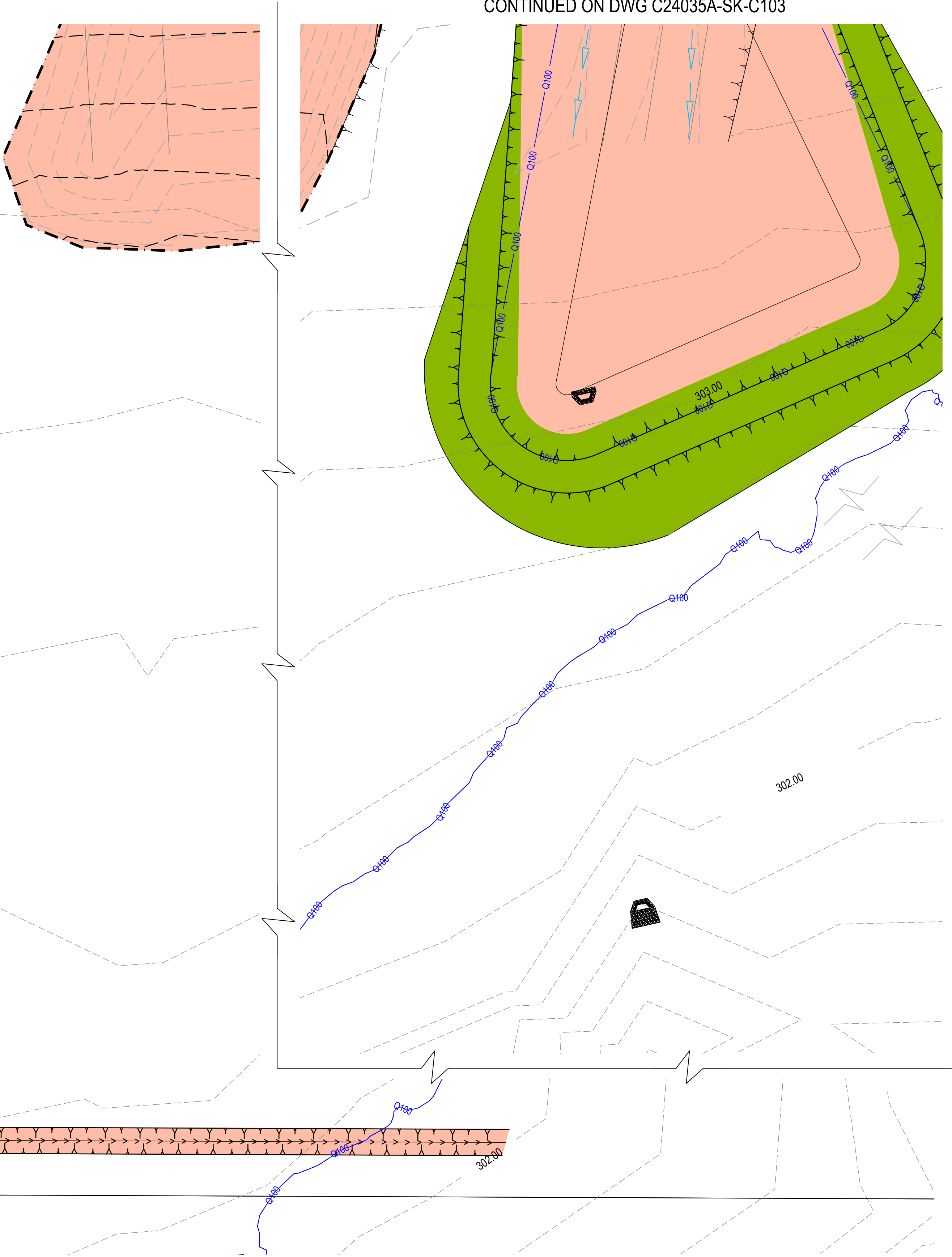
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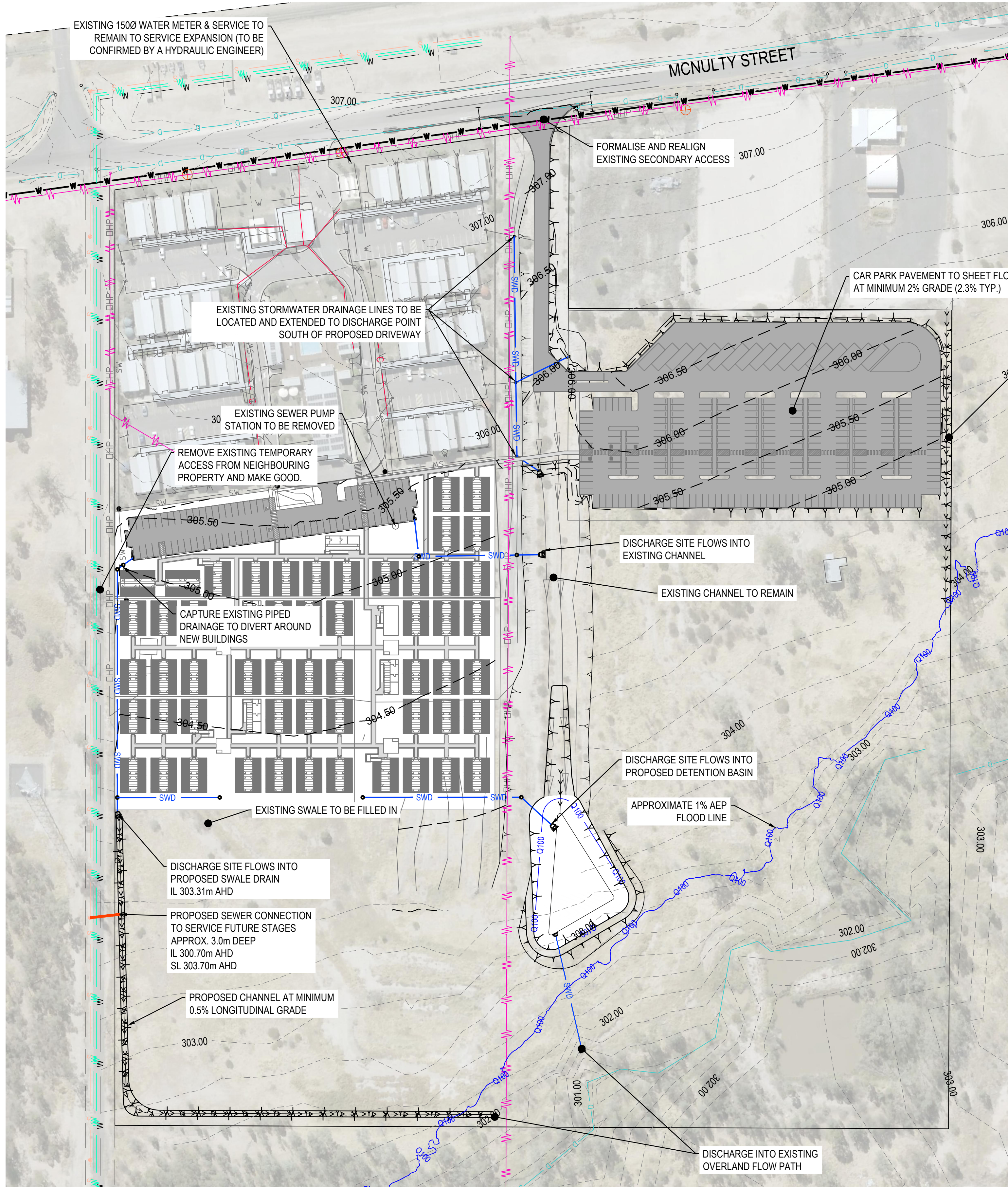
EXISTING BATTER LINE

EXIST. INVERT OF OPEN DRAIN



BULK EARTHWORKS LAYOUT PLAN - SHEET 4 OF 4

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						APPROVED FOR AND ON BEHALF OF HURLEY CONSULTING ENGINEERS PTY LTD:
						NAME: CRAIG HURLEY RPEQ NO: 15957
ORIENTATION & SCALES:						
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PROJECT: PROPOSED WORKERS CAMP EXPANSION MCNULTY STREET, MILES						
CLIENT: SON NGO						
DRAWING TITLE: BULK EARTHWORKS LAYOUT PLAN - SHEET 4 OF 4						
LOCAL GOVERNMENT AUTHORITY AND DEVELOPMENT APPLICATION NO: WESTERN DOWNS REGIONAL COUNCIL						
ORIGINAL SIZE: A1						
DRAWING No.: C24035A-SK-C104						



PROPOSED LEGEND


- SWD PROPOSED STORMWATER DRAINAGE
- S PROPOSED SEWER CONNECTION
- PROPOSED STORMWATER DRAINAGE
- 65.50 PROPOSED DESIGN CONTOUR

EXISTING LEGEND

- SW EXISTING STORMWATER
- S EXISTING SEWER
- C EXISTING COMMUNICATION
- EXISTING UNDERGROUND ELECTRICITY
- OHP EXISTING OVERHEAD POWER LINE
- W EXISTING WATER MIAN
- RM EXISTING SEWER RISING MAIN
- 9.50 EXISTING SURFACE CONTOUR
- 63.36(EX) X EXISTING SURFACE LEVEL
- EXISTING BATTER LINE
- EXIST. INVERT OF OPEN DRAIN

REV	DESCRIPTION	DATE	DRAWN	DESIGN	CHECK
A	ORIGINAL ISSUE	11.07.2024	MB	MB	CH

ORIENTATION & SCALES:



0 10 20 40 60

A1 1:1000 ; A3 1:2000

Scale (m)

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PROJECT:
PROPOSED WORKERS CAMP EXPANSION
MCNULTY STREET, MILES

CLIENT:
SON NGO

DRAWING TITLE:
CONCEPTUAL CIVIL ENGINEERING SERVICES
LAYOUT PLAN

LOCAL GOVERNMENT AUTHORITY AND DEVELOPMENT APPLICATION NO:
WESTERN DOWNS REGIONAL COUNCIL

ORIGINAL SIZE: A1	DRAWING No.: C24035A-SK-C200
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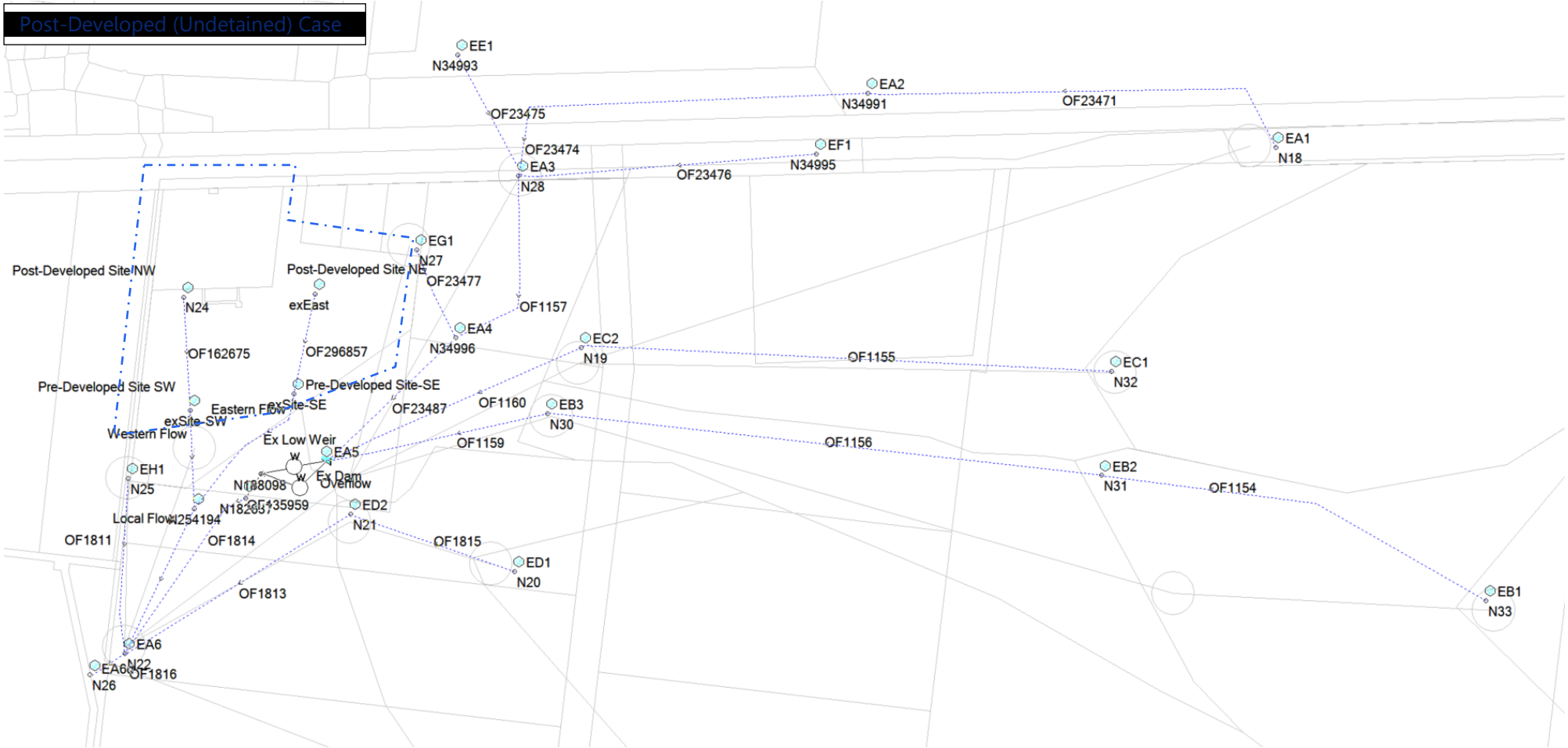
Appendix C - DRAINS WBNM Model

Pre-Developed Case

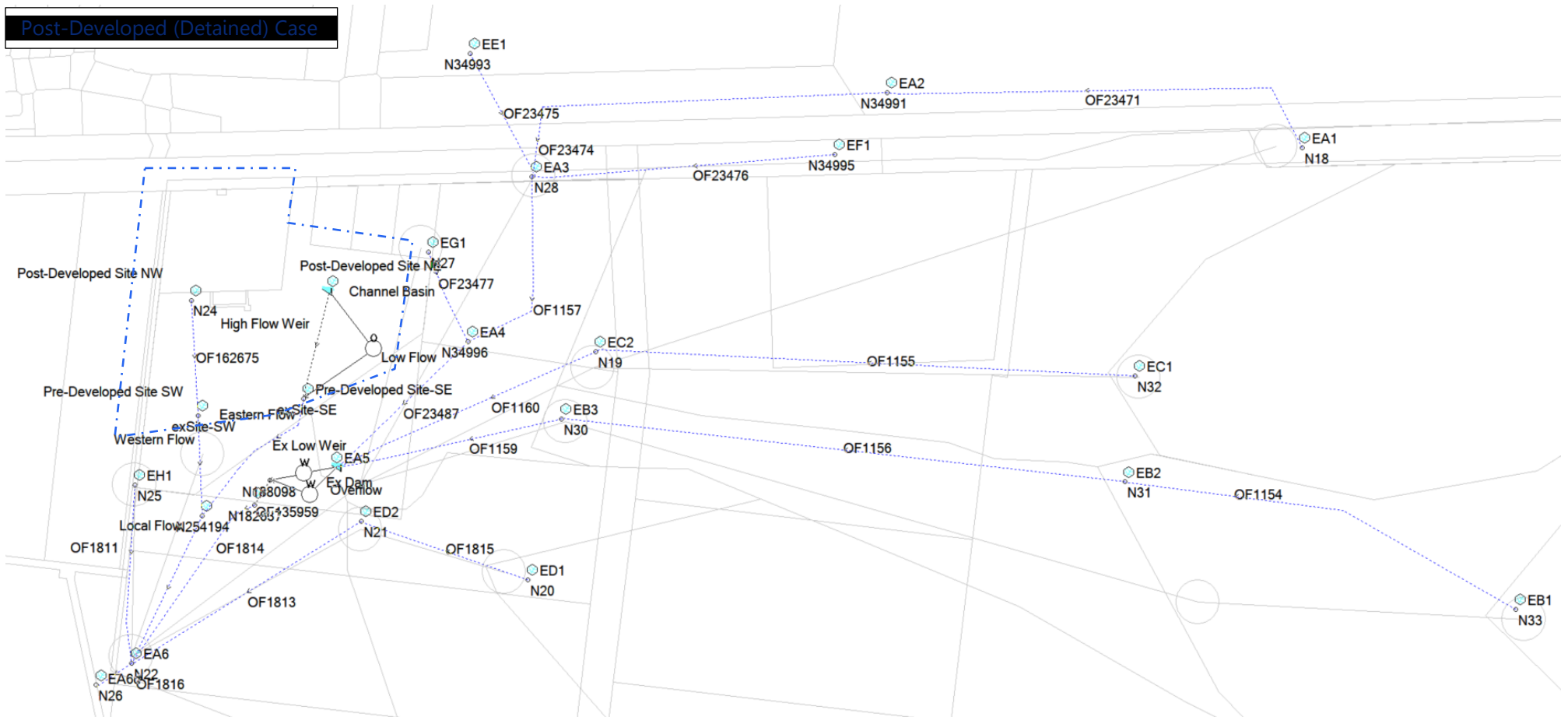
The map illustrates the water flow network for the Pre-Developed Case. Key features include:

- Sites:** Pre-Developed Site NW, Pre-Developed Site SW, Pre-Developed Site NE, and Pre-Developed Site SE.
- Flows:** Eastern Flow, Western Flow, and Local Flow.
- Infrastructure:** Ex Low Weir and Overflow.
- Nodes and Flow Identifiers:**
 - EA1, EA2, EA3, EA4, EA5, EA6
 - EB1, EB2, EB3
 - EC1, EC2
 - ED1, ED2
 - EE1
 - EF1
 - EG1
 - EH1
 - OF1154, OF1155, OF1156, OF1157, OF1160, OF1159, OF12347, OF12348, OF12349, OF12350, OF12351, OF12352, OF12353, OF12354, OF12355, OF12356, OF12357, OF12358, OF12359, OF12360, OF12361, OF12362, OF12363, OF12364, OF12365, OF12366, OF12367, OF12368, OF12369, OF12370, OF12371, OF12372, OF12373, OF12374, OF12375, OF12376, OF12377, OF12378, OF12379, OF12380, OF12381, OF12382, OF12383, OF12384, OF12385, OF12386, OF12387, OF12388, OF12389, OF12390, OF12391, OF12392, OF12393, OF12394, OF12395, OF12396, OF12397, OF12398, OF12399, OF12400

Post-Developed (Undetained) Case



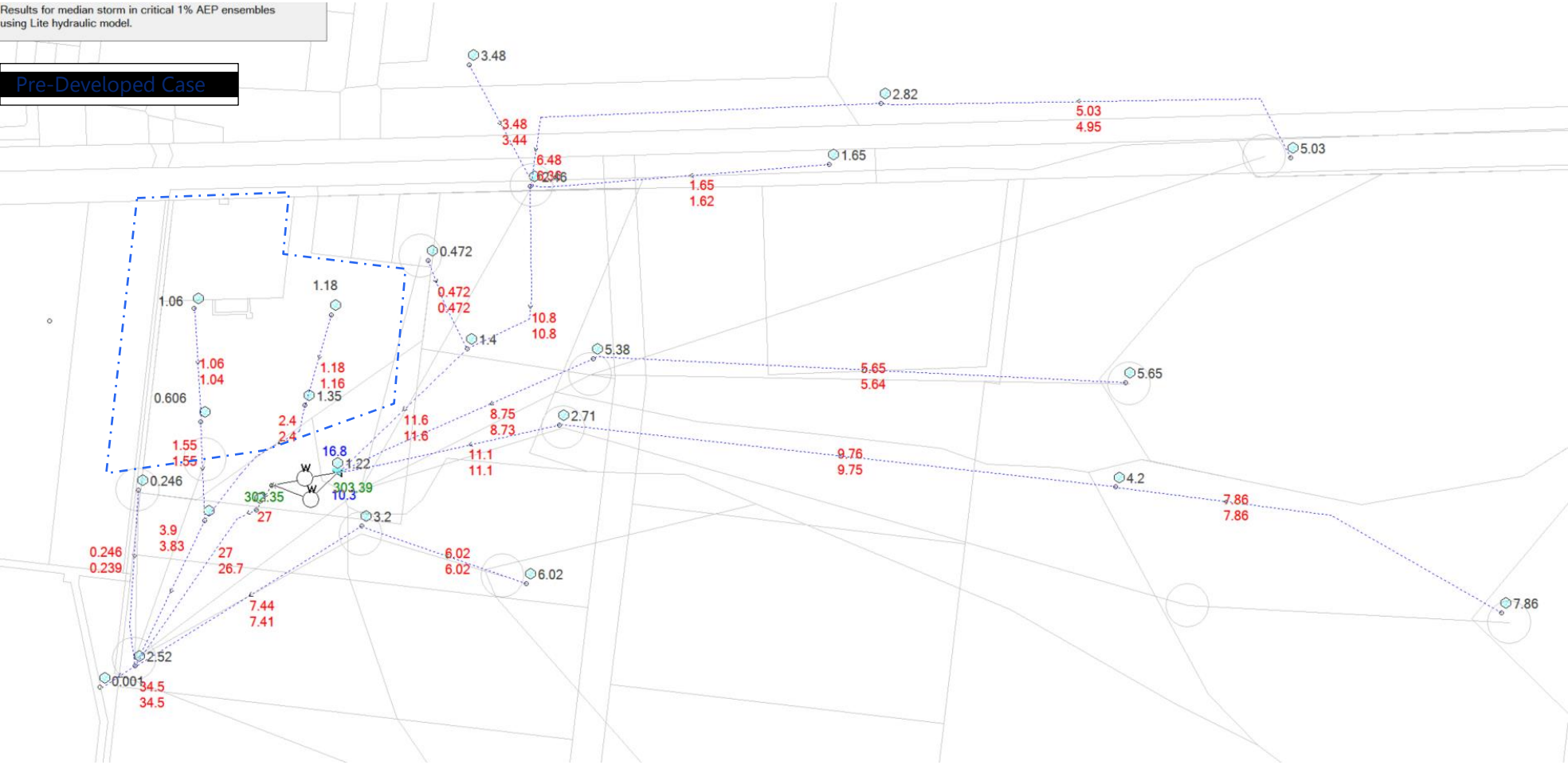
Post-Developed (Detained) Case



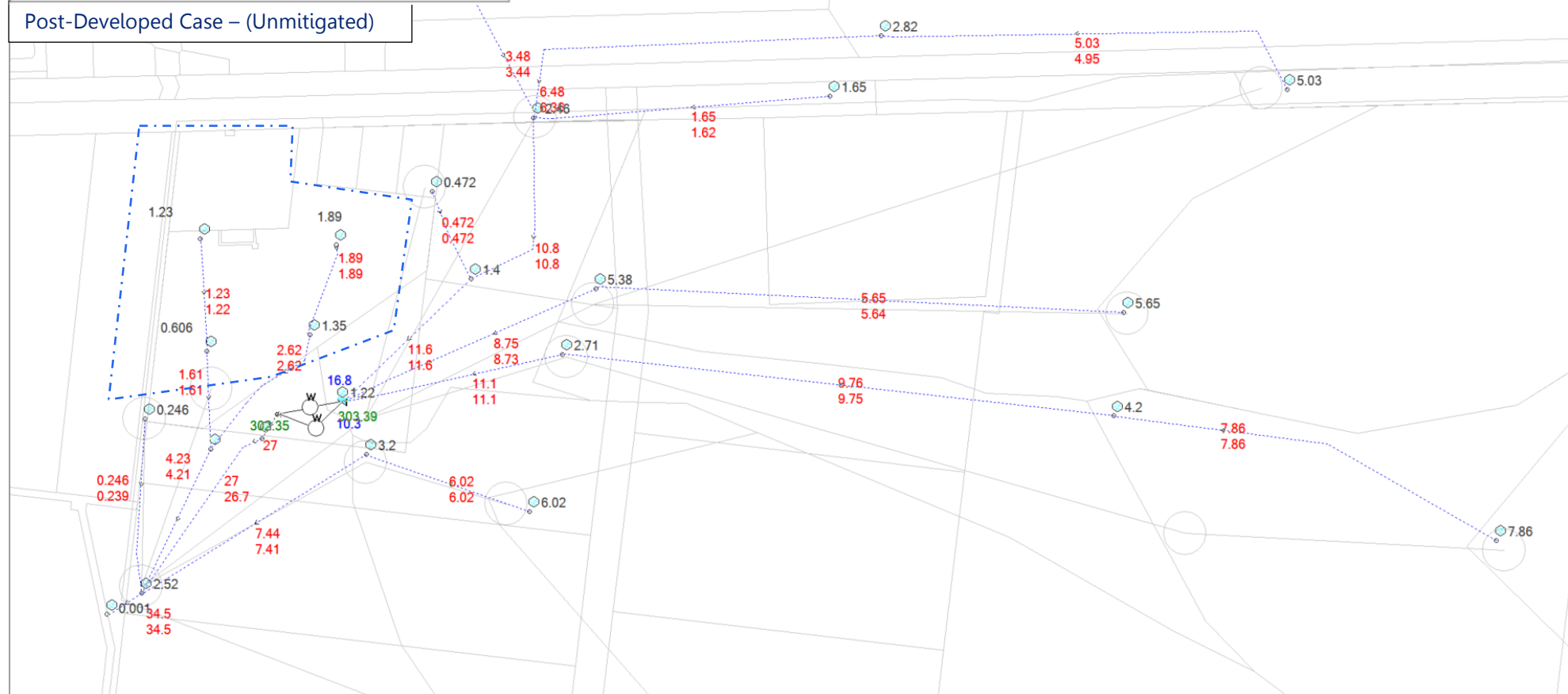
1% AEP Storm Event (Pre-Developed, Post-Developed, Post-Mitigated)

Results for median storm in critical 1% AEP ensembles using Lite hydraulic model.

Pre-Developed Case

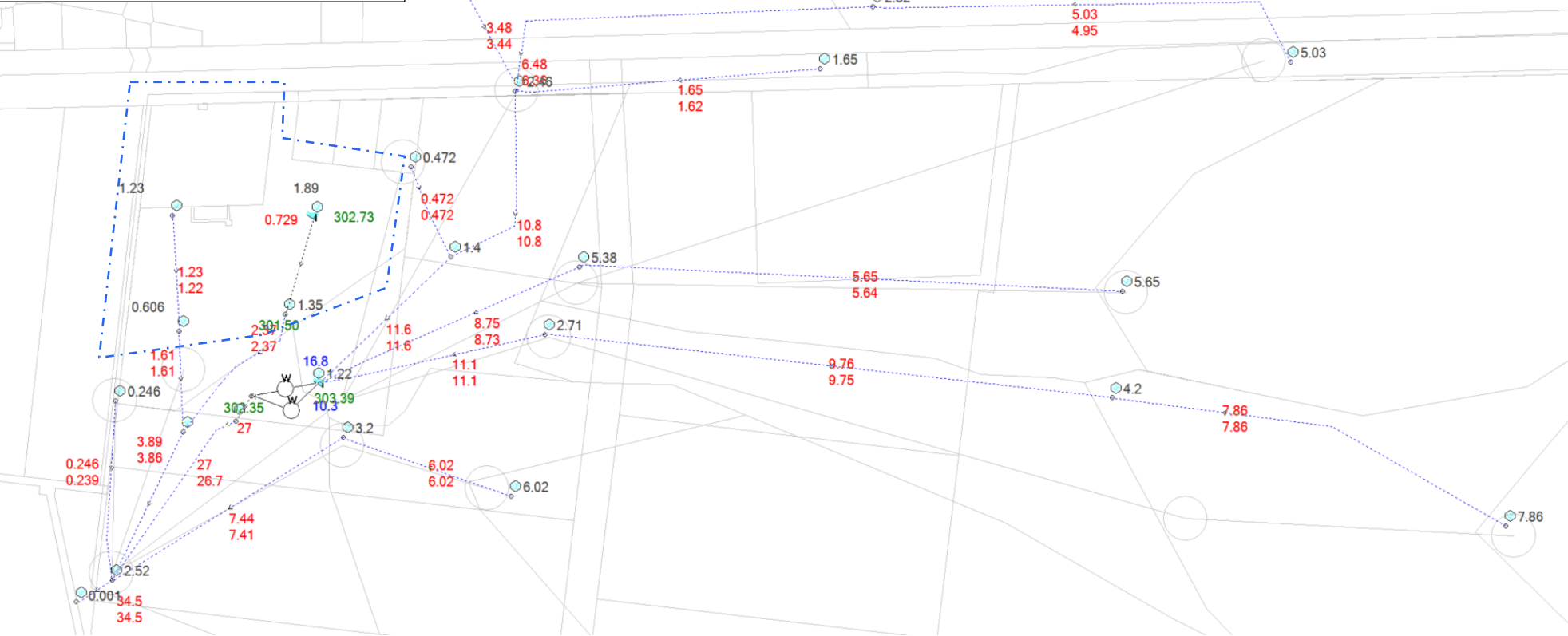


Post-Developed Case – (Unmitigated)



Results for median storm in critical 1% AEP ensembles
using Full Unsteady hydraulic model.

Post-Mitigated Case





420 Flinders Street, Townsville QLD 4810
PO Box 1090, Townsville QLD 4810
ergon.com.au

20 August 2024

Chief Executive Officer
Western Down Regional Council

Attention: Kym Bannerman
Via email: info@wdrc.qld.gov.au

cc Mr S B Ngo & Ms T T Nguyen
c/- Reel Planning

Attention: Jacob Dalton
Via email: jacob@reelplanning.com

Dear Sir/Madam,

Ergon Advice Agency Response
Our Ref: ECM 20633116 - 20653348

This Referral Agency response is given under section 56 of the *Planning Act 2016*.

Response	
Outcome	Approved in full - subject to conditions
Date of response	20/08/2024
Referral assessment capacity	Advice
Matters referral assessment made against (S55(2))	The purpose of the <i>Electricity Act 1994</i> and <i>Electricity Safety Act 2002</i>
Reasons for decision (S56(7)(b))	The works do not conflict with: <ul style="list-style-type: none">the objectives set out within Part 2, Section 3 of the <i>Electricity Act 1994</i>the purpose of the <i>Electricity Safety Act 2002</i> as set out within Part 1 Division 2 Section 4 & 5.

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The works do not adversely impact on the safe, efficient, and economically viable operation of the supply network.

Development Details	
Applicant	Mr S B Ngo & Ms T T Nguyen c/- Reel Planning
Assessment Manager	Western Down Regional Council (Kym Bannerman)
Council Application No.	O30.2024.276.001 & 035.2024.476.001
Street Address	McNulty Street, Miles
RPD	Lot 10 SP236997 & Lot 11 SP236997
Development Type	Material Change of Use (Development Permit) – Non Resident Workforce Accommodation (Extension of 300 rooms) Reconfiguration of a lot (Development Permit) – Boundary Realignment (2 lots into 2 lots) and access easement
Referral Trigger	<input checked="" type="checkbox"/> Schedule 10, Part 9, Division 2, Table 2, Item 1 (10.9.2.2.1) – Material Change of use of premises subject to an easement for the benefit of a distribution entity under the Electricity Act and the easement is for a supply network
Impacted Electrical Infrastructure	Easement A on SP263818 and O/H 33kV Circuit ID. F074C

Ergon provides the following response to the application in accordance with Section 56(1) of the *Planning Act 2016*:

Component of Development	Advice Agency direction
MCU & ROL	<input checked="" type="checkbox"/> S56(1)(b)(i) – approval subject to stated development conditions

In accordance with Section 56(1)(b)(i) should the Assessment Manager decide to approve the proposed Development Application, as an Advice Agency, Ergon requires that the assessment manager impose the below conditions. These conditions have been imposed in response to the matters prescribed under Section 55 (2) of the *Planning Act 2016*.

Table 1			
Plans forming part of this Approval			
<i>Title</i>	<i>Plan No.</i>	<i>Issue</i>	<i>Date</i>
Existing Site Plans	DA-1000	D	30/07/24
Overall Site Plan	DA-1001	D	21/07/24
Part Site Plan	DA-1010	E	31/07/24

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Site Setout – Accommodation	DA-1030	C	29/07/24
Site Setout – Carpark	DA-1031	C	29/07/24

Table 2			
Condition		Timing	Purpose/Reason
1	<p>Carry out the approved development generally in accordance with the approved plans and documents outlined within Table 1 of this approval and the following:</p> <ul style="list-style-type: none"> ▪ The specifications, facts and circumstances as set out in the development application submitted to Ergon; and ▪ Where a discrepancy or conflict exists between the written conditions of the approval and the approved plans, the requirements of the written conditions prevail 	At all times.	To ensure the development is carried out generally in accordance with the plans of development submitted within the application.
2	Any alterations to the plans and document(s) identified within Table 1 of this response are to be resubmitted to Ergon for comment	At all times.	To ensure the development is carried out generally in accordance with the plans of development submitted within the application.
3	<p>An easement is to be granted to Ergon Limited over the existing overhead 33kV powerline which crosses Lot 11 on SP236997.</p> <p>The easement is to be 10 metres in width (5 metres either side of the centreline of the overhead powerline) and is to be granted subject to Ergon's standard overhead conditions for a nominal fee of \$1.</p>	Prior to the commencement of use.	To ensure the continued safe and efficient operation of the supply network.
4	Roofed walk ways are:	At all times.	To ensure the safe and

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	<ul style="list-style-type: none"> • Not to be located within 5 metres of the outer most overhead 33kV conductor; and • Not to be located within 10 metres of an electricity power pole. 		efficient operation of the supply network.
	<p>Pedestrian pathways passing underneath the overhead 33kV conductors are to be designed and constructed to cater for the movement of a 30 tonne vehicle.</p> <p><i>Note-</i> <i>The condition supports the movement of Ergon personnel and heavy equipment through the infrastructure corridor for construction, maintenance, and emergency purposes.</i></p>	Prior to commencement of use.	To ensure the safe and efficient operation of the supply network.
5	Statutory clearances from structures and overhead electricity wires are to be maintained in accordance with the <i>Electrical Safety Regulation 2013</i> .	At all times.	To ensure the maintenance of statutory clearance in accordance with the Electrical Safety Regulation 2013
6	<p>Changes in natural ground levels underneath the overhead 33kV conductors are to achieve compliance with the statutory clearances outlined within the <i>Electrical Safety Regulation 2013</i>.</p> <p>Submit to Ergon for approval detailed civil design drawings demonstrating changes in ground levels maintain compliance with the <i>Electrical Safety Regulation 2013</i>.</p> <p><i>Note –</i> <i>The submitted documents are to be supported by certification from a</i></p>	Prior to the commencement of works on site.	To ensure the maintenance of statutory clearance in accordance with the Electrical Safety Regulation 2013.

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	<i>suitably qualified professional (RPEQ Electrical Engineer) certifying that proposed works maintain compliance with relevant statutory clearances. All assessment are to be undertaken relevant to the maximum operating conditions of the infrastructure.</i>		
7	<p>No civil works are to occur within 5 metres of any part of an Ergon structure without Ergon approval.</p> <p>Where works are proposed within 5 metres of an Ergon structure submit to Ergon for approval detailed civil design drawings demonstrating that works do not structural impact on electrical infrastructure. Plans are to be prepared by a <i>suitably qualified professional (RPEQ Engineer)</i>.</p>	Prior to the commencement of works on site.	To ensure the safe and efficient operation of the supply network.
8	<p>10 metres clear access must be provided around all pole structures after the completion of works.</p> <p><i>Note – Access to areas adjoining electrical infrastructure may be restricted for extended periods of time during network inspections, maintenance and or construction works. Ergon will not be held liable for any impacts that these activities have on operations.</i></p>	At all times, once use commences.	To ensure the safe and efficient operation of the supply network.
9	<p>Underground services (i.e. stormwater, water, sewer and the like) are to be designed to</p> <ul style="list-style-type: none"> • Run parallel with overhead conductors and not within 5 metres of the other most conductor; • Cross the overhead conductor direction as near as practicable to right angles and 	At all times.	To ensure the safe and efficient operation of the supply network.

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	not within 10 metres of any pole (and or stay)		
10	The stockpiling of spoil underneath overhead conductors is prohibited.	At all times.	To ensure the safe and efficient operation of the supply network
11	<p>Landscaping / vegetation is not to be planted underneath overhead conductors. Landscaping is to be designed to achieve the following:</p> <ul style="list-style-type: none"> • limited to grass within 5 metres either side of the centre line of the electrical infrastructure corridor; • plant species which maintain vertical and horizontal safety clearances to overhead conductors; • maintenance at a minimum of a 10 metre clearance zone around electricity poles; and • do not restrict access through the easement. 	At all times.	To ensure the safe and efficient operation of the supply network.
12	<p>Access to and along the overhead 33kV infrastructure corridor must be available to Ergon personnel and heavy equipment for construction, maintenance and emergency purposes.</p> <p>Where fencing prohibits access to and along the infrastructure corridor gates are to be supplied and installed by the developer/ landowner. To enable travel along the easement at anytime the gates must be series locked with an Egon padlock.</p> <p><i>Note - Both a padlock and design drawing of an acceptable gate will be made available by Ergon upon request.</i></p>	At all times.	To ensure the continued safe and efficient operation of the supply network

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General Advice:

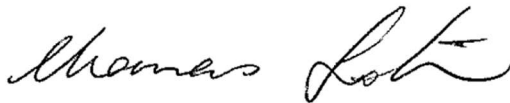
- Compliance with the Electrical Safety Act 2002, including any Code of Practice under the Act and the Electrical safety Regulation 2013 including any safety exclusion zones defined in the Regulation is mandatory.

Should any doubt exist in maintaining the prescribed clearance to the overhead conductors and electrical infrastructure then the applicant is obliged under the Act to seek advice from Ergon.

- Any costs incurred by Ergon as a result of the works on the easement are to be met by the property Developer / owner.
- All works proposed to be undertaken in close proximity to overhead or underground electrical lines are to be undertaken in accordance with Ergons' Works Practice Manual WP1323. This document refers to various standards, guidelines, calculations, legal requirements, technical details, and other information relevant to working near high voltage infrastructure. A copy of WP1323 can be found online via Ergon's document library ([Document library | Ergon](#)).

Should you require any further information on the above matter, please contact Tom Sexton on 0429443 778 or via email at townplanning@ergon.com.au.

Yours faithfully,



Tom Sexton
Town Planner

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See the 'considerations when developing around electricity infrastructure' section of our website www.ergon.com.au/referralagency

INFRASTRUCTURE CHARGES NOTICE

APPLICANT: Mr Son Bac Ngo and Ms Thuy Thi Thanh Nguyen

APPROVED DEVELOPMENT: **STAGE 3** - Material Change of use to establish Non-resident Workforce Accommodation (Extension to Existing Non-resident Workforce Accommodation - Additional 300 Rooms) on land situated at McNulty Street, Miles

FILE REFS: 030.2024.476.001, A21966, A21967 & LG7.6.1

AMOUNT OF THE CHARGE: **\$750,000.00**

LAND TO WHICH CHARGE APPLIES: Lots 10 and 11 on SP236997

PAYABLE TO: Western Downs Regional Council

WHEN PAYABLE: Prior to commencement of the use of Stage 3

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
Non-resident Workforce Accommodation (Accommodation Short-term Development Class) 1 Bedroom Dwelling Unit	\$7,500.00 per Dwelling Unit (water, sewer, stormwater, transport, parks networks)	Table 3.3.3, Col 2, Charge Area A	100 bedrooms	\$750,000.00
DISCOUNT	Discount Charge	Reference	No. of Units	Discount Amount
Nil (Credit for existing Lot applied in Stage 2 of Approval No. 050.2024.670.001)	-	-	-	Nil
			Water	\$150,000.00
			Sewer	\$150,000.00
			Stormwater	\$225,000.00
			Parks	\$112,500.00
			Transport	\$112,500.00
			TOTAL CHARGE	\$750,000.00

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.

INFRASTRUCTURE CHARGES NOTICE

APPLICANT: Mr Son Bac Ngo and Ms Thuy Thi Thanh Nguyen

APPROVED DEVELOPMENT: **STAGE 4** - Material Change of use to establish Non-resident Workforce Accommodation (Extension to Existing Non-resident Workforce Accommodation - Additional 300 Rooms) on land situated at McNulty Street, Miles

FILE REFS: 030.2024.476.001, A21966, A21967 & LG7.6.1

AMOUNT OF THE CHARGE: **\$750,000.00**

LAND TO WHICH CHARGE APPLIES: Lots 10 and 11 on SP236997

PAYABLE TO: Western Downs Regional Council

WHEN PAYABLE: Prior to commencement of the use of Stage 4

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
Non-resident Workforce Accommodation (Accommodation Short-term Development Class) 1 Bedroom Dwelling Unit	\$7,500.00 per Dwelling Unit (water, sewer, stormwater, transport, parks networks)	Table 3.3.3, Col 2, Charge Area A	100 bedrooms	\$750,000.00
DISCOUNT	Discount Charge	Reference	No. of Units	Discount Amount
Nil (Credit for existing Lot applied in Stage 2 - Approval No. 050.2024.670.001)	-	-	-	Nil
			Water	\$150,000.00
			Sewer	\$150,000.00
			Stormwater	\$225,000.00
			Parks	\$112,500.00
			Transport	\$112,500.00
			TOTAL CHARGE	\$750,000.00

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.

INFRASTRUCTURE CHARGES NOTICE

APPLICANT: Mr Son Bac Ngo and Ms Thuy Thi Thanh Nguyen

APPROVED DEVELOPMENT: **STAGE 5** - Material Change of use to establish Non-resident Workforce Accommodation (Extension to Existing Non-resident Workforce Accommodation - Additional 300 Rooms) on land situated at McNulty Street, Miles

FILE REFS: 030.2024.476.001, A21966, A21967 & LG7.6.1

AMOUNT OF THE CHARGE: **\$750,000.00**

LAND TO WHICH CHARGE APPLIES: Lots 10 and 11 on SP236997

PAYABLE TO: Western Downs Regional Council

WHEN PAYABLE: Prior to commencement of the use of Stage 5

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
Non-resident Workforce Accommodation (Accommodation Short-term Development Class) 1 Bedroom Dwelling Unit	\$7,500.00 per Dwelling Unit (water, sewer, stormwater, transport, parks networks)	Table 3.3.3, Col 2, Charge Area A	100 bedrooms	\$750,000.00
DISCOUNT	Discount Charge	Reference	No. of Units	Discount Amount
Nil (Credit for existing Lot applied in Stage 2 - Approval No. 050.2024.670.001)	-	-	-	Nil
			Water	\$150,000.00
			Sewer	\$150,000.00
			Stormwater	\$225,000.00
			Parks	\$112,500.00
			Transport	\$112,500.00
			TOTAL CHARGE	\$750,000.00

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 (035.2024.486.001) Community and Liveability Report Development Application Reconfiguring a Lot (1 lot into 2 Lots) of Lot 144 on LY907 490 Auburn Road Red Hill Handley C/- Swep Consulting

Date 7 December 2024

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 (1 lot into 2 lots) on land described as Lot 144 on LY907 and situated at 490 Auburn Road, Red Hill.

Link to Corporate Plan

Strategic Priority: Strong Diverse Economy

- We aggressively attract business and investment opportunities.
- Our region is a recognised leader in agribusiness, energy, and manufacturing.
- We deliver water security to enable future economic growth.
- We proactively advance our region as a tourism destination.
- Our business and industry actively live and buy local.

Material Personal Interest/Conflict of Interest

Nil

Officer's Recommendation

That this Report be received and that:

1. The application for Reconfiguring a Lot (1 lot into 2 lots) of land described as Lot 144 on LY907 and situated at 490 Auburn Road, Red Hill be approved, subject to the following conditions:

APPROVED PLAN

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., Revision	Title and Details	Dated
34141-4_POD-001_r0, Revision A	Plan of Development, Subdividing 1 into 2 lots, Subdividing 144 LY907, Lithgows Road, Red Hill, prepared by FYFE Pty Ltd	26/07/2024

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

APPROVED DEVELOPMENT

3. The approved development is Reconfiguring a Lot (Subdivision of 1 lot into 2 lots) as shown on the Approved Plan.

COMPLIANCE, TIMING AND COSTS

4. All conditions of the approval shall be complied with before Council's endorsement of the Plan of Survey (Form 18B) and whilst the use continues, unless otherwise noted within these conditions.
5. All costs associated with compliance with these conditions shall be the responsibility of the developer.
6. The Plan of Survey (Form 18B) 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.

LOT NUMBERING

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

INFRASTRUCTURE CHARGES

10. All infrastructure charges including those associated with Council's Water, Sewer, 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.

LANDSCAPING

11. All declared weeds and pests shall be removed from the subject land and the subject land kept clear of such nuisance varieties at all times during the course of the development works and any ensuing defects liability period.
12. 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.

ENGINEERING WORKS

13. Complete all works approved and works required by conditions of this development approval and/or any related approvals at no cost to Council, prior to Council's endorsement of the Survey Plan (Form 18B) unless stated otherwise.
14. Undertake Engineering designs and construction in accordance with Council's Planning Scheme, Development Manual and Standard Drawings, relevant Australian Standards, Codes of Practice and relevant Design Manuals.
15. Be responsible for any alteration necessary, to electricity, telephone, water mains, sewer mains, stormwater drainage systems or easements and/or other public utility installations resulting from the development or from road and drainage works required in connection with the development.

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

16. 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.
17. 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 work associated with the development.

ELECTRICITY

18. All Dwellings developed on the proposed lots are to have an adequate electricity supply to satisfy the expected needs of the Dwelling House. Electricity supply can be provided via reticulated electricity, a generator, solar system, wind power or any other alternative agreed upon by Council's authorised delegate.

TELECOMMUNICATIONS

19. Design and provide telecommunications to all lots within the development in accordance with the *Australian Government Telecommunications in New Developments Policy*.

WATER SUPPLY

20. All Dwellings on the proposed lots are to be provided with a suitable water supply that is independent from Council's water reticulation system. Monitor water quality continuously to ensure compliance with *Australian Drinking Water Guidelines - current edition 2011 and Health Guidance of Use of Standards for Potable Water*.

ON-SITE WASTEWATER TREATMENT

21. Future buildings on the proposed lots must be connected to an on-site wastewater disposal system, in accordance with AS 1547 and the Queensland Plumbing and Waste Water Code.

Timing: Prior to the issue of a Building Approval for a future building on the proposed lots.

STORMWATER MANAGEMENT

22. Provide overland flow paths that do not adversely alter the characteristics of existing overland flows on other properties or that create an increase in flood damage on other properties.

ENVIRONMENTAL HEALTH

23. Undertake operations and construction work associated with this development to the requirements of Council, including the following:
 - 23.1 do not cause nuisance to adjoining residents by the way of smoke, dust, stormwater discharge or siltation of drains, at any time, including non-working hours;
 - 23.2 remove immediately, any material spilled or carried onto existing roads to avoid dust nuisance and to ensure traffic safety; and
 - 23.3 do not carry out work on Sundays or Public Holidays (unless approved otherwise by Council).

Timing: During construction and on-maintenance period and the establishment period of landscaping or areas disturbed during construction.

24. Do not release contaminants or contaminated water directly or indirectly from the land subject to this approval, or to the ground or groundwater at the land subject to this approval, except for:
- 24.1 uncontaminated overland stormwater flow; and
 - 24.2 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.

REFERRAL AGENCY RESPONSE

1. The State Assessment and Referral Agency has provided a Referral Agency response dated 25 September 2024.

ADVISORY NOTES

NOTE 1 - Currency 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 reconfiguring a lot —if a plan for the reconfiguration, that under the Land Title Act, is required to be given to a local government for approval is not given to the local government within —*
 - (i) *the period stated for that part of the approval; or*
 - (ii) *if no period is stated— **4 years** after the approval starts to have effect."*

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.

NOTE 7 - Infrastructure Charges

An Infrastructure Charges Notice is attached to this approval.

Background Information

The relevant background information of this application is as follows:

Application No: 035.2024.486.001	Assessment No: 12951	Subject File Refs: AD6.6.2 & LG7.9.1
Assessing Officer:	Tim O'Leary REEL PLANNING, CONSULTANT	
PART 1: APPLICATION		
Applicant:	Baden Handley C/- Swep Consulting	
Owner:	BR Handley	
Site Address:	490 Auburn Road, Red Hill	
Site Area:	128.8ha	
Real Property Description:	Lot 144 on LY907	
Proposed Development:	Subdivision of 1 lot into 2 lots	
Category of Assessment:	Impact	
Type of Application:	Reconfiguring a Lot	
Relevant Planning Scheme:	Western Downs Planning Scheme 2017 incorporating Amendment 1	
Zone:	Rural	
Precinct:	Rural 100 (over the portion of the lot on the southern side of Auburn Road)	
Overlays:	<ul style="list-style-type: none">• Biodiversity• Bushfire Risk• Flood Hazard• Extractive Industry• Agricultural Land Classification• Stock Routes• Waterway Corridors• Road Hierarchy	<ul style="list-style-type: none">• MSES Regulated Vegetation• MSES Wildlife Habitat• Medium• Potential• Authority to Prospect – ATP 676• Petroleum Leases – PL 185• Class A• Stock Route• Stock Route (50m Buffer)• Waterway Corridor• Auburn Road – State Controlled Arterial• Lithgow,s Road – Access
Pre-lodgement Meeting:	No	Date: N/A
Application Lodgement Date:	12 August 2024	
Properly Made Application:	Yes	Date: 15 August 2024
Action Notice Issued:	Yes	Date: 15 August 2024
Required Action Taken:	Yes – amended DA Form 1	Date: 15 August 2024
Confirmation Notice Issued:	Yes	Date: 20 August 2024

PART 2: REFERRALS		
State Assessment and Referral Agency (SARA) (Department of Transport and Main Roads as Technical Agency)	<ul style="list-style-type: none">On 20 August 2024 the applicant referred the application to SARA.On 29 August 2024 SARA issued a Confirmation Notice stating the application had been properly referred.On 25 September 2024 SARA issued a Referral Agency response with no requirements.	
PART 3: INFORMATION REQUEST		
N/A		
PART 4: PUBLIC NOTIFICATION		
Start Date:		Date: 27 September 2024
Notice of Compliance Received:	Yes	Date: 22 October 2024
Submissions:	Nil	
PART 5: DECISION PERIOD		
Date Commenced:	23 October 2024	
Decision Due Date:	16 January 2025 (extended by agreement)	

Report

1. Site

The subject site, Lot 144 on LY907 is located at 490 Auburn Road, Red Hill. The property is within the Rural Zone, gains access from Auburn Road via two existing constructed vehicle crossovers and is 128.8ha in area. The Biodiversity, Bushfire Risk, Flood Hazard, Extractive Industry, Agricultural Land Classification, Stock Routes, Waterway Corridors and Road Hierarchy Overlays impact the land. The northern portion of the site is developed and contains a Dwelling House and ancillary Domestic Outbuildings. The southern portion of the site is undeveloped and contains sparse vegetation.

The site is located approximately 8km north of Chinchilla within an area characterised by rural land uses, with adjoining land to the north, east, south and west included in the Rural Zone and land along the southern portion of Auburn Road in the Rural 100 Precinct under the Planning Scheme.

2. Proposal

Council has received a Development Application seeking Development Approval for Reconfiguring a Lot (subdivision of 1 lot into 2 lots). The application is subject to Impact Assessment as the proposal does not comply with the prescribed minimum lot size, pursuant to Table 5.6.1 of the Western Downs Planning Scheme 2017 incorporating Amendment 1.

The proposed development is to include the following development parameters:

	Proposed Lot 144	Proposed Lot 145
Area	118.4ha	10.47ha
Frontages	Auburn Road: 2,124m Lithgow's Road: 1,511m	Auburn Road: 827m McGoverns Road: 66m
Development	Existing Dwelling House, Domestic Outbuildings, and ancillary infrastructure	Vacant
Access	One existing crossover to Auburn Road	One existing crossover to Auburn Road
Servicing	All existing services to be retained (on-site water, wastewater disposal system, electricity and telecommunications)	None proposed

3. Assessment Benchmarks

The application is an Impact Assessable development under the Planning Scheme, as the development for Reconfiguring a Lot (subdivision of 1 lot into 2 lots) is subject to Impact Assessment as the proposal results in lots below the prescribed minimum lot size, being 1,000ha in the Rural Zone and 100ha in the Rural 100 Precinct.

As the development is an Impact Assessable development under the Planning Scheme, the development requires assessment against the assessment benchmarks of all the relevant Codes and the Strategic Plan of the Planning Scheme.

The following are the 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 • Rural Zone Code • Reconfiguring a Lot Code • Transport, Access and Parking Code • Biodiversity Areas Overlay Code • Bushfire Hazard Overlay Code • Flood Hazard Overlay Code • Natural Resources Overlay Code • Regional Infrastructure Corridor – Stock Routes Overlay Code • Waterway Corridors Overlay 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.	
	Benchmark Reference	Reasons for Approval Despite Non-compliance with Benchmark
	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.	<p>The proposed development involves separating an existing vinculum lot to create two lots. The proposal will result in two lots with areas of 118.4ha and 10.47ha, therefore, compliance with AO1.1 of the Reconfiguring a Lot Code is not achieved.</p> <p>PO1 of the Reconfiguring a Lot Code seeks to ensure the layout and design of lots enable density of land uses to be consistent with the intended character and amenity of the neighbourhood, as expressed through the relevant Zone, provides an appropriate building envelope to accommodate buildings and service areas, provides safe and legible vehicle access, car parking and manoeuvring areas, and provision of private outdoor space and on-site landscaping.</p> <p>As the site has historically been divided by Auburn Road, the proposed development will not create any further fragmentation of rural land.</p> <p>The proposal is therefore considered to comply with PO1 of the Rural Zone Code.</p>

Bushfire Hazard Overlay Code	
<p>AO2.3</p> <p>In areas of Medium Bushfire Hazard as identified on Bushfire Hazard Overlay maps (OM-003) and development is for the purpose of Reconfiguring a Lot, the design incorporates a perimeter road firebreak that:</p> <ul style="list-style-type: none"> (a) is located between the boundary of the lots and stands of native vegetation; (b) has a minimum cleared width of 20m; (c) has a constructed road width of 6m; and (d) is constructed to an all-weather standard. 	<p>The proposal does not involve a perimeter road firebreak and therefore compliance with AO2.3 of the Bushfire Hazard Overlay Code is not achieved.</p> <p>It is noted that the proposed lot layout reflects the existing division of the site, where all existing site access points are capable of facilitating emergency vehicle access to and from the site.</p> <p>The proposed development is therefore considered to comply with PO2 of the Bushfire Hazard Overlay Code.</p>
Natural Resources Overlay Code	
<p>Where for Reconfiguring a Lot in the Rural Zone</p> <p>AO6.2</p> <p>Reconfiguring a Lot does not result in the creation of a lot with an area less than 500ha on land identified as ALC A and B Land on the Agricultural Land Overlay maps (OM- 008).</p>	<p>The proposed development involves separating an existing vinculum lot to create two lots. The proposal will result in two lots with areas of 118.4ha and 10.47ha, therefore, compliance with AO6.2 of the Natural Resources Overlay Code is not achieved.</p> <p>PO6 of the Natural Resources Overlay Code seeks to ensure the loss or fragmentation of ALC Classs A and B Land is avoided unless an overriding need exists for the development in terms of public benefit, no suitable alternative site exists, and loss or fragmentation is minimised to the extent possible.</p> <p>As the site has historically been divided by Auburn Road, the proposed development will not create any further fragmentation of rural land. While proposed Lot 144 contains Class A Agricultural Land, Lot 145 does not contain Class A or B Agricultural Land. The proposed lot layout retains all areas of Class A Agricultural Land in Proposed Lot 145 and is therefore not considered to be further fragmenting or alienating this resource.</p> <p>The proposal is therefore considered to comply with PO6 of the Natural Resources Overlay Code.</p>

	<p>Where for Reconfiguring a Lot in the Rural Zone or a Residential Zone Category on land that adjoins the Rural Zone</p> <p>AO7</p> <p>Lots created for sensitive land uses within land identified as ALC Classes A and B Land area identified on Agricultural Land maps (OM-008) provide a public open space buffer area with a minimum width of:</p> <p>(a) 300m where open ground conditions apply; or</p> <p>(b) 50m minimum width where vegetated in accordance with a detailed landscape plan and maintained in accordance with a public open space management plan.</p>	<p>The proposed lots do not include public open space buffers.</p> <p>PO7 of the Natural Resources Overlay Code seeks to ensure sensitive land uses in proximity to ALC Classes A and B Land are located and designed in a manner that avoids land use conflict, avoids the alienation of the resource, manages impacts from agricultural activities, including chemical spray drift, odour, noise, dust, smoke and ash, and does not adversely affect public health, safety or amenity, unless it is demonstrated that the area does not support ALC Classes A and B Land as mapped.</p> <p>While the proposal is located in the Rural Zone and Proposed Lot 145 has been identified as not specifically being created for sensitive land uses, it is noted that the size of the proposed lot will facilitate the location of a Dwelling House on the site.</p> <p>Any future Dwelling House on Proposed Lot 145 is expected to be sited approximately 300m from the nearest Class A Agricultural Land, which is across Auburn Road. It is considered that the Auburn Road reserve, being approximately 200m wide, forms an adequate public buffer between Proposed Lot 145 and Class A Agricultural Land. Therefore, any future development of Proposed Lot 145 is not expected to create a land use conflict.</p> <p>It is considered that compliance with PO7 of the Natural Resources Overlay Code is achieved.</p>
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3.1 Regional Plan and Other State Instruments

3.1.1 Darling Downs Regional Plan

The Darling Downs Regional Plan was released in October 2013, where the site was included in a Priority Agricultural Area (PAA). PAAs are identified to allow the resource extraction and agricultural industries to grow with certainty and investor confidence, by protecting agricultural land uses within PAAs and maximising the opportunities for co-existence between resource extraction and agricultural land uses.

The purpose of the Plan is to identify the State's interests in land use planning for the region. Specifically, the Plan identifies:

- regional outcomes for the region;
- regional policies for achieving the regional outcomes; and
- the State's intent for the future spatial structure of the region, including Priority Agricultural Areas (PAA), Priority Living Areas (PLA) and priority outcomes for infrastructure.

The Plan's regional policies address the emerging regional issues of land use competition between the agricultural and resource sectors, and the need to protect areas required for the growth of towns.

The Plan also discusses other State interests relevant to land use planning in the region, including housing and livable communities, economical growth, environment and heritage, and hazards and safety.

The subject site is located within a Priority Agricultural Area, where the proposed development does not include any resource activities and retains the practical usability of the site for Priority Agricultural Land Uses on the site. The proposed development is therefore considered to comply with the regional outcomes within the Darling Downs Regional Plan.

3.1.2 State Planning Policy

The State Planning Policy (July 2017) (SPP) commenced on 3 July 2017 and is effective at the time of writing this Report. The *Planning Regulation 2017* (PR 2017) states the assessment must be carried out against the assessment benchmarks stated in Part E of the State Planning Policy to the extent Part E is not appropriately integrated into the Planning Scheme.

In accordance with Section (8)(4)(a) of the *Act*, the State Planning Policy applies to the extent of any inconsistency with the Planning Scheme.

State Planning Policy Part E	
Livable Communities and Housing <ul style="list-style-type: none"> Housing supply and diversity; Livable communities. 	<p>Complies.</p> <p>The proposed development is for Reconfiguring a Lot in the Rural Zone.</p> <p>The proposed development does not alienate or isolate mapped Class A or B Agricultural Land, with all areas of mapped Class A or B land remaining contained within Proposed Lot 144.</p> <p>Any future development on Proposed Lot 145 is able to be adequately separated from identified hazard areas.</p>
Economical Growth <ul style="list-style-type: none"> Agriculture; Development and construction; Mining and extractive resources; Tourism. 	<p>Complies.</p> <p>The proposed development does not impact Class A or B Agricultural Land, with all areas of mapped Class A or B land contained within Proposed Lot 144.</p>
Environment and Heritage <ul style="list-style-type: none"> Biodiversity; Coastal environment; Cultural heritage; Water quality. 	<p>Complies.</p> <p>While the subject site contains areas of environmental significance, the proposed development does not increase potential impacts on these areas. The proposed new boundary of subdivision follows the existing road division and no additional exempt clearing rights in mapped areas are created by the development.</p> <p>Any future development on Proposed Lot 145 has been identified as being able to be adequately separated from Rocky Creek along the western boundary.</p>

State Planning Policy Part E	
	The proposed reconfiguration is not considered to alter the scenic amenity values of the locality, given the existing division of the site and vegetation within the Auburn Road reserve.
Safety and Resilience to Hazards <ul style="list-style-type: none"> • Emissions and hazardous activities; • Natural hazards, risk, and resilience. 	<p>Complies.</p> <p>The subject site is mapped as being subject to Flood and Bushfire Hazards. Existing development on Proposed Lot 144 is clear of mapped hazards, while there is adequate area within Proposed Lot 145 for future development to be separated from potential hazards.</p>
Infrastructure <ul style="list-style-type: none"> • Energy and water supply; • Infrastructure integration; • Transport infrastructure; • Strategic airports and aviation facilities; and • Strategic ports. 	<p>Complies.</p> <p>The site is in a rural area, with the existing development on Proposed Lot 144 connected to the necessary infrastructure.</p> <p>The development will not impact on the operation of the stock route network while no new crossovers are proposed to Auburn Road.</p>

3.2 Assessment against the Western Downs Planning Scheme 2017 incorporating Amendment 1 (Planning Scheme)

3.2.1 Strategic Plan

Part 3 of the Planning Scheme includes the Strategic Plan. The following five themes collectively represent the policy intent of the Scheme:

- (i) Livable Communities and Housing
- (ii) Environment and Heritage
- (iii) Economic Growth
- (iv) Infrastructure
- (v) Safety and Resilience to Hazards

(i) Livable Communities and Housing

The site is located in a rural area, with the proposed development involving a 1 lot into 2 lot subdivision.

The proposed development is not considered to alienate or fragment identified Class A or B Agricultural Land, with all areas of mapped Class A or B land remaining contained within Proposed Lot 144. Any future development across Proposed Lot 145 is considered to be able to be adequately separated from mapped hazard areas due to the size of the proposed lot.

The proposed development therefore complies with the relevant outcomes of the Livable Communities and Housing theme.

(ii) Environment and Heritage

While the subject site contains areas of environmental significance, the proposed development does not increase potential impacts on these areas. The proposed new boundary of subdivision follows the existing road division and no additional exempt clearing rights in mapped areas are created by the development.

Any future development on Proposed Lot 145 has been identified as being able to be adequately separated from Rocky Creek along the western boundary. The proposed reconfiguration is not considered to alter the scenic amenity values of the locality, given the existing division of the site and vegetation within the Auburn Road reserve.

The proposed development therefore complies with the relevant outcomes of the Environment and Heritage theme.

(iii) Economic Growth

The site is located approximately 8km north of the Chinchilla town centre and will be able to be serviced by existing community services. The proposed subdivision is not considered to impact upon the role of Chinchilla as a Major Centre. Further, the proposed development will not impact on Class A or B Agricultural Land, with all areas of mapped Class A land contained within Proposed Lot 144.

The proposed lot reconfiguration complies with the relevant outcomes of the Economic Growth theme.

(iv) Infrastructure

The site is in a rural area, with the existing development on Proposed Lot 144 connected to the necessary infrastructure. The development will not impact on the operation of the stock route network while no new crossovers are proposed to Auburn Road.

The proposed subdivision complies with the relevant outcomes of the Infrastructure theme.

(v) Safety and Resilience to Hazards

The subject site is mapped as being subject to Flood and Bushfire Hazard. Existing development on Proposed Lot 144 is clear of mapped hazards, while there is adequate area within Proposed Lot 145 for future development to be separated from potential hazards.

The proposed development complies with the relevant outcomes of the Safety and Resilience to Hazards theme.

3.2.2 Categories of Development and Assessment

Pursuant to Table 5.6.1 of the Planning Scheme, the proposed development involving a Reconfiguring a Lot (Subdivision of 1 lot in to 2 lots) is subject to Impact Assessment.

The following assessment benchmarks are applicable to the assessment of the proposal:

- Strategic Plan
- Rural Zone Code
- Reconfiguring a Lot Code
- Transport, Access and Parking Code
- Biodiversity Areas Overlay Code
- Bushfire Hazard Overlay Code
- Flood Hazard Overlay Code
- Natural Resources Overlay Code
- Regional Infrastructure Corridor – Stock Routes Overlay Code
- Waterway Corridors Overlay Code

3.2.3 Rural Zone Code

The property is located in the Rural Zone of the Planning Scheme. The application is for a 1 into 2lot subdivision resulting in lot sizes of 118.4ha and 10.47ha.

As the proposal is for a subdivision, the siting requirements included under the Rural Zone Code are not applicable to the assessment of the proposed development. The proposed subdivision is not considered to result in any adverse amenity impacts. The proposal will maintain the existing use across Proposed Lot 144, while ensuring sufficient on-site space for any future development across Proposed Lot 145 without imposing adverse impacts on other residents in the locality.

The proposed development is consistent with the Acceptable Outcomes of the Rural Zone Code.

3.2.4 Overlays

Biodiversity Areas Overlay Code

The site contains small areas of MSES Wildlife Habitat along the Auburn Road frontages and at the rear of the smaller, southern portion of the existing lot. The purpose of the Biodiversity Areas Overlay Code is to ensure that Matters of State Environmental Significance are identified and protected.

As the proposed development does not involve any clearing of native vegetation or create any new boundaries, with the existing lot already divided by Auburn Road, the proposal is not considered to impact upon any biodiversity values across the site.

It is considered that the proposal complies with the Acceptable Outcomes of the Biodiversity Areas Overlay Code.

Flood Hazard Overlay Code

The site contains areas subject to Potential Flood Hazard, particularly along the southern portion of the site. As the proposal is for a subdivision and does not involve any new buildings or structures, the subdivision is not considered to alter hydrological processes across the site or increase the number of people at risk of flooding. Additionally, there exists sufficient space to site any future development on the southern lot outside of the Potential Flood Hazard Area.

The proposed development complies with the Acceptable Outcomes of the Flood Hazard Overlay Code.

Natural Resources Overlay Code

The site is identified as containing some Class A Agricultural Land across the northern portion of the lot on the Agricultural Land Classification Overlay and is mostly identified on the Petroleum Leases and Authority to Prospect layers of the Extractive Industry Overlay, therefore requiring assessment against the Natural Resources Overlay Code.

The site is located within the Rural Zone and has been historically split by Auburn Road, creating two portions of the lot. The proposal seeks to separately title these two lots, proposing no changes to boundaries and therefore not causing further fragmentation. It is also noted that the southern, smaller portion of the lot does not contain Class A Agricultural Land, with the proposal retaining all Class A Agricultural Land on the northern portion of the site.

Further, the proposed development is not for an Extractive Industry land use, nor is the site within proximity to an Extractive Industry or identified in a Resource Processing Area or Separation Area.

The proposed development is however, not able to comply with AO6.2 of the Natural Resources Overlay Code, as it results in lots under 500ha or AO7, as the proposed lots do not include public space buffers. This matter has already been discussed in the Table above.

The proposed development is therefore consistent with the relevant Performance Outcomes of the Natural Resources Overlay Code.

Regional Infrastructure Corridor – Stock Routes Overlay Code

Auburn Road is identified as a stock route on the Stock Route Overlay map of the Planning Scheme. The subdivision will utilise the two existing access points to Auburn Road, where no new vehicle access points are proposed and boundary fencing is to be maintained.

The proposed development is therefore consistent with the relevant Acceptable Outcomes of the Regional Infrastructure Corridor – Stock Routes Overlay Code.

3.2.5 Development Codes

Reconfiguring a Lot Code

The applicant seeks approval to subdivide 1 existing lot into 2 allotments. The site is currently divided by Auburn Road, with the proposal seeking to create two separate parcels, utilising the existing lot boundaries.

The proposed lots will include the following areas:

Proposed Lot 144:	118.40ha
Proposed Lot 145:	10.47ha

The minimum lot size for lots within the Rural Zone is 1,000ha, where neither of the proposed lots meet this requirement.

Despite this however, it is considered that as the site has historically been divided by Auburn Road, the proposed development will not create any further fragmentation of rural land.

The proposed development is therefore considered to comply with the Performance Outcomes of the Reconfiguring a Lot Code.

Transport, Access and Parking Code

The site gains access from Auburn Road via two existing crossovers, where no changes are proposed to existing access arrangements.

It is considered that compliance with the conditions of approval will ensure that the Acceptable Outcomes of the Transport, Access and Parking Code are met, and all lots will have suitable access to the surrounding road network, generally anticipated for lots in the Rural Zone.

4. Other Relevant Matters

4.1 Referrals

The application triggered referral to the State Assessment and Referral Agency (SARA) as a Concurrence Agency for Reconfiguring a Lot near a State Transport Corridor and State-controlled road intersection.

SARA issued its Referral Agency response on 25 September 2024. The Referral Agency Response was subject to no requirements.

4.2 Public Notification

The development application was publicly notified for a period of 15 business days starting on 27 September 2024 and ending on 21 October 2024. The Notice of Compliance with Public Notification was received from the applicant on 22 October 2024.

The applicant:

- published a notice in the Western Downs Town and Country on 26 September 2024;
- placed a notice on the premises on 24 September 2024 to 22 October 2024; and
- notified the adjoining land owners on 24 September 2024 by post.

No submissions were received during the Public Notification Period.

4.3 Infrastructure Charges

Infrastructure charges are levied on development by Council in accordance with Council's Infrastructure Charges Resolution (No. 7.1) 2017.

Consultation (Internal/External)

Internal

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

Council's Principal Planner and A/Planning and Environment Manager have 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 proposed development has been assessed against the requirements of the Western Downs Planning Scheme 2017 incorporating Amendment 1. It is considered that the proposed development is consistent with the intent of the Western Downs Planning Scheme 2017 incorporating Amendment 1, and therefore is recommended for approval, subject to conditions.

Attachments

1. Locality Plans
2. Proposal Plan
3. Referral Agency Response
4. Infrastructure Charges Notice

Authored by: T O'Leary, CONSULTANT TOWN PLANNER, REEL PLANNING

Attachment 1 - Locality Plans

Site Aerial



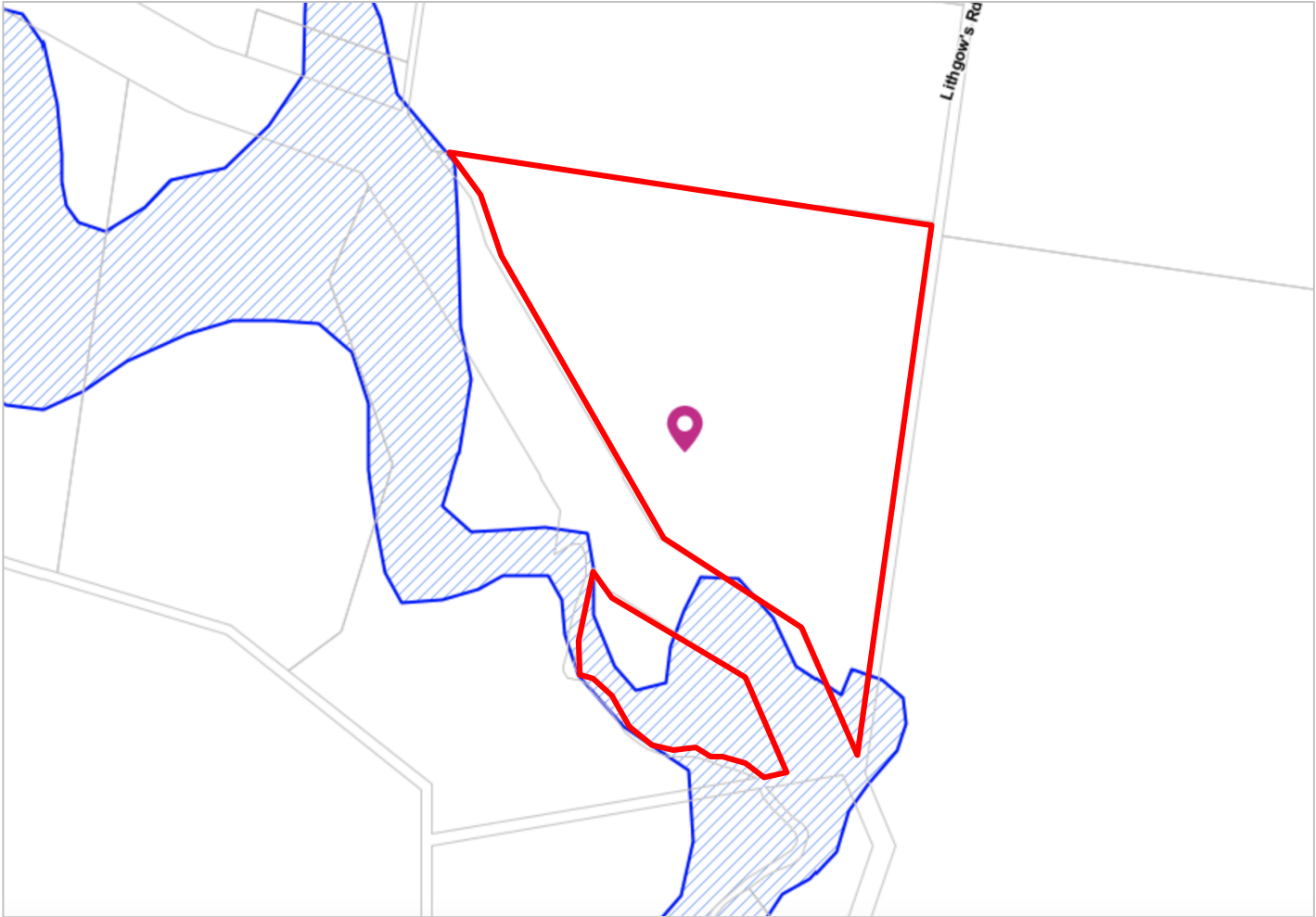
Zoning Map



LEGEND

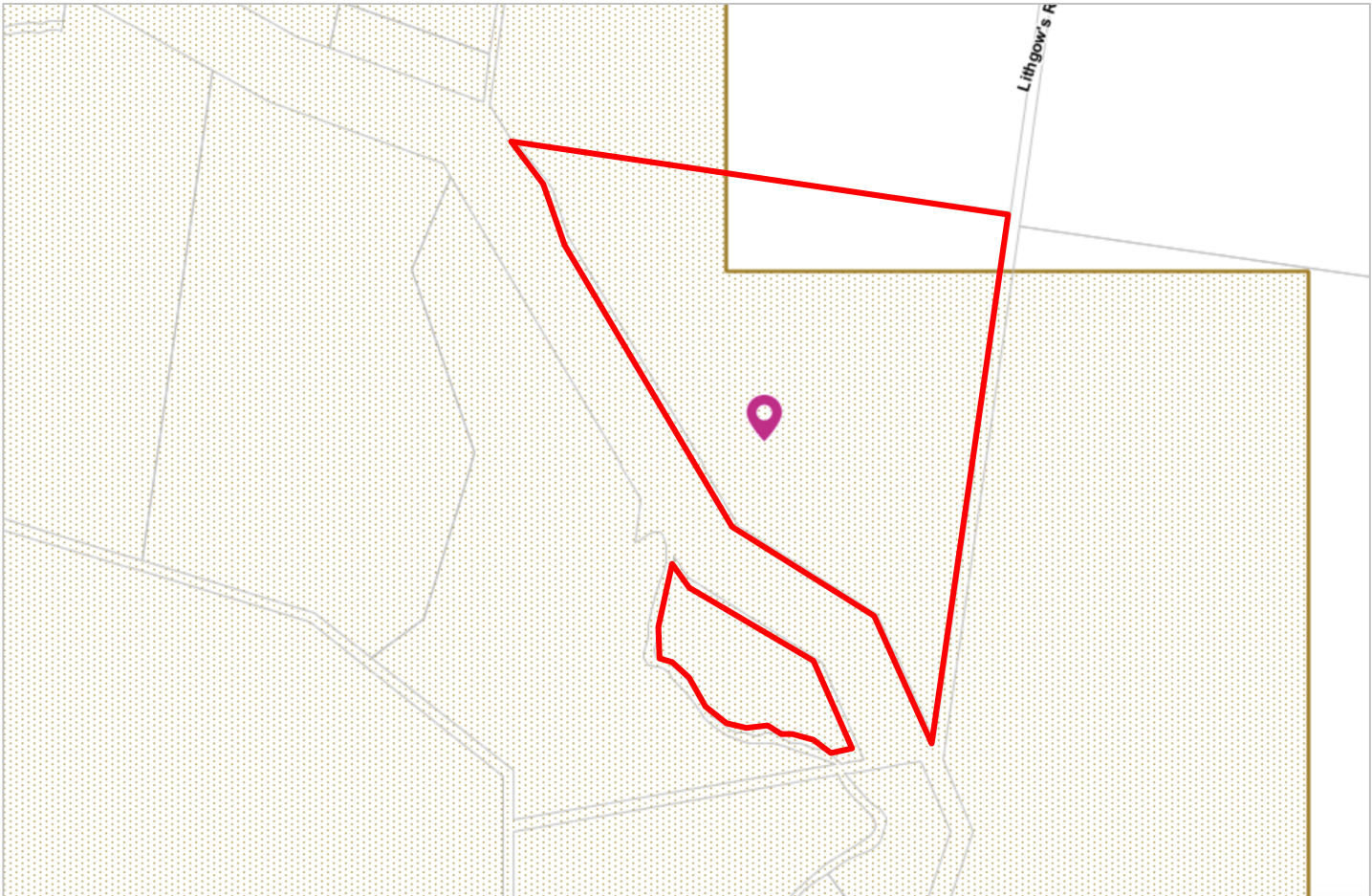
<div></div> Community Facilities Zone	<div></div> Recreation and Open Space Zone
<div></div> Local Centre Zone	<div></div> Rural Residential Zone / Rural Residential 20000 ...
<div></div> District Centre Zone	<div></div> Rural Residential Zone / Rural Residential 4000 P...
<div></div> Major Centre Zone	<div></div> Rural Residential Zone / Rural Residential 8000 P...
<div></div> Low Density Residential Zone	<div></div> Rural Zone
<div></div> Medium Density Residential Zone	<div></div> Rural Zone / Rural 10 Precinct
<div></div> Low Impact Industry Zone	<div></div> Rural Zone / Rural 100 Precinct
<div></div> Medium Impact Industry Zone	<div></div> Township Zone
<div></div> High Impact Industry Zone	<div></div> Township Zone / Mowbullen - Bunya Mountains T...



Flood Hazard Overlay Map



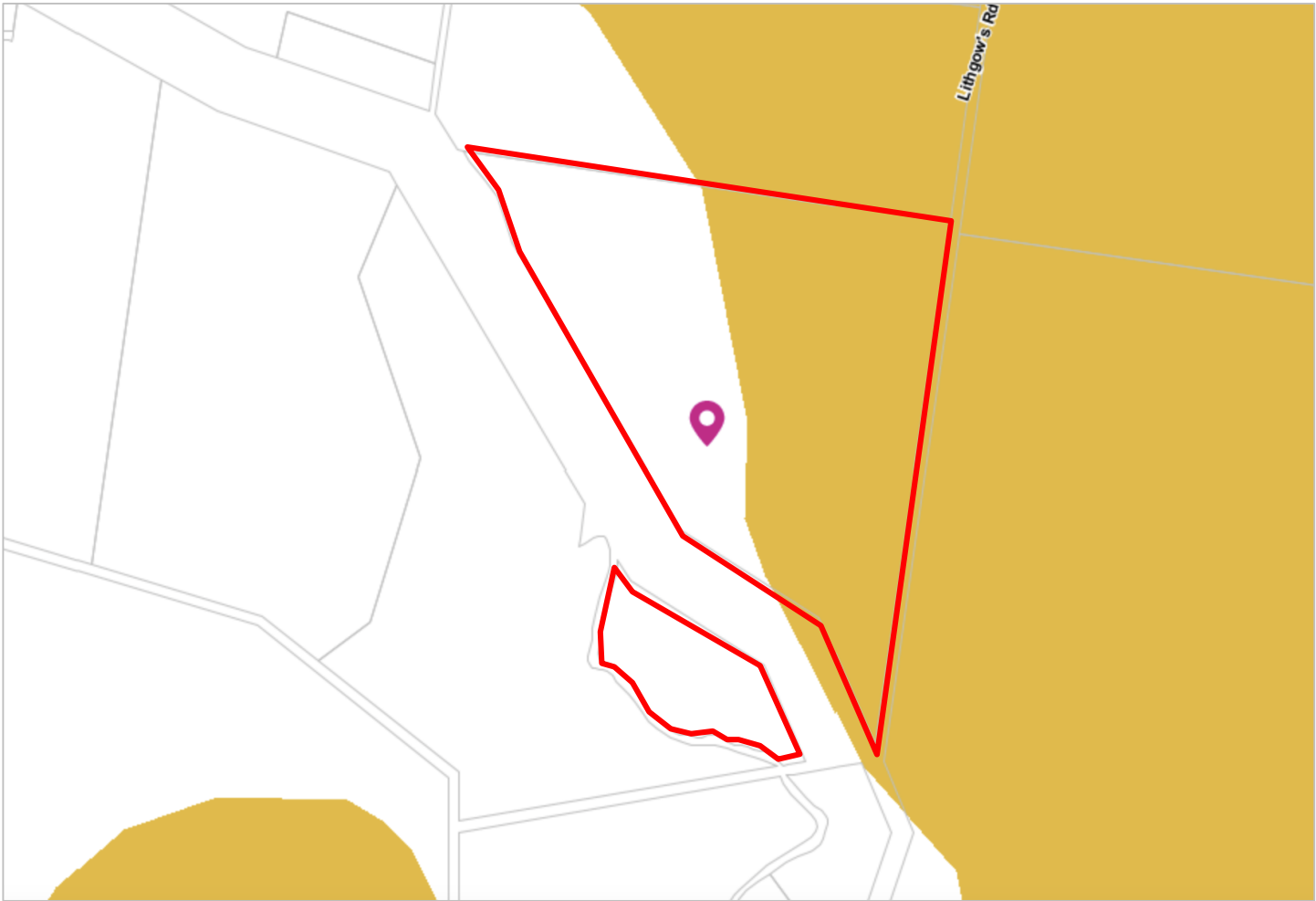
 Potential Flood Hazard Areas



Extractive Industry Overlay Map



 Authority to Prospect (ATP)  Petroleum Leases (PL)

Agricultural Land Classification Overlay Map



-  Agricultural Land Classification (ALC) - Class A
-  Agricultural Land Classification (ALC) - Class B



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SARA reference: 2408-42088 SRA
Council reference: 035.2024.486.001
Applicant reference: 2024-012

25 September 2024

Chief Executive Officer
Western Downs Regional Council
PO Box 551
DALBY QLD 4405
info@wdrc.qld.gov.au

Attention: Jenny Cameron

Dear Sir/Madam,

SARA referral agency response—490 Auburn Road, Red Hill

(Referral agency response given under section 56 of the *Planning Act 2016*)

The development application described below was confirmed as properly referred by the State Assessment and Referral Agency (SARA) on 26 August 2024.

Response

Outcome:	Referral agency response - No requirements Under section 56(1)(a) of the <i>Planning Act 2016</i> , SARA advises it has no requirements relating to the application.
Date of response:	25 September 2024
Advice:	Advice to the applicant is in Attachment 1
Reasons:	The reasons for the referral agency response are in Attachment 2

Development details

Description:	Development permit	Reconfiguring a lot – subdivision for one (1) lot into two (2) lots
SARA role:	Referral agency	
SARA trigger:	Planning Regulation 2017:	
		<ul style="list-style-type: none">Schedule 10, Part 9, Division 4, Subdivision 2, Table 1 Item 1 –

development application for reconfiguring a lot near a State transport corridor

- Schedule 10, Part 9, Division 4, Subdivision 2, Table 3 Item 1 – development application for reconfiguring a lot within 100 meters a State-controlled road intersection.

SARA reference: 2408-42088 SRA

Assessment manager: Western Downs Regional Council

Street address: 490 Auburn Road, Red Hill

Real property description: Lot 144 on LY907

Applicant name: Baden Handley

Applicant contact details: C/- Swep Consulting
7 Taylor Street East
ROMA QLD 4455
kate@swepcon.com.au

Human Rights Act 2019 considerations: A consideration of the 23 fundamental human rights protected under the Human Rights Act 2019 has been undertaken as part of this decision. It has been determined that this decision does not limit human rights.

Representations

An applicant may make representations to a concurrence agency, at any time before the application is decided, about changing a matter in the referral agency response (s. 30 Development Assessment Rules).

Copies of the relevant provisions are in **Attachment 3**.

A copy of this response has been sent to the applicant for their information.

For further information please contact Brian Kiruhi, Planning Officer, on 3522 8606 or via email MIWSARA@dsdilgp.qld.gov.au who will be pleased to assist.

Yours sincerely



Nastassja Lazarus
Manager (Planning)

cc Baden Handley, kate@swepcon.com.au

enc Attachment 1 - Advice to the applicant
Attachment 2 - Reasons for referral agency response
Attachment 3 - Representations about a referral agency response provisions

Attachment 1—Advice to the applicant

General advice	
1.	Terms and phrases used in this document are defined in the <i>Planning Act 2016</i> its regulation or the State Development Assessment Provisions (SDAP), version 3.0. If a word remains undefined it has its ordinary meaning.

Attachment 2—Reasons for referral agency response

(Given under section 56(7) of the *Planning Act 2016*)

The reasons for SARA's decision are:

- SARA assessed the development against the following code(s) of the State Development Assessment Provisions (SDAP), version 3.0:
 - o State code 1: Development in a state-controlled road environment.
- The development complies with the assessment benchmarks of State code 1 of SDAP (version 3.0) in that the development:
 - o does not increase the likelihood or frequency of accidents, fatalities or serious injury for users of a state-controlled road
 - o does not adversely impact the function and efficiency of the state-controlled road.

Material used in the assessment of the application:

- the development application material and submitted plans
- *Planning Act 2016*
- Planning Regulation 2017
- the SDAP, version 3.0, as published by SARA
- the Development Assessment Rules
- SARA DA Mapping system
- Section 58 of the *Human Rights Act 2019*

Attachment 3— Representations about a referral agency response provisions

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Development Assessment Rules—Representations about a referral agency response

The following provisions are those set out in sections 28 and 30 of the Development Assessment Rules¹ regarding **representations about a referral agency response**

Part 6: Changes to the application and referral agency responses

28 Concurrence agency changes its response or gives a late response

- 28.1. Despite part 2, a concurrence agency may, after its referral agency assessment period and any further period agreed ends, change its referral agency response or give a late referral agency response before the application is decided, subject to section 28.2 and 28.3.
- 28.2. A concurrence agency may change its referral agency response at any time before the application is decided if—
- (a) the change is in response to a change which the assessment manager is satisfied is a change under section 26.1; or
 - (b) the Minister has given the concurrence agency a direction under section 99 of the Act; or
 - (c) the applicant has given written agreement to the change to the referral agency response.²
- 28.3. A concurrence agency may give a late referral agency response before the application is decided, if the applicant has given written agreement to the late referral agency response.
- 28.4. If a concurrence agency proposes to change its referral agency response under section 28.2(a), the concurrence agency must—
- (a) give notice of its intention to change its referral agency response to the assessment manager and a copy to the applicant within 5 days of receiving notice of the change under section 25.1; and
 - (b) the concurrence agency has 10 days from the day of giving notice under paragraph (a), or a further period agreed between the applicant and the concurrence agency, to give an amended referral agency response to the assessment manager and a copy to the applicant.

¹ Pursuant to Section 68 of the *Planning Act 2016*

² In the instance an applicant has made representations to the concurrence agency under section 30, and the concurrence agency agrees to make the change included in the representations, section 28.2(c) is taken to have been satisfied.

Part 7: Miscellaneous

30 Representations about a referral agency response

30.1. An applicant may make representations to a concurrence agency at any time before the application is decided, about changing a matter in the referral agency response.³

³ An applicant may elect, under section 32, to stop the assessment manager's decision period in which to take this action. If a concurrence agency wishes to amend their response in relation to representations made under this section, they must do so in accordance with section 28.

INFRASTRUCTURE CHARGES NOTICE

APPLICANT:	Baden Handley
APPROVED DEVELOPMENT:	Reconfiguring a Lot (1 lot into 2 lots) on land situated at 490 Auburn Road, Red Hill
FILE REFS:	035.2024.486.001, A12951 & LG7.9.1
AMOUNT OF THE CHARGE:	\$7,560.00
LAND TO WHICH CHARGE APPLIES:	Lot 144 on LY907
PAYABLE TO:	Western Downs Regional Council
WHEN PAYABLE:	Prior to execution of the Plan of Survey (Form 18B)

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 (Subdivision of 1 lot into 2 lots)	\$7,560.00* per lot (Transport and Parks Networks)	Table 3.3.1, Col 2, Charge Area A	2 Lots	\$15,120.00
DISCOUNT	Discount Charge	Reference	No. of Units	Discount Amount
Credit for Existing Rural Lot	\$7,560.00* per lot (Transport and Parks Networks)	3.4(1)(e)(i)	1 Lot	\$ 7,560.00
* Includes a 70% discount for development not within an area serviced by, or requiring connection to Council's reticulated water, sewer or stormwater networks. The rate applied is in accordance with Table 5.1 Allocation of Infrastructure Charge to Trunk Infrastructure Networks.			Water	\$ 0.00
			Sewer	\$ 0.00
			Stormwater	\$ 0.00
			Parks	\$3,780.00
			Transport	\$3,780.00
			TOTAL CHARGE	\$7,560.00

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 (035.2024.561.001) Community and Liveability Report Development Application Reconfiguring a Lot (Boundary Realignment 2 Lots into 2 Lots) of Lots 24 and 25 on SP176768 at 17540 and 17520 Warrego Highway Dalby Hedge

Date 6 December 2024

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 (Boundary Realignment - 2 lots into 2 lots) on land described as Lots 24 and 25 on SP176768, situated at 17540 and 17520 Warrego Highway, Dalby.

Link to Corporate Plan

Strategic Priority: Strong Diverse Economy

- We aggressively attract business and investment opportunities.
- Our region is a recognised leader in agribusiness, energy, and manufacturing.
- We deliver water security to enable future economic growth.
- We proactively advance our region as a tourism destination.
- Our business and industry actively live and buy local.

Material Personal Interest/Conflict of Interest

Nil

Officer's Recommendation

That this Report be received and that:

1. The application for Reconfiguring a Lot (Boundary Realignment - 2 lots into 2 lots) of land described as Lots 24 and 25 on SP176768, situated at 17540 and 17520 Warrego Highway, Dalby be approved, subject to the following conditions:

APPROVED PLAN

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., Revision	Title and Details	Dated
10827-SK1, Revision A	Proposed Reconfiguration of Lots 24 & 25 on SP176768 Locality of Dalby, Western Downs RC, prepared by Cottrell Cameron & Steen Surveys Pty Ltd, as amended in red by Council on 1.10.2024	3.9.2024

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

APPROVED DEVELOPMENT

3. The approved development is Reconfiguring a Lot (Boundary Realignment - 2 lots into 2 lots) as shown on the Approved Plan.

COMPLIANCE, TIMING AND COSTS

4. All conditions of the approval shall be complied with before Council's endorsement of the Plan of Survey (Form 18B) and whilst the use continues, unless otherwise noted within these conditions.
5. All costs associated with compliance with these conditions shall be the responsibility of the developer.
6. The Plan of Survey (Form 18B) 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 Plan, subject to and modified by any conditions of this approval.

LOT NUMBERING

9. The numbering of all approved lots shall remain as indicated on the Approved Plan (unless otherwise amended/approved by Council).

LANDSCAPING

10. All declared weeds and pests shall be removed from the subject land and the subject land kept clear of such nuisance varieties at all times during the course of the development works and any ensuing defects liability period.
11. 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.

ENGINEERING WORKS

12. Complete all works approved and works required by conditions of this development approval and/or any related approvals at no cost to Council, prior to Council's endorsement of the Survey Plan (Form 18B) unless stated otherwise.
13. Be responsible for any alteration necessary, to electricity, telephone, water mains, sewer mains, stormwater drainage systems or easements and/or other public utility installations resulting from the development or from road and drainage works required in connection with the development.

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

14. 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.
15. 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.

STORMWATER MANAGEMENT

16. Provide overland flow paths that do not adversely alter the characteristics of existing overland flows on other properties or that create an increase in flood damage on other properties.
17. 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.

VEHICLE ACCESS

18. Ensure that the existing vehicular access points from Warrego Highway are maintained.

SERVICES

19. Ensure that all services provided to each lot are wholly located within the lot it serves.

ELECTRICITY

20. Maintain existing electricity supply to all lots within the development.

EROSION AND SEDIMENT CONTROL - GENERAL

21. Ensure that all reasonable action is taken to prevent sediment or sediment laden water from being transported to adjoining properties, roads and/or stormwater drainage systems.

ENVIRONMENTAL HEALTH

22. Undertake operations and construction work associated with this development to the requirements of Council, including the following:
 - 22.1 do not cause nuisance to adjoining residents by the way of smoke, dust, stormwater discharge or siltation of drains, at any time, including non-working hours;
 - 22.2 remove immediately, any material spilled or carried onto existing roads to avoid dust nuisance and to ensure traffic safety; and
 - 22.3 do not carry out work on Sundays or Public Holidays (unless approved otherwise by Council).

Timing: During construction and on-maintenance period and the establishment period of landscaping or areas disturbed during construction.
23. Do not release contaminants or contaminated water directly or indirectly from the land subject to this approval, or to the ground or groundwater at the land subject to this approval, except for:
 - 23.1 uncontaminated overland stormwater flow; and
 - 23.2 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.

ADVISORY NOTES

NOTE 1 - Currency 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 reconfiguring a lot —if a plan for the reconfiguration, that under the Land Title Act, is required to be given to a local government for approval is not given to the local government within —*
- (i) *the period stated for that part of the approval; or*
- (ii) *if no period is stated— **4 years** after the approval starts to have effect."*

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 of this application is as follows:

Application No: 035.2024.561.001	Assessment No: A2748 & A3411	Subject File Refs: AD6.6.2 & LG7.9.1
Assessing Officer:	Jenny Cameron PLANNING OFFICER DEVELOPMENT ASSESSMENT	
PART 1: APPLICATION		
Applicant:	Bruce William Hedge and Kylie Maree Hedge	
Owner:	Lot 24: Brian Hedge Lot 25: Bruce and Kylie Hedge	
Site Address:	17540 & 17520 Warrego Highway, Dalby	

Site Area:	Lot 24: 51.5ha Lot 25: 4.0ha Total: 55.5ha	
Real Property Description:	Lots 24 & 25 on SP176768 and Easements B on SP176768 & A on SP168034	
Proposed Development:	Reconfiguring a Lot (Boundary Realignment - 2 lots into 2 lots)	
Level of Assessment:	Impact	
Type of Application:	Reconfiguring a Lot	
Relevant Planning Scheme:	Western Downs Planning Scheme 2017 incorporating Amendment 1	
Zones:	<ul style="list-style-type: none"> • Rural • Low Impact Industry • Recreation and Open Space • Rural Residential 	
Precinct:	Rural Residential 4000	
Overlays:	<ul style="list-style-type: none"> • Airport Environs • Flood Hazard • Infrastructure • Extractive Industry • Agricultural Land Classification • Stock Route • Stormwater Overland Flow • Scenic Amenity • Wetlands • Road Hierarchy - OLS Conical Limitation - Low, Medium, High and Extreme - Gas Pipeline Buffer - Petroleum Lease (PL198) - Class A - Stock Route (500m Buffer) - Minor and Major Flow Paths - Scenic Routes Buffer (100) - Wetlands (Lacustrine) - State Controlled Arterial & Access 	
Pre-lodgement Meeting:	No	
Application Lodgement Date:	09/09/2024	
Properly Made Application:	Yes	Date: 10/09/2024
Confirmation Notice Issued:	Yes	Date: 18/09/2024
PART 4: PUBLIC NOTIFICATION		
Start Date:		Date: 21/10/2024
Finish Date:		Date: 08/11/2024
Notice of Compliance Received:	Yes	Date: 11/11/2024
Submissions:	Nil	
PART 5: DECISION PERIOD		
Date Commenced:	12/11/2024	
Decision Due Date:	31/01/2025 (extended by agreement)	

Report

1. Site

The subject site comprises two allotments described as Lots 24 and 25 on SP176768 and situated at 17540 and 17520 Warrego Highway, Dalby and has a total area of 55.5ha. The property has road frontages to the Warrego Highway, Hayden Street and Hedge Road. The Airport Environs, Flood Hazard, Infrastructure, Natural Resources, Scenic Amenity and Stormwater Overland Flow Path Overlay Codes impact the land.

Lot 24 is currently improved by 2 existing Dwelling Houses and associated Outbuildings. The Dwelling Houses currently gain access via a constructed gravelled driveway to Warrego Highway. Lot 25 is currently improved by an existing Dwelling House and associated Outbuildings. The Dwelling House currently gains access via a constructed gravelled driveway to Warrego Highway. This property includes two easements. One easement is for access to Lot 23 on SP168034 and the other is for access to Lot 25 on SP176768.

Hedge Road borders the north-western portion of Lot 24 with an access handle. Hayden Street (unconstructed) borders the north-eastern side of both Lots 24 and 25. The Warrego Highway borders the southern side of both lots. It is a State Controlled Highway.

Both existing allotments forming the subject site are currently serviced by Council's reticulated water network and are outside the serviced areas for the reticulated sewer network. The existing lots are serviced by on-site wastewater treatment systems.

2. Proposal

The applicant seeks to realign the existing property boundaries to create two more regular shaped allotments, straightening one boundary line, being proposed Lots 24 and 25. No change to existing site access locations is proposed or to the easements.

Proposed Lot 24 will have an area of 46.1ha and will include the existing Dwellings and associated Domestic Outbuildings. The proposed boundary realignment will not impact the existing access for Lot 24 via the Warrego Highway.

Proposed Lot 25 will have an area of 9.43ha and will include the existing Dwelling and associated Domestic Outbuildings. Proposed Lot 25 will continue to gain access to the Warrego Highway via the existing access location.

The existing and proposed areas are as follows:

Lot	Existing Area	Proposed Area
24	51.5ha	46.10ha
25	4.0ha	9.43ha

As proposed lots contain areas of High and/or Extreme Flood Hazard, the application is Impact Assessable.

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 • Rural Zone Code • Rural Residential Zone Code • Low Impact Industry Zone Code • Recreation and Open Space Zone Code • Reconfiguring a Lot Code • Airport Environs Overlay Code • Flood Hazard Overlay Code • Infrastructure Overlay Code • Natural Resources Overlay Code • Stock Route Overlay Code • Wetlands Overlay Code • Stormwater Overland Flow Path Overlay Code • Scenic Amenity Overlay 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 The proposed reconfigured allotments do not comply with the minimum lot size or frontage requirements for Reconfiguring a Lot in the Rural Zone, outside the priority infrastructure area. As the existing lots are already fragmented rural land, it is considered that the proposal will not further fragment rural uses on the site. It is considered that from the Rural Zone perspective, the proposal complies with the requirements of the Reconfiguring a Lot Code.
Natural Resources Overlay Code	
AO6.2 Reconfiguring a Lot does not result in the creation of a lot with an area less than 500 hectares on land identified as ALC A and B Land on the Agricultural Land overlay maps (OM-008)	Alternative Solution The total size of each existing lot does not meet the minimum lot size for the Rural Zone under Acceptable Outcome 6.2 of the Natural Resources Overlay Code and a boundary realignment between the two lots will not alter their capacity to be larger than 500ha in size. The proposed lot sizes are 46.1ha and 9.43ha and are made up of 3 different Zones. It is considered that the proposed development will not further fragment Good Quality Agricultural Land and therefore, is considered to comply with PO6 of the Natural Resources Overlay Code.

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

3.1.1 Strategic Plan

The proposed development is considered to comply with the Outcomes sought in the Strategic Plan.

Strategic Outcome 3.4.1 Environment and Heritage

- (10) *The provision of diverse social and community infrastructure, open space and sport and recreation facilities network across the Western Downs promotes a happy, active, healthy and connected community.*

Complies

As no public parks form part of the application and the lots will continue to function as previously, maintaining capacity for water flow, it is considered that the proposal complies with the requirements of the Strategic Plan.

Strategic Outcome 3.4.1 Environment and Heritage

- (2) *The productive soils that sustain life supporting ecosystem services and rural production are identified as a valuable resource that is to be protected against the deleterious impacts of urban and incompatible land uses.*

Complies

As the existing lots are already fragmented rural land, it is considered that the proposal will not further fragment rural uses on the site.

The proposed development is consistent with the purpose and intent of the Rural Zone and is therefore considered to be acceptable.

3.7 Safety and Resilience to Hazards

3.7.2 Element - Natural Hazards

- (1) *The Western Downs is a vast region that is vulnerable to a range of natural hazards including flood and bushfire. It is expected that the extreme weather events that drive these natural hazards will be more prevalent in the future due to the predicted impacts of climate change. To ensure the safety of residents and infrastructure, it is important that development avoids establishing in areas known to be subject to natural hazards that pose a potential threat to people and property.*

Complies

The proposed development will not increase the number of lots subject to flood hazard. The existing Dwelling Houses on the allotments are located in the no or Low Hazard Flood Area. The proposed development is for a Boundary Realignment only and will not result in the creation of any additional allotments. The proposed development therefore will not increase the number of people or amount of property at risk during a flood event.

3.1.2 Zone Codes

Rural Residential Zone Code

The proposed development covers a small portion of Rural Residential Zoned land on proposed Lot 24.

As the proposed development is not proposing any additional buildings or structures, the design requirements of the Rural Zone Code including the building height, site coverage and residential density are not relevant to the assessment of this application.

The proposed development complies with the Rural Residential Zone Code.

Rural Zone Code

The proposed development is considered to comply with the relevant Overall, Performance and Acceptable Outcomes of the Rural Zone Code. The proposed development will not result in the creation of any additional allotments.

As the proposed development is not proposing any additional buildings or structures, the design requirements of the Rural Zone Code including the building height, site coverage and residential density are not relevant to the assessment of this application. The existing buildings and structures on the reconfigured allotments will continue to comply with the setback and site coverage requirements of the Rural Zone Code.

The proposed development is consistent with the Acceptable Outcomes of the Rural Zone Code.

Low Impact Industry Zone Code

The proposed development covers a portion of Low Impact Industry Zoned land on proposed Lot 24.

As the proposed development is not proposing any additional buildings or structures, the design requirements of the Low Impact Industry Zone Code including the building height, site coverage and industry viability, are not relevant to the assessment of this application.

The proposed development complies with the Low Impact Industry Zone Code.

Recreation and Open Space Zone Code

The proposed development covers a portion of Recreation and Open Space Zoned land at the rear of proposed Lots 24 and 25.

As the proposed development is not proposing any additional buildings or structures, the design requirements of the Recreation and Open Space Zone Code including the building height and site coverage, are not relevant to the assessment of this application.

The proposed development complies with the Recreation and Open Space Zone Code.

3.1.3 Overlay Codes

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 northern portion of proposed Lot 25 is subject to Low, Medium and High Flood Hazard Areas. The existing Dwelling House and Domestic Outbuildings are built on part of the site subject to no Flood Hazard.

Proposed Lot 24 will incorporate areas mapped as being subject to no, Low, Medium, High and Extreme Flood Hazard Areas. The existing Dwelling House and Domestic Outbuildings are built on part of the site subject to Low or no Flood Hazard. The proposed realignment of the boundaries will not impact the hydrological function of the premises as no new lots are proposed, and the development will not increase the number of people to be at risk of flooding.

Any future development on either lot will be assessed against the Overlay Code to ensure no adverse impacts to flooding occur.

The proposed development is considered to comply with the relevant Performance Outcomes of the Flood Hazard Overlay Code.

Infrastructure Overlay Code

The southern boundary of the subject sites is mapped as being within a Gas Pipeline Buffer.

Existing development on the site is located outside the buffer area. No further development is proposed within the pipeline buffer as part of the current Reconfiguring a Lot application. Any future development on either lot will be assessed against the Overlay Code to ensure appropriate measures are taken in relation to the pipeline buffer area.

The proposed development is considered to comply with the Infrastructure Overlay Code.

Natural Resources Overlay Code

The subject site is not within a Resource Processing Area, Separation Area or Transport Separation Area. However, both properties are identified as Class A Agricultural Land by the Agricultural Land Classification Overlay mapping of the Planning Scheme and requires assessment against the Natural Resources Overlay Code.

Further assessment for this Code occurs in the Table above.

It is considered that the proposed development will not further fragment Good Quality Agricultural Land and therefore, is considered to comply with PO6 of the Natural Resources Overlay Code.

Scenic Amenity Overlay Code

The subject site is within the Scenic Routes Buffer of the Scenic Amenity Overlay Code. The proposed development does not include buildings or land clearing.

It is considered that the development is consistent with the intent of the Scenic Amenity Overlay Code.

Stormwater Overland Flow Path Overlay Code

The subject site is mapped as containing Major and Minor Stormwater Overland Flow Paths across various parts of both lots.

The proposed development is for a Boundary Realignment only (no new lots to be created) and therefore is not considered to impact the hydraulic capacity of the flow paths. Any future development on either lot will be assessed against the Overlay Code to ensure no adverse impacts on the flow path occur.

The proposed development is considered to comply with the Stormwater Overland Flow Path Overlay Code.

Stock Route Overlay Code

The subject site contains a small area of Stock Route (50m Buffer) identified in the Stock Route Overlay Mapping. The proposed development will not impact the land containing the Stock Route Buffer.

It is considered that the development is consistent with the intent of the Stock Route Overlay Code.

Wetlands Overlay Code

The subject site contains areas of Lacustrine Wetlands identified in the Wetlands Overlay Mapping. The proposed development does not impact the areas around the mapped wetlands.

It is considered that the development is consistent with the intent of the Wetlands Overlay Code.

3.1.4 Development Codes

Reconfiguring a Lot Code

The proposed development covers four different Zones.

The Rural Residential Zone and the Low Impact Industry Zone are not impacted by the proposed development, therefore are not assessed here. The Rural Zone and Recreation and Open Space Zones are impacted by the proposed development and require further assessment.

The proposed reconfigured allotments do not comply with the minimum lot size or frontage requirements for Reconfiguring a Lot in the Rural Zone, outside the Priority Infrastructure Area. As the existing lots are already fragmented rural land, it is considered that the proposal will not further fragment rural uses on the site. It is considered that from the Rural Zone perspective, the proposal complies with the requirements of the Reconfiguring a Lot Code.

The proposed reconfigured allotments comply with the requirements for Reconfiguring a Lot in the Recreation and Open Space Zone. As no public parks form part of the application and the lots will continue to function as previously, maintaining capacity for water flow, it is considered that from the Recreation and Open Space Zone perspective, the proposal complies with the requirements of the Reconfiguring a Lot Code.

The proposed lots will maintain the existing access arrangements along Warrego Highway. All lots have access to a constructed road and will continue their connection to reticulated water service, and no changes are proposed to the existing water supply for the existing Dwellings.

The subject site is located outside Council's sewer network service area. There are no proposed changes to the existing on-site wastewater treatment systems.

It is considered that the proposed development is consistent with the Reconfiguring a Lot Code despite non-compliance with the Acceptable Outcome addressed above.

Transport Access and Parking Code

Proposed Lots 24 and 25 have existing driveway crossovers to Warrego Highway. No change to any of the existing site accesses are proposed as part of the boundary realignment.

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 is for Reconfiguring a Lot on land which is mapped as containing areas of High or Extreme Flood Hazards and is therefore 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 Western Downs Today on 18 October 2024;
- placed notices on the frontages of the land on 18 October 2024; and
- notified the adjoining land owners on 17 October 2024.

No submissions were received in relation to the proposed development.

4.2 Referrals

The application did not require referral to a Referral Agency under Schedule 10 of the *Planning Regulation 2017*. Although, the site has frontage to a State-controlled Road (Warrego Highway), referral was not triggered to the Department of Transport and Main Roads as Technical Agency, as the number of lots is not increasing; the number of lots adjacent to the State-controlled Road is not increasing; and there is no changed access between the site and the State-controlled Road.

4.3 Infrastructure Charges

Infrastructure charges are levied in accordance with Council's Infrastructure Charges Resolution (No 7.1) 2017. The subject site is located within Charge Area A.

The development seeks to realign boundaries between existing allotments and will not result in the creation of any additional lots. Therefore, no infrastructure charges are applicable.

Consultation (Internal/External)

Council's A/Planning and Environment Manager and Principal Planner have 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

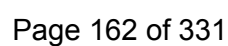
The proposed development has been assessed against the requirements of the Western Downs Planning Scheme 2017 incorporating Amendment 1. It is considered that the proposed development is consistent with the intent of the Western Downs Planning Scheme 2017 incorporating Amendment 1, and therefore is recommended for approval, subject to conditions.

Attachments

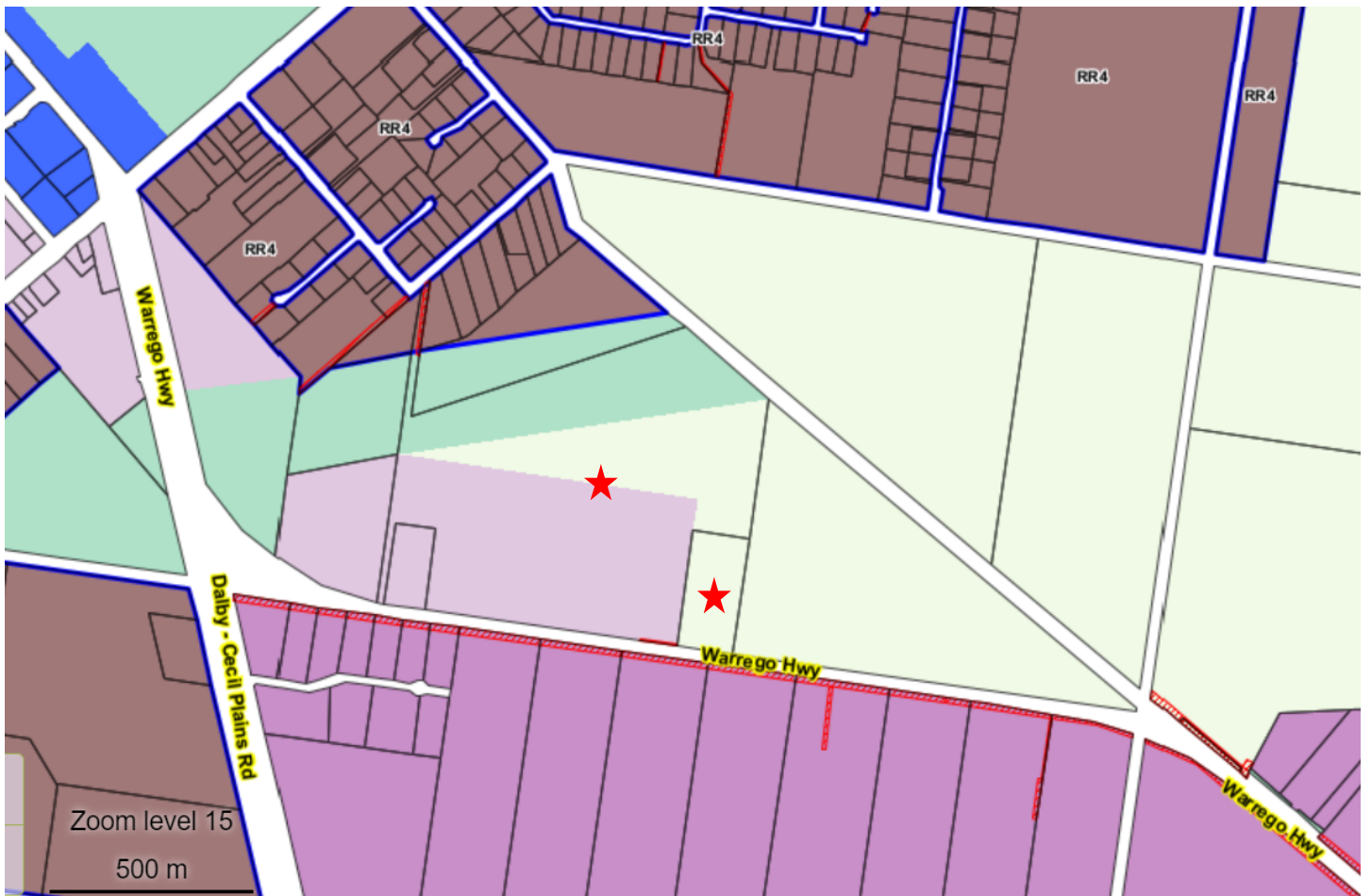
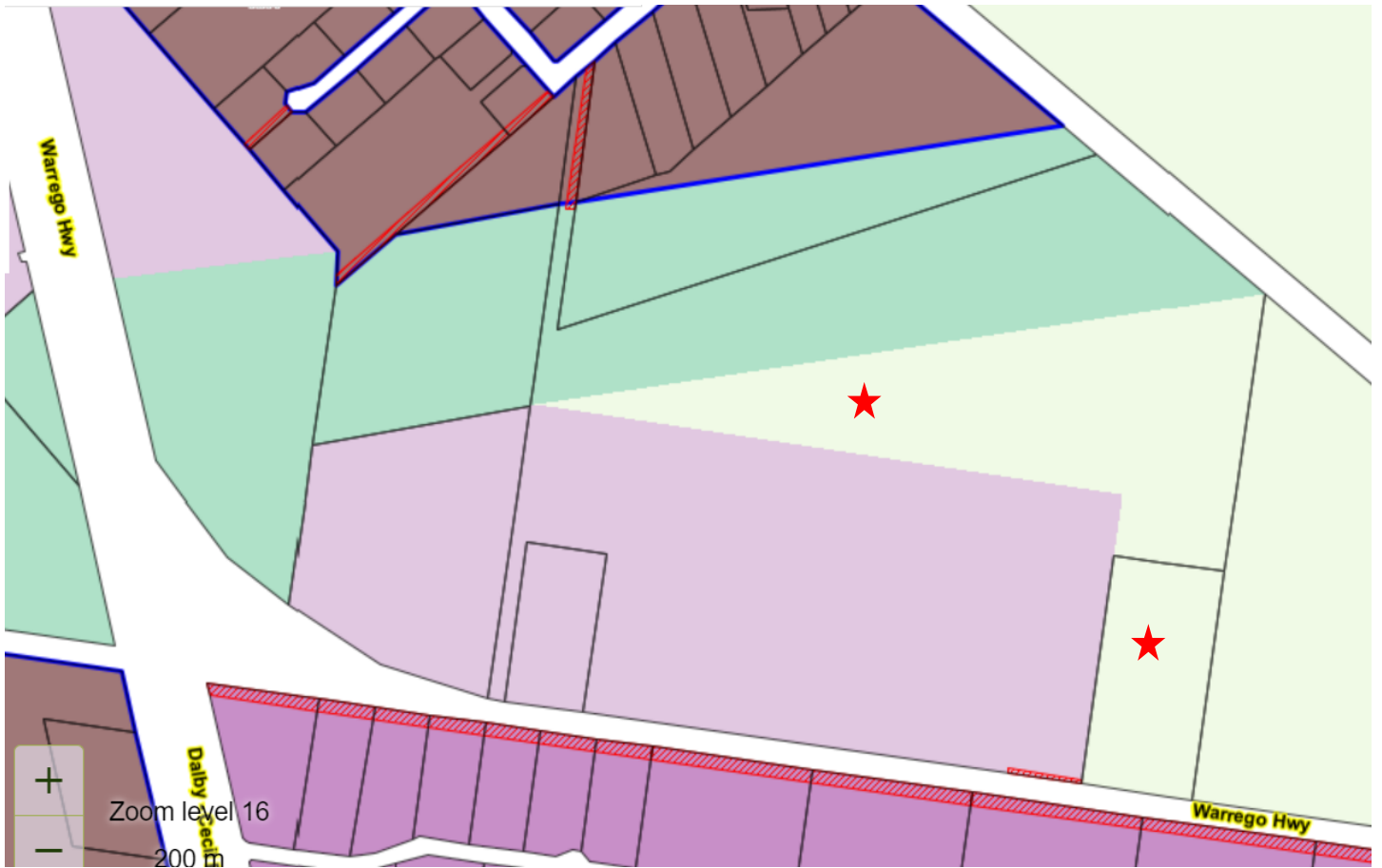
1. Locality Plans
2. Proposal Plan

Authored by: J Cameron, PLANNING OFFICER DEVELOPMENT ASSESSMENT



















Lot on Plan Details



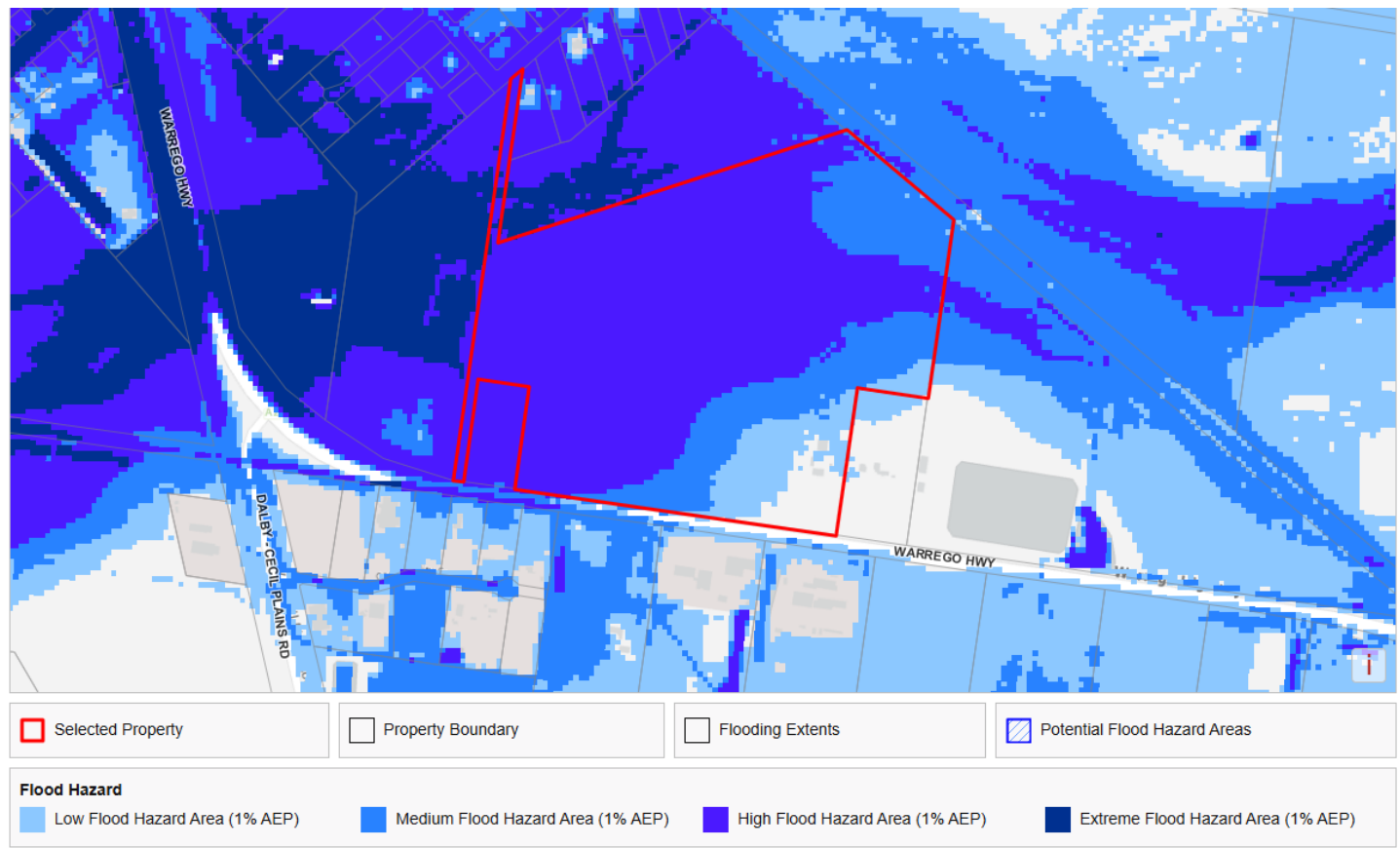
Zoning



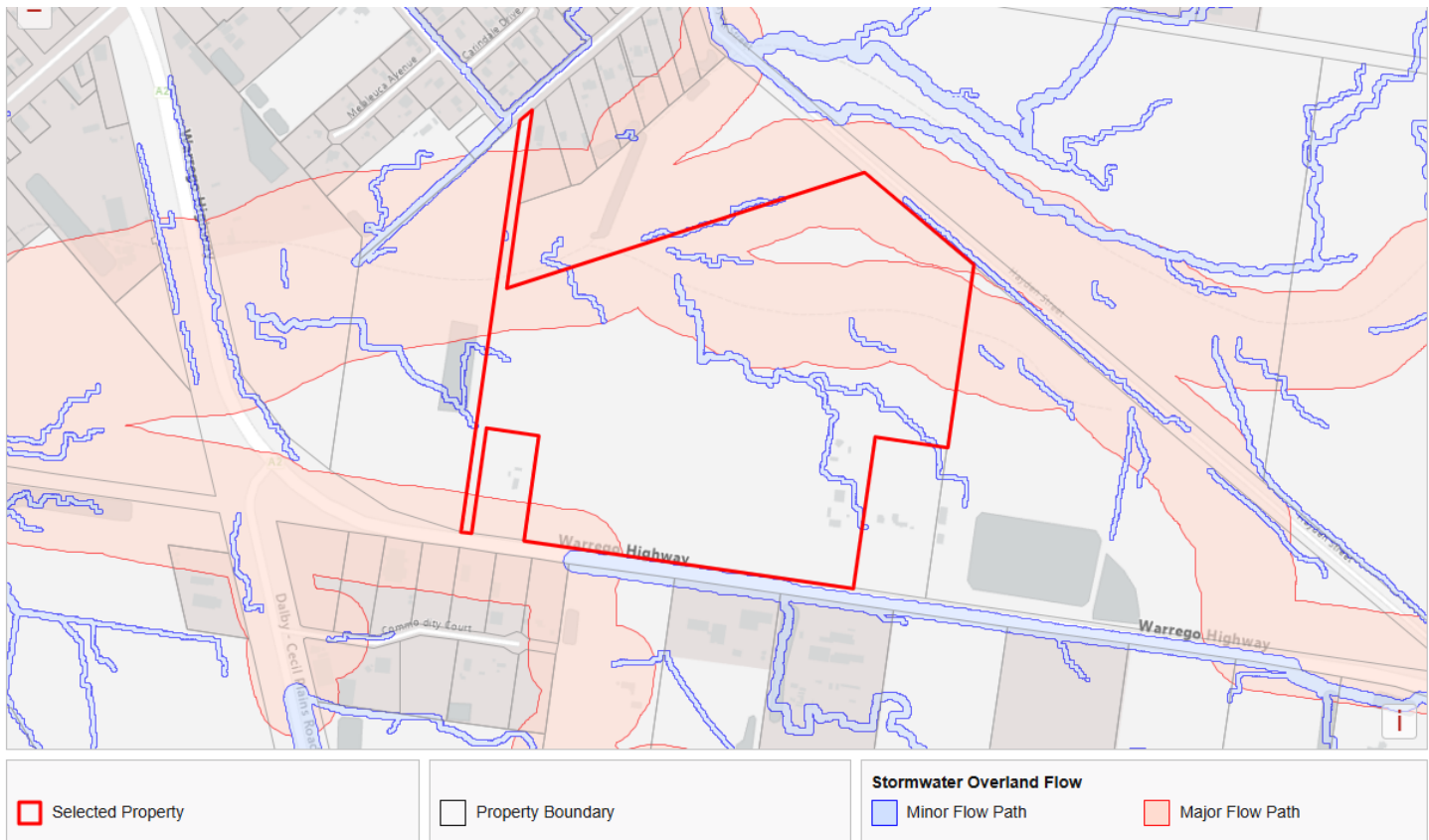
Planning Zones

	Community Facilities Zone		
	Local Centre Zone		
	District Centre Zone		Rural Residential Zone / Rural Residential 20000 ...
	Major Centre Zone		Rural Residential Zone / Rural Residential 4000 P...
	Low Density Residential Zone		Rural Residential Zone / Rural Residential 8000 P...
	Medium Density Residential Zone		Rural Zone
	Low Impact Industry Zone		Rural Zone / Rural 10 Precinct
	Medium Impact Industry Zone		Rural Zone / Rural 100 Precinct
	High Impact Industry Zone		Township Zone
	Recreation and Open Space Zone		Township Zone / Mowbullen - Bunya Mountains T...

Flooding



Stormwater Overland Flow



Real Property Description:
Lots 24 & 25 on SP176768



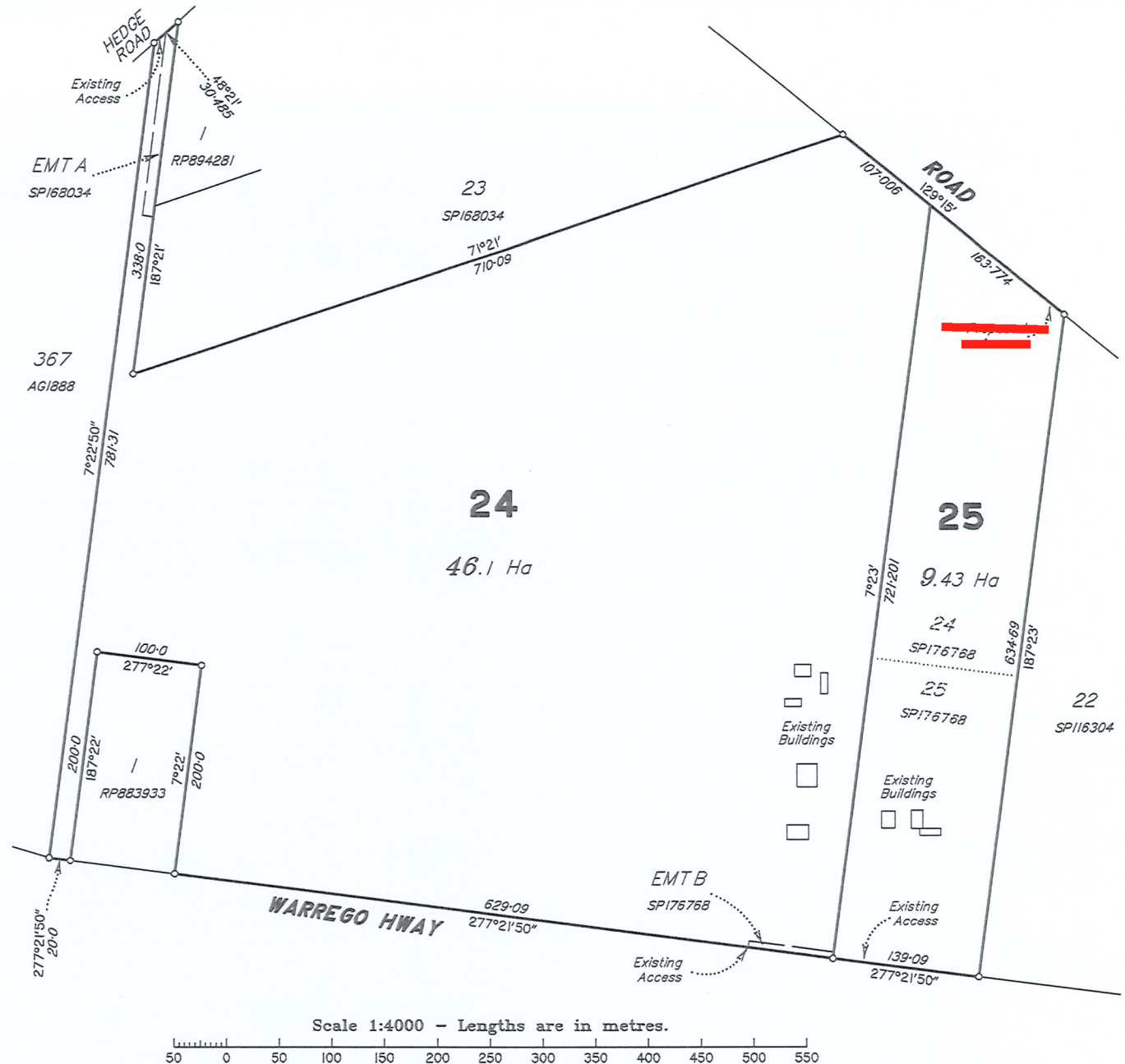
DEVELOPMENT STATISTICS

2 into 2 Lot Boundary Realignment

Total Number of New Lots: 0
Minimum Lot Size: 9.43 hectares

Total area of New Road: N/A

**Amended in Red
by Council on
1.10.2024**



A | 3.9.2024 Original Issue

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NOTES

1. This plan has been prepared to accompany an application to Western Downs Regional Council and should not be used for any other purpose.
2. All areas and dimensions are subject to survey and may vary as result.



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**PROPOSED RECONFIGURATION OF
Lots 24 & 25 on SP176768
Locality of Dalby, Western Downs RC.**

Meridian: SP176768 (MGA)
Drawn: DN Date: 3.9.2024 Scale: 1:4000 (A3)
Chkd: DN Date: 3.9.2024 Issued: 3.9.2024

Drawing No.
10827-SK1

Title **Executive Services Chief Executive Officer Report December 2024**

Date 6 January 2025

Responsible Manager J. Taylor, CHIEF EXECUTIVE OFFICER

Summary

The purpose of this Report is to provide Council with significant meetings, forums and delegations attended by the Chief Executive Officer during the month of December 2024.

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.

Background Information

Nil

Report

The below lists the meetings, delegations and forums attended by the Chief Executive Officer during the month of December 2024.

Date	Who/Where	Details
2 December 2024	<ul style="list-style-type: none"> • Meeting with State Emergency Services • Meeting with Create Advisory • Meeting with McArthur • Dinner with McArthur 	Phone Teams Meeting Dalby Dalby
3 December 2024	<ul style="list-style-type: none"> • Planning & Pre-Agenda Meeting • Councillor Information Sessions 	Dalby Dalby
4 December 2024	<ul style="list-style-type: none"> • Discussion with Coexistence Queensland • Development Assessment Panel Meeting 	Phone Dalby
5 December 2024	<ul style="list-style-type: none"> • Ordinary Meeting of Council • Councillor Information Sessions 	Dalby Dalby

6 December 2024	<ul style="list-style-type: none"> Quarterly Meeting with The Office of the Independent Assessor Queensland Police Service Awards Presentation 	Teams Meeting Dalby
9 December 2024	<ul style="list-style-type: none"> Meeting with Advanced Manufacturing Growth Centre Limited Meeting with Clean Energy Council 	Teams Meeting Teams Meeting
11 December 2024	<ul style="list-style-type: none"> Meeting with Department of State Development, Infrastructure and Planning and All Energy Pty Ltd 	Teams Meeting
13 December 2024	<ul style="list-style-type: none"> Meeting with State Emergency Services and Western Downs SES Volunteer Team Leaders 	Chinchilla
16 December 2024	<ul style="list-style-type: none"> Meeting with Pumped Turbine 	Dalby
17 December 2024	<ul style="list-style-type: none"> Meeting with The Executive Connection Meeting with Cubico, Stanwell and Vestas 	Brisbane Brisbane
18 December 2024	<ul style="list-style-type: none"> Meeting with Queensland Manufacturing Institute Meeting with Queensland Renewable Energy Council 	Brisbane Brisbane
19 December 2024	<ul style="list-style-type: none"> Meeting with Department of Regional Development, Manufacturing and Water 	Teams Meeting

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 December 2024.

Attachments

Nil.

Authored by: A. Lewis, EXECUTIVE SERVICES ADMINISTRATION OFFICER

Title **Executive Services Report Outstanding Actions December 2024**

Date 6 January 2025

Responsible Manager J. Taylor, 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 5 December 2024.

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.

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 5 December 2024

1. Outstanding Council Meeting Action List (As at 5 December 2024)

Meeting date	Item description	File No.	Council Resolution/Task	Responsible Division
13/04/2022	Corporate Services Confidential Report Dalby Aerodrome Proposed Lease to Helismart	AD6.6.2	That this report be received, and Council resolves to; 1. Apply the exceptions contained within section 236(1)(c)(iii) of the <i>Local Government Regulation 2012</i> (Qld) to the proposed lease; 2. Offer Helismart Pty Ltd a ten-year lease over a portion of land at the Dalby Aerodrome, as depicted in the proposed lease sketch in this Report, on the terms as set out in this Report; and	Executive Services

Meeting date	Item description	File No.	Council Resolution/Task	Responsible Division
			<p>3. Delegate authority to the CEO to negotiate and sign all documents necessary to:</p> <ul style="list-style-type: none"> a) Effect the surrender of the agricultural leased area known as Lease K, and the boundary realignment and resurvey of the agricultural leased area known as Lease H, at the Dalby Aerodrome; b) Survey the area known as Lease K to accommodate Helismart Pty Ltd's proposed leased area and to allow for future leased areas; and c) Provide a lease for a new surveyed area with Helismart Pty Ltd for approval by council. <p style="text-align: right;">CARRIED</p>	
19/07/2023	(035.2022.737.001) Community and Liveability Report Development Application for Reconfiguring a Lot (1 Lot into 10 Lots and Road Reserve) of Lot 20 on SP156284 Cemetery Road Chinchilla WA & SG Daniells Pty Ltd C/- Sweb Consulting	AD6.6.2	<p>That council investigates an amendment to the Planning Scheme to address the perceived requirements for rural residential development in the Chinchilla area.</p> <p style="text-align: right;">CARRIED</p>	Community & Liveability
18/04/2024	Infrastructure Services Confidential Evaluation Report Tender No MM25-23-24 - Dalby Recycled Water Scheme (Disposal) - Closed Tender	AD6.6.2	<p>That this Report be received, and that Council;</p> <ul style="list-style-type: none"> 1. Enter into a recycled water agreement with Liquid Power Co Pty Ltd (ABN 38 665 703 766) for the supply of Class A recycled water for a minimum period of 5 years, proposed to commence 1 January 2025 and the agreement includes; <ul style="list-style-type: none"> a. a fixed access charge for 5 years for a total of \$421,250.00 ex GST and; b. a volumetric charge of \$2.81 ex GST per kilolitre and; c. a total of \$1,641,040.00 ex GST "take or pay" for the final 2 years 2. Authorise the Chief Executive Officer under Section 257 of the Local Government Act 2009 (QLD) to make, amend or discharge an agreement with acceptable conditions 	Infrastructure Services

Meeting date	Item description	File No.	Council Resolution/Task	Responsible Division
			associated with MM25-23-24 Dalby Recycled Water (Disposal). CARRIED	
20/06/2024	Executive Services Confidential Report Acquisition of Easement for Water Supply Purposes	AD6.6.2	<p>It is recommended that this report be received and that Council:</p> <ol style="list-style-type: none"> 1. Issues a notice of intention to resume from Lot 315 Crown Plan A342795 an easement for water supply infrastructure/reticulation purposes pursuant to the provisions of the <i>Acquisition of Land Act</i>, 1967. 2. Delegates to the Chief Executive Officer to receive and hear any objection to taking of the easement that may be made by the owner of the subject land and may in turn delegate that role to an appropriate employee of Council. 3. Will consider any report of any objection raised by the owner of the land prior to making any decision whether to compulsorily acquire the easement. <p>CARRIED</p>	Executive Services
20/06/2024	Executive Services Report: Road Closure Application - Bell Park Lot 121 D924	AD6.6.2	<p>That this report be received and that the Council resolves as follows:</p> <ol style="list-style-type: none"> 1. That, subject to receiving the required approval from the Department of Resources, Council approves the permanent closure of Unnamed Road 07. 2. Council delegates to and requests that the Chief Executive Officer advise the Department of Resources that it has no objections to the permanent road closure of Unnamed Road 07 and its amalgamation into lot 121 D924. 3. Council approves the amalgamation of the closed road into Joshua Bell Park. 4. The Chief Executive Officer causes such actions to be taken as are necessary to finalise that amalgamation. <p>CARRIED</p>	Executive Services
19/09/2024	Executive Services Confidential Report Proposed Disposal of Two Properties: 1 & 2 RP5565137 Day Street,	AD6.6.2	<p>That this report be received, and that Council resolve to:</p> <ol style="list-style-type: none"> a. offer 1 & 2 RP5565137 Day Street, Tara and Lot 6 RP184124 Retreat 	Executive Services

Meeting date	Item description	File No.	Council Resolution/Task	Responsible Division
	Tara and Lot 6 RP184124 Retreat Road, Kowguran		Road, Kowguran, for sale by auction; and b. delegate authority to the Chief Executive Officer to finalise and sign all necessary documents to affect the aforementioned disposal by auction. CARRIED	
19/09/2024	Executive Services Confidential Report Proposed Lease for EV Charging Station in Bell Park - Tesla	AD6.6.2	That this Report be received and Council resolves: That the exception in section 236(1)(c)(v) of the Local Government Regulation 2012 (Qld) applies to the proposed lease of Lot 121D924, such that disposal by tender or auction is not required in the public interest. That Council further resolves to: a. offer to enter into a lease to Tesla Corporation or its relevant entity (Tesla) for the defined area of Joshua Bell Park (currently described as Lot 121 D924) for 15 years, on terms materially consistent with those identified in the report presented to Council, subject also to the following specific conditions: for the purpose of the construction and conduct of super chargers for electric vehicles and associated infrastructure; the establishment of the facility, including the lease documentation and registration, shall be at no cost to Council; the rent payable shall be the assessed market rent of \$800 per annum plus GST to be increased annually according to the Consumer Price Index and to be revalued at the expiration of each 5 year period of the lease; Tesla must ensure that upon termination or cessation of the lease, all infrastructure associated with the facility is removed and the leased area left in a safe and clean condition. b. approve a lease term of greater than 10 years pursuant to section 65(3A)(b) of the Land Title Act 1994 (Qld); and c. delegate to the CEO the negotiation, execution and registration of the lease with Tesla on the terms described in paragraph 2 of this resolution. CARRIED	Executive Services
17/10/2024	Executive Services Confidential Report Disposal of Land Parcels Lots 7-10 RP75401 and part of Lot 2 RP186292 Myall Street, Dalby	AD6.6.2	1. That Council resolves to accept the tender of Campervan and Motorhome Club of Australia Limited (CMCA) pursuant to section 228(10) of the Local Government Regulation, subject to the following: a.) delegating to the Chief Executive Officer the power to negotiate and execute an agreement for lease with CMCA on terms	Executive Services

Meeting date	Item description	File No.	Council Resolution/Task	Responsible Division
			<p>substantially in accordance with the attached draft agreement; and</p> <p>b.) fulfilment of the conditions contained in the agreement for lease, delegate to the Chief Executive Officer the negotiation, execution, and registration of a lease including the following conditions:</p> <p>i. an annual rent of \$3,000 (plus goods and services tax), which reflects the range of the market rent assessment received by Council;</p> <p>ii. annual increase of rent in accordance with the terms of the lease;</p> <p>iii. a term of ten (10) years; and</p> <p>iv. otherwise substantially in accordance with the attached draft lease.</p> <p>c.) updating landholders in the vicinity of the subject land of this decision and informing them of the expected timing of any actions to be taken pursuant to Council's decision.</p> <p style="text-align: right;">CARRIED</p>	
21/11/2024	Executive Services Report Proposed Disposal of Lot 27 SP159192 Windeyer Road, Wandoan	AD6.6.2	<p>That Council resolves to:</p> <p>a. offer Lot 27 SP159192 Windeyer Road, Wandoan for sale by auction; and</p> <p>b. delegate authority to the Chief Executive Officer to finalise and sign all necessary documents to affect the aforementioned disposal by auction.</p> <p style="text-align: right;">CARRIED</p>	Executive Services
21/11/2024	Executive Services Confidential Report Disposal of Part Lot 220 SP209293, Haddock Place, Tara	AD6.6.2	<p>That Council resolves:</p> <p>(a) that the exception provided in s236(1)(b) of the <i>Local Government Regulation</i> 2012 applies to the disposal of a valuable non-current asset of Council and accordingly, disposal by way of tender or auction is not required;</p> <p>(b) to reconfigure and dispose of part of Lot 220 SP209293 (having an approximate area of 6000 square metres) to the St Vincent de Paul Society for housing purposes;</p> <p>(c) to delegate to the Chief Executive Officer the power to enter into a contract with the St Vincent de Paul Society at a cost of \$1.00 and to negotiate such terms as are necessary to achieve delivery of the housing project in accordance with an approved business plan prior to transfer and subject to the project being fully developed and operational within five years of this resolution</p> <p style="text-align: right;">CARRIED</p>	Executive Services
21/11/2024	Executive Services Confidential Report - Proposed Request for Expressions of Interest for Lot 1 and part of Lot 2 on SP173901 Dalby-Apunyal Road for High Impact Industry Development	AD6.6.2	<p>That Council resolves that it is in the public interest, pursuant to section 228(3)(a) and (b) of the <i>Local Government Regulation</i> 2012 (Qld) to invite Expressions of Interest ('EOI') to dispose of Lot 1 on SP173901 and part of Lot 2 on SP173901 Dalby-Apunyal Road, Dalby, for High Impact Industry development for the following reasons:</p> <p>1. disposing of the land is expected to result in the Land reaching its full</p>	Executive Services

Meeting date	Item description	File No.	Council Resolution/Task	Responsible Division
			<p>potential by offering land to obtain further development opportunities and employment to the region;</p> <p>2. it will allow all interested parties to submit detailed proposals stating their interest in acquiring the Land. Council will then assess the best proposed use of the Land for the benefit of the community and assess the suitability of the applicant;</p> <p>3. it will allow Council to invite tenders from a smaller class of submissions that are considered to be in the best interests of the community and to filter out proposals that are not considered to be appropriate; and</p> <p>4. it will require vendors to provide Returnable Schedules which align to Council's <i>Economic Development Strategy 2023-2028</i> and <i>Communities Partnering Framework</i>. The returnable schedule requires vendors to provide measurable outcomes of the project.</p> <p>CARRIED</p>	
05/12/2024	Infrastructure Services Report New / Additional Yellow Plant Replacement - Bitumen Seal Repair Truck	AD6.6.2	<p>That this Report be received and that Council:</p> <p>1. include the replacement of Isuzu Paveline Autopatch Truck plant number 3421 as a new item in the 2024-2025 Fleet Replacement Programme; and</p> <p>2. approve the additional Capital Budget expenditure for the replacement of the Isuzu Paveline Autopatch Truck plant number 3421, being \$190,815 in 2024-2025 and \$445,235 in 2025-2026.</p> <p>CARRIED</p>	Infrastructure Services
05/12/2024	Executive Services Confidential Report Potential Lease Agreement at the Tara Aerodrome	AD6.6.2	<p>That Council receives this report and resolves:</p> <p>1. that the exception in section 236(1)(b)(i) of the <i>Local Government Regulation 2012</i> (Qld) applies in relation to the lease and the easement, such that the disposal is not required to be by way of tender or auction;</p> <p>2. to offer Rural Fire Service a 30 year lease over the portion of the land surveyed as Lease A, within lot 2 RP96955, for a peppercorn rental amount of \$1.00 exclusive of GST and is not subject to CPI increases; and</p> <p>3. to grant an easement which burdens that part of lot 2 RP96955 described as Easement B (servient tenement) for the benefit of Lease A (dominant tenement) pursuant to section 82 of the <i>Land Title Act 1994</i> (Qld);</p> <p>CARRIED</p>	Executive Services

Meeting date	Item description	File No.	Council Resolution/Task	Responsible Division
05/12/2024	Executive Services Confidential Report Potential Lease Agreement Chinchilla Aerodrome for the Installation of Self-serve JetA1 Fuel Facility	AD6.6.2	<p>That Council resolves:</p> <p>1. that the exception contained within section 236(1)(c)(vii) of the <i>Local Government Regulation 2012 (Qld)</i> applies to the proposed lease;</p> <p>2. to offer IOR Aviation Pty Ltd a 30 year lease over a portion of the land of approximately 300 square metres to be determined by a survey plan, within lot 185 LY920, for the purpose of installing and maintaining a self-serve fixed JetA1 fuel facility, to include the following conditions:</p> <ul style="list-style-type: none"> a. a market rental amount to be determined by a registered valuer; b. conditions must include ensuring the facility is operated in accordance with all applicable standards and all approvals required by law; c. the lessee to meet all applicable costs of establishing the lease, including survey, valuation and registrations costs; d. such other commercially prudent conditions as may be considered in Council's interests. <p>3. to delegate authority to the Chief Executive Officer to negotiate commercially appropriate terms and to sign all necessary documents to enter into the lease.</p> <p style="text-align: right;">CARRIED</p>	Executive Services

Deputations (as at 5 December 2024)

Meeting date	Name	Council Resolution/Task	Comments	Responsible Division
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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: A. Lewis, Executive Services Administration Officer

Title	Corporate Services Financial Report December 2024
Date	3 January 2025
Responsible Manager	T. Skillington, CHIEF FINANCIAL OFFICER

Summary

The purpose of this Report is to provide Council with the Financial Report for the period ending 31 December 2024.

Link to Corporate Plan

Strategic Priority: Sustainable Organisation

- *We are recognised as a financially intelligent and responsible Council.*
- *We focus on proactive, sustainable planning for the future.*

The monthly financial report provides an overview of Council's progress for the 2024-25 financial year and assists the organisation to manage its immediate budget, whilst being cognisant of its long-term financial goals.

Material Personal Interest/Conflict of Interest

There are no personal interests nor conflicts of interest associated with the consideration of this matter.

Officer's Recommendation

That Council resolves to receive the December 2024 Financial Report and:

- (1) note the amendments to the 2024-25 Capital Works Programme as listed in section three of this report, with additional expenditure of \$752,889 (exclusive of goods and services tax) and additional revenue of \$779,188 (exclusive of goods and services tax) being added to the programme;
- (2) resolves to approve the deferral of capital expenditure budget from 2024-25 to 2025-26 for \$4,500 (exclusive of goods and services tax) as listed in section three of this report; and
- (3) notes the 2023-24 Carry Forward Programme update as listed in attachment two of this report.

Background Information

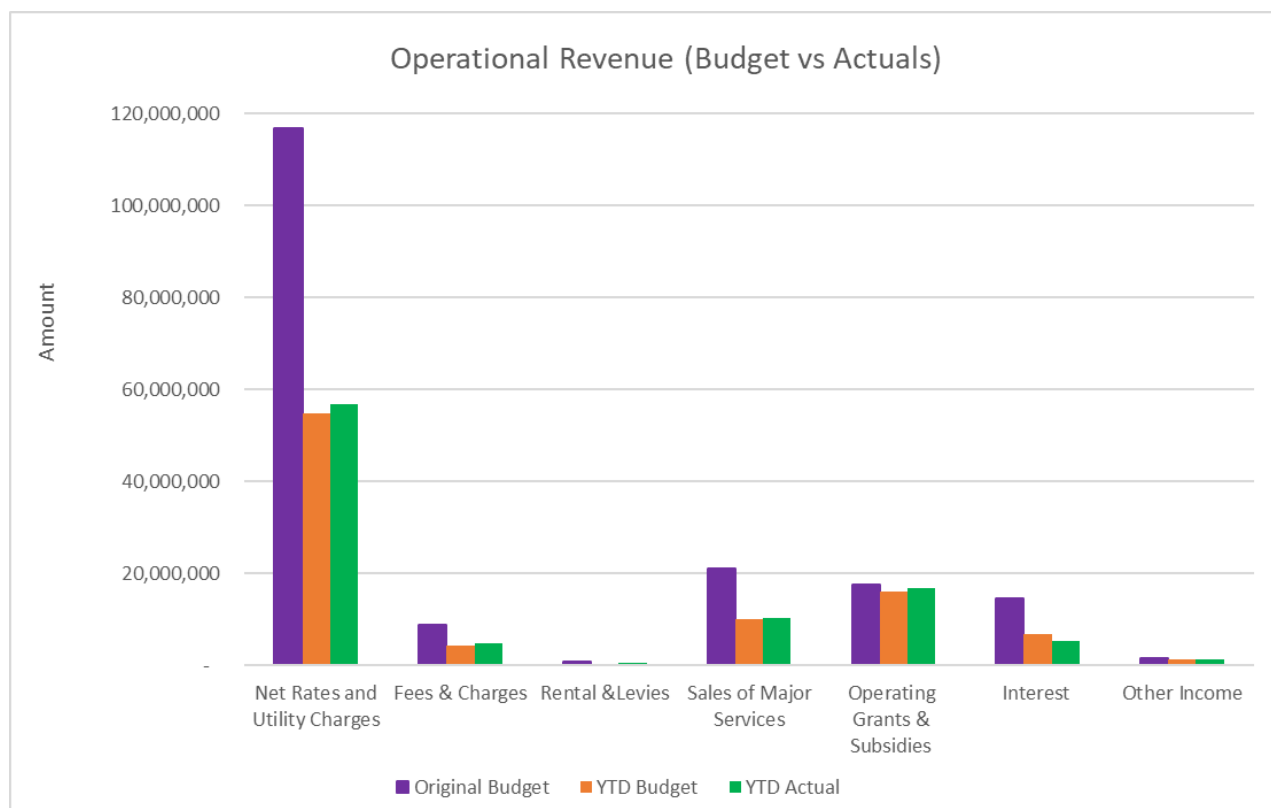
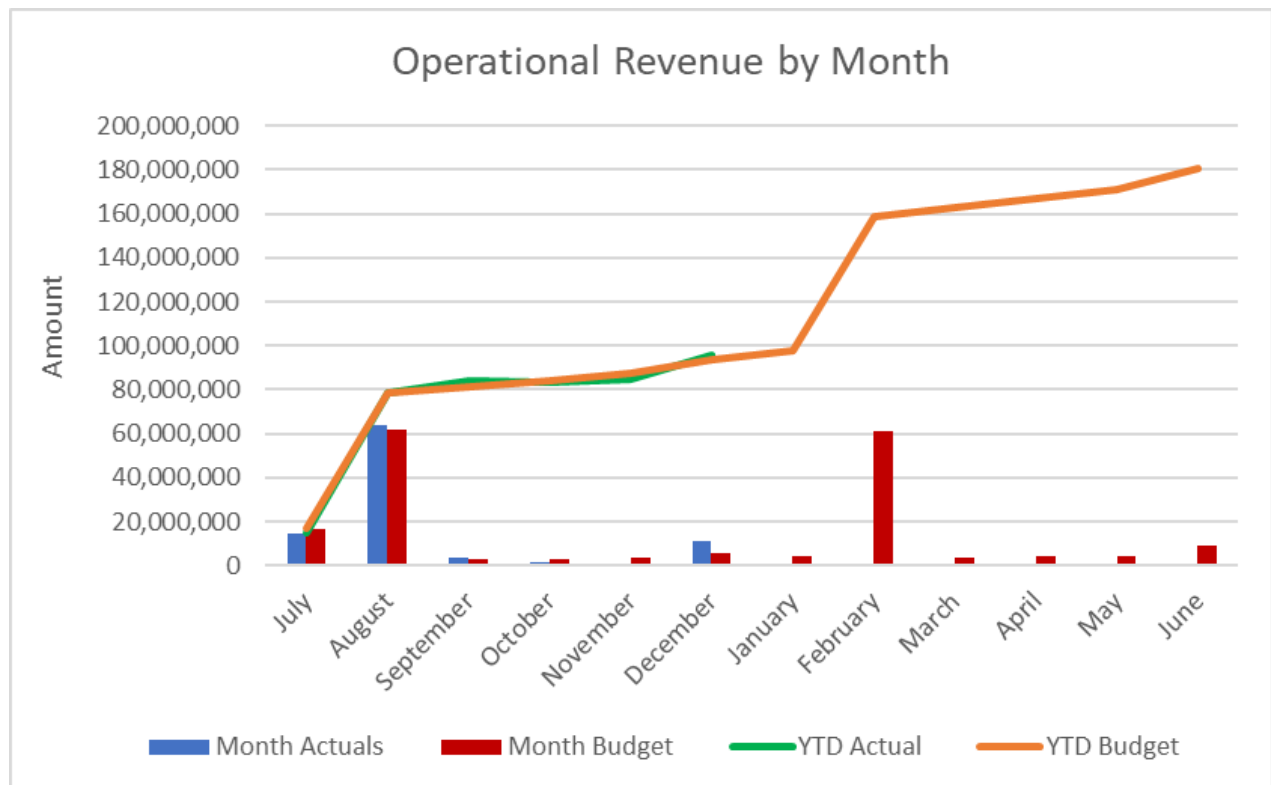
The Chief Executive Officer is required by section 204(2) of the *Local Government Regulation 2012* to present the Financial Report once a month or at each meeting if the local government meets less frequently than monthly. The Financial Report must state the progress that has been made in relation to 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.

Report

1. Operating Result

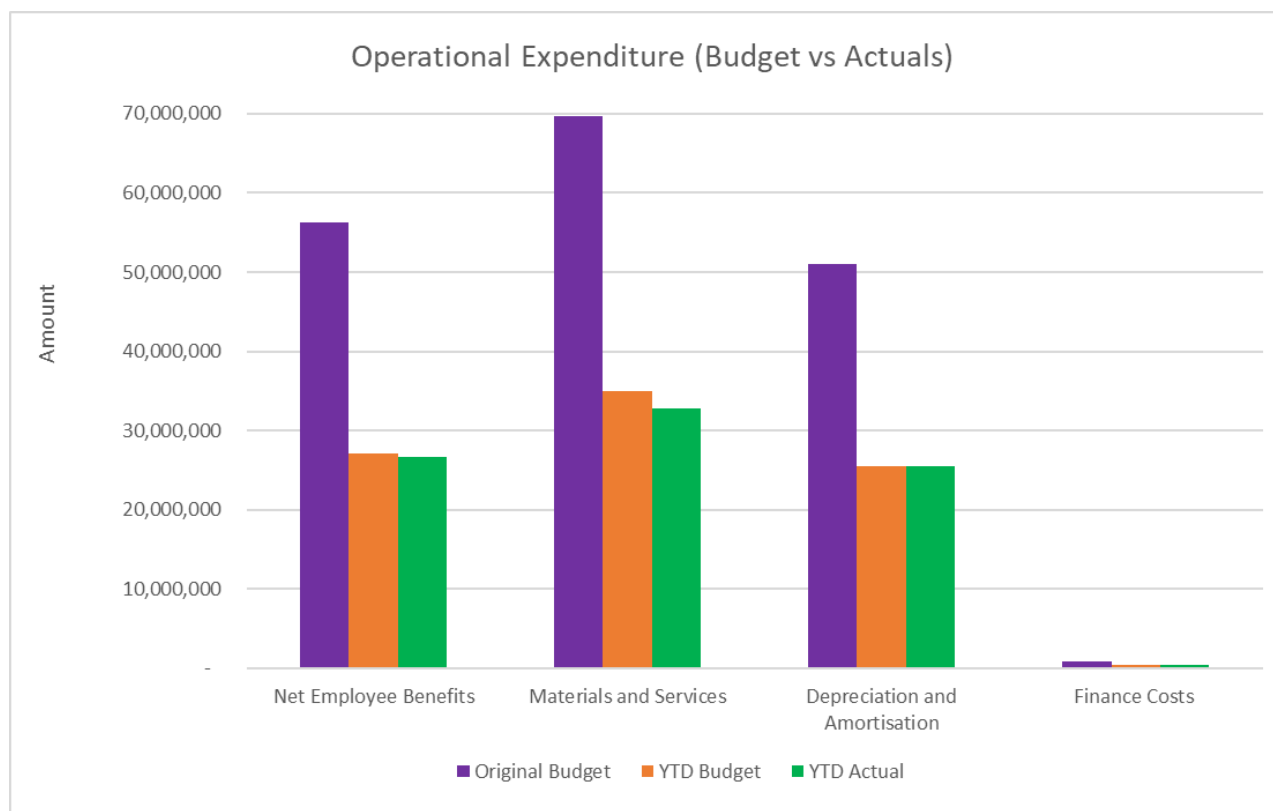
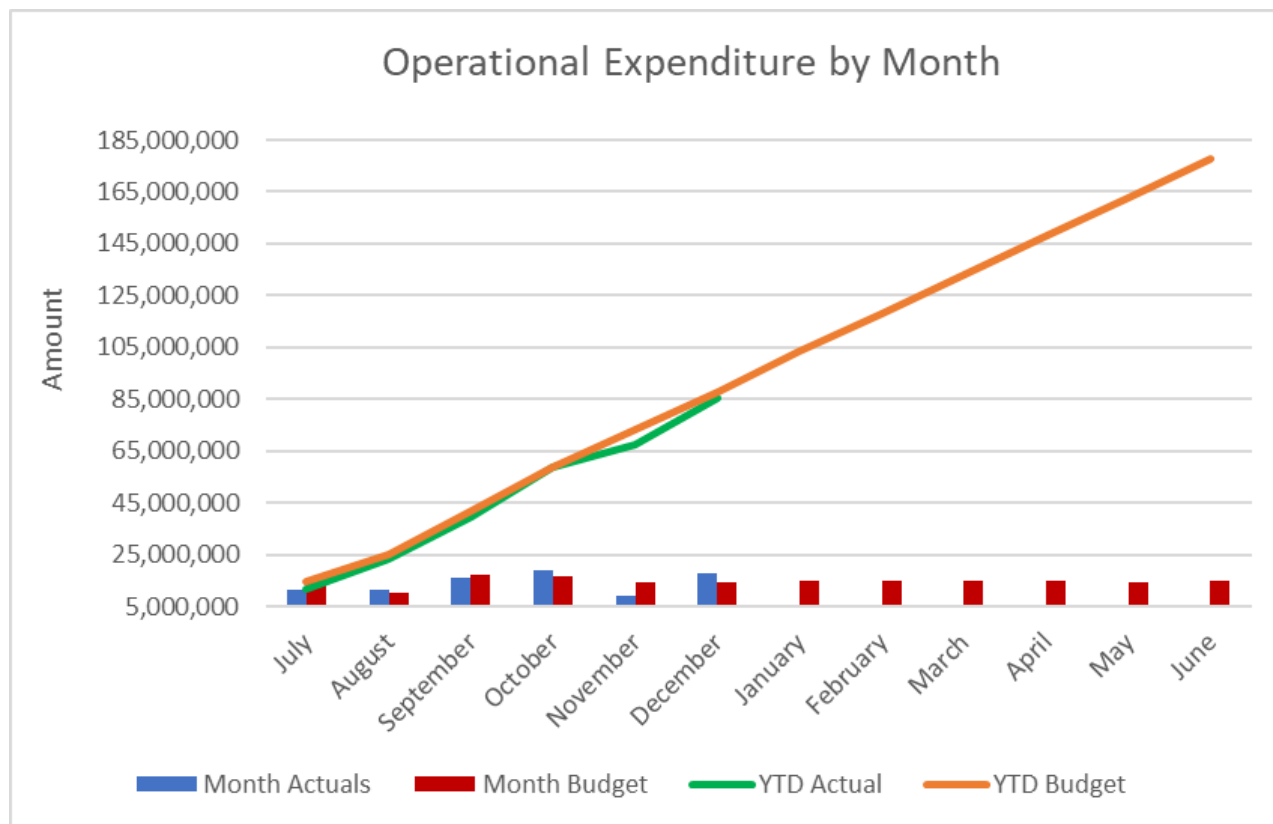
The operating position as of 31 December 2024 is a \$10,224,975 surplus, compared to a budgeted surplus of \$5,420,626 which is \$4,804,349 ahead of budget. The Operating Surplus ratio as of 31 December 2024 is 10.7 per cent which is well above Council's target of 1.0 per cent. The Operating Surplus has exceeded target due to revenue surpassing expenditure.

Graphs and a summary of major variances for revenue and expenses are listed below:



Operational Revenue is \$2,158,543 ahead of budget as of 31 December 2024, due to:

- ↑ Net Rates and Utility Charges is ahead of budget due mainly to:
 - (a) Windfarm, Power Hub and Solar Farm leases being registered and now rated. There are still more leases to be registered this financial year, and revenue will increase due to this. This revenue was not included in the budget due to the uncertainty on when these projects would be registered and valued;
 - (b) An audit was undertaken for the transmission/substation sites rating categories with a review of the output capacity. From this audit it was found that some rate payers output capacity was higher than the category they were in and thus they were moved to the correct category which resulted in a higher rate being charged and more revenue received;
 - (c) An increase in the Intensive Industries category with leases being valued and registered;
 - (d) There have also been multiple category changes across residential, commercial and industrial and rural to rural residential. This also includes new properties coming online; and
 - (e) Discounts have exceeded budget due to the additional rates revenue received.
- ↑ Fees and Charges income is ahead of budget mainly due to building and plumbing inspections, development applications and rate searches exceeding budget;
- ↑ Rental and Levies is ahead of budget due mainly to receiving revenue for Community Housing. When forming the 2024-25 budget there were no budget inclusions (revenue or expenditure) for Community housing due to the handover date being delayed until 30 September 2024;
- ↑ Sales of Major Services is ahead of budget mainly due to Saleyards income surpassing budget with higher throughput. This is offset with Quarry income being under budget due to gravel booked out to jobs being behind projected phasing;
- ↑ Operating Grants and Subsidies is ahead of budget due to additional grants and contributions being received which were not budgeted. \$1,090,873 was received from the Queensland Reconstruction Authority (QRA) for Natural Disaster reimbursements relating to the 2023-24 financial year. \$240,260 has also been received towards the Western Downs Skilling Queenslanders for Work traineeship program. This revenue will be offset with costs (wages). \$200,000 was also received from the Department of State Development and Infrastructure for the Shape Western Downs Energy Funds. There will also be costs which offset this revenue. This is offset with the Financial Assistance Grant being under budget due to the grant falling short of budget by \$933,372 for the year due to the change in methodology;
- ↓ Interest Revenue is behind budget due mainly to:
 - (a) Queensland Investment Corporation:
 - (i) Dividends – is ahead of budget due to greater returns. Dividends are paid quarterly;
 - (ii) Change in unit value – is behind budget due to the long-term investment losing market value in July. The quarterly distribution paid on 1 July (for April-June) was accrued back to the 2023-24 financial year. The reversal of the accrual was only processed upon completion of the audit, so this has overstated the returns in the monthly finance reports to date, which has offset the July market loss. The reduction in market value in July means revenue from Queensland Investment Corporation investments is under budget. Positive market movements have occurred in the last few months but not to the extent of the loss incurred in July. The movement for December has not been recognised due to the timing of writing this report;
 - (b) Queensland Treasury Corporation investment is behind budget due to December income not being recognised due to the timing of writing this report; and
 - (c) General interest income is behind budget due to December income not being recognised due to the timing of writing this report.
- ↑ Other Income is essentially in line with budget.



Operational Expenditure is \$2,645,806 behind budget as of 31 December 2024 due to:

- ↓ Net Employee Benefits is behind budget due to the fulltime equivalent being lower than forecast;
- ↓ Materials and Services is behind budget due to outstanding invoices not being accrued at the end of the month (in particular Waste contract invoices);
- ← Depreciation and Amortisation is in line with budget; and
- ↑ Finance Costs are essentially in line with budget.

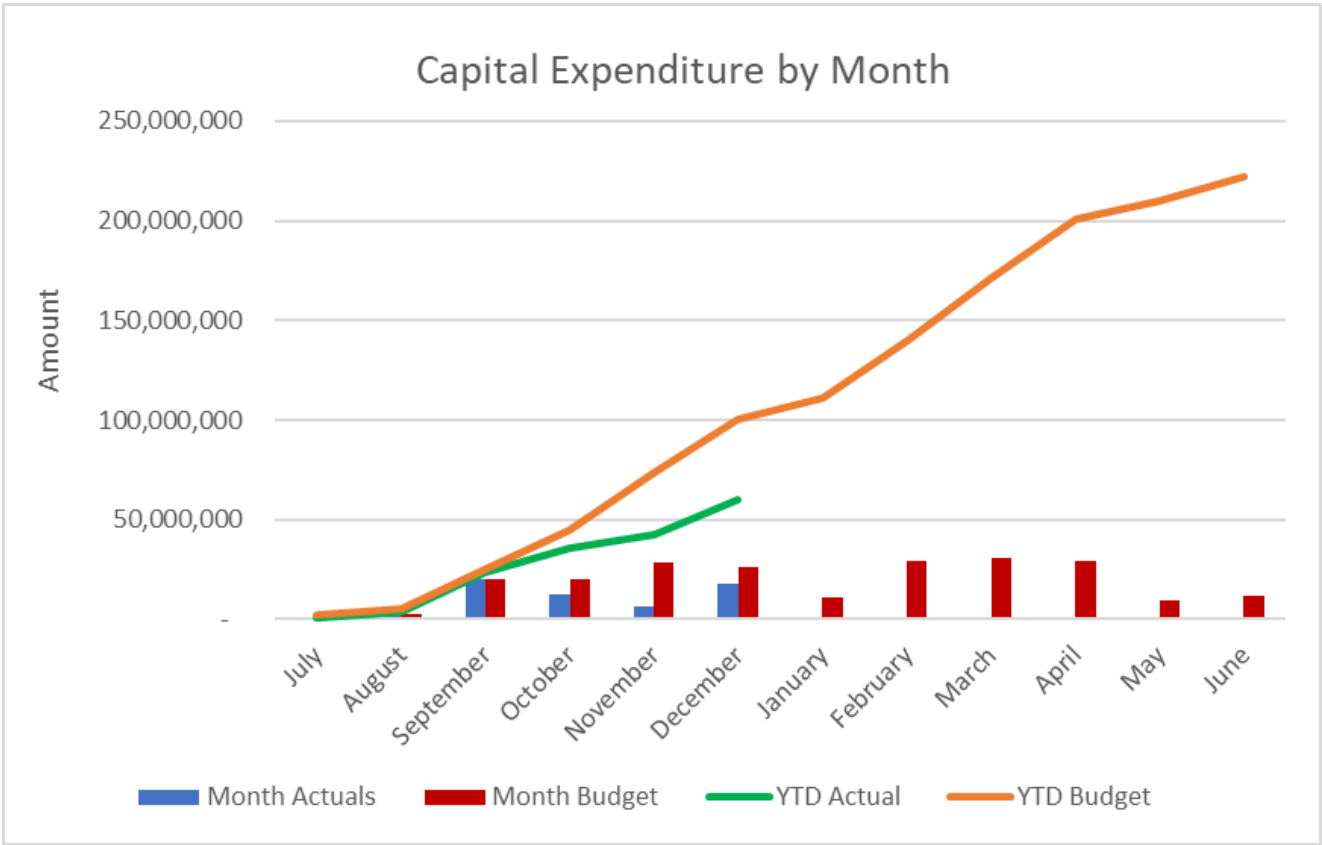
2. Capital Revenue and Expenditure

Capital Revenue

- ↑ Capital Revenue is greater than budget by \$4,276,506 due mainly to a phasing issue on receiving grants and additional revenue received which was not budgeted (Works For Qld - Evaporation Ponds). Revenue for flood works is based on approved works, however Council will only get paid for the actual costs. At this point Council's costs are lower than the approved value. A majority of the flood programme is due for completion in March 2025

Capital Expenditure

- ↓ Capital Expenditure is behind budget \$39,860,543 as of 31 December 2024 with \$60,336,340 spent year to date. A majority if this underspend relates to the Flood Programme.



Below is a summary of the capital works programme broken up by budget type.

By Budget Type				
Division	Total Approved Budget	YTD Budget	YTD Actuals	Variance (YTD Budget less YTD Actuals)
Total Council	222,175,976	100,196,883	60,336,340	39,860,543
General	86,374,909	28,862,368	26,463,127	2,399,241
Flood	130,757,814	68,438,751	31,380,449	37,058,302
Carry-Over	5,043,253	2,895,764	2,492,764	403,000

- (1) Council's general programme is behind budget \$2,399,241 due to a timing difference of works in progress/complete and invoicing;
- (2) Council's flood programme is behind budget \$37,058,302. The budget for flood works is based on approved works, however Council will only get paid for the actual costs. At this point Council's costs are lower than the approved value. A majority of the flood programme is due for completion in March 2025; and
- (3) Council's carry-over programme (projects carried over from 2023-24 to 2024-25) is behind budget by \$403,000 this is due to a lag in invoices received and delivery issues.

Please see attachment two (2024-25 Carry Forward Programme update) which lists a summary of the carry-over programme and multi-year projects included in the general programme with a carry-over component from 2023-24. The flood programme has been excluded from this report.

3. Capital Budget Adjustments

Capital adjustments are required to the 2024-25 capital works programme as listed below. These adjustments have already sought approval or are seeking to be approved in accordance with the Budget - Statutory Policy. Amounts included below are GST exclusive.

Project	Expenditure Budget	Revenue Budget	Comment
New Capital Projects added to the 2024/25 Programme - Approved by Chief Executive Officer			
Myall Park - Hookwood Road - (0.00-6.70) - Minor Upgrade	\$180,970	\$208,115	Minor Road upgrades which are fully funded. Projects to be delivered internally by Council work crews and will be completed this financial year.
Old Forrest Road (0.00-3.20) Resource Funded Arrow Energy - Minor Upgrade	\$144,394	\$166,053	
Retreat Road (0.00-3.80) Resource Funded Arrow Energy - Minor Upgrade	\$239,450	\$275,367	
Myall Park Road (5.04-11.44) Resource Funded Arrow Energy - Resheet and Dust Suppression	\$112,742	\$129,653	Road resheet and dust suppression which is fully funded. Project to be delivered internally by Council work crews and will be completed this financial year.
Dalby Showgrounds Main Carpark Renewal	\$75,333	\$0	The main carpark at the Dalby Showgrounds is deteriorating with some areas exposing the sub-surface through the existing top layer. To prevent

Project	Expenditure Budget	Revenue Budget	Comment
			further damage and the need for major repairs, a reseal is required. By maintaining the integrity of the car park's surface, it will enhance the safety for users by reducing the risk of accidents caused by potholes or uneven surfaces.
Total New Projects	\$752,889	\$779,188	
Defer a Capital Project from 2024/25 to 2025/26 - Council Approval Required			
2250 Box/Spray Tandem Trailer C839	\$4,500	\$0	Defer project to 2025-26. Trailer not required this financial year. To form part of next years capital works programme.

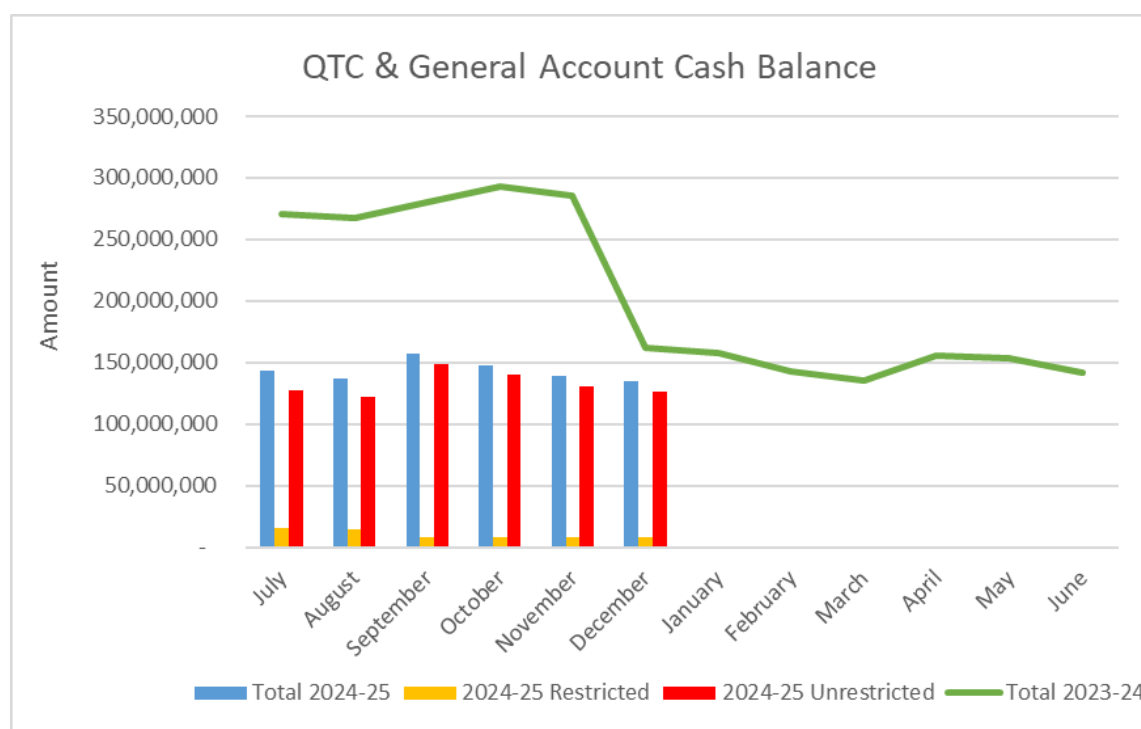
Cash and Investments

Council's Cash and Investments as of 31 December 2024 totalled \$253,863,380. Council's cash is made up of:

- (1) \$134,361,532 *QTC Cash Fund and General Bank Account (as of 31 December 2024)*; and
- (2) \$119,501,848 *QIC Investment Fund (as of 31 December 2024 - from the provisional statement)*.

(a) Queensland Treasury Corporation Cash Fund and General bank account

The balance in the Queensland Treasury Corporation cash fund and general bank account at 31 December 2024 totalled \$134,361,532, of which \$8,221,547 is considered restricted in nature, leaving the unrestricted balance at \$126,139,985 which represents 11.9 months of operating expenses, excluding depreciation, in which Council could sustain itself without receiving any forms of income. This position exceeds the legislative and Council's target of four months. The interest rate received for the Queensland Treasury Corporation Cash fund as of 31 December 2024 was 5.27 per cent.

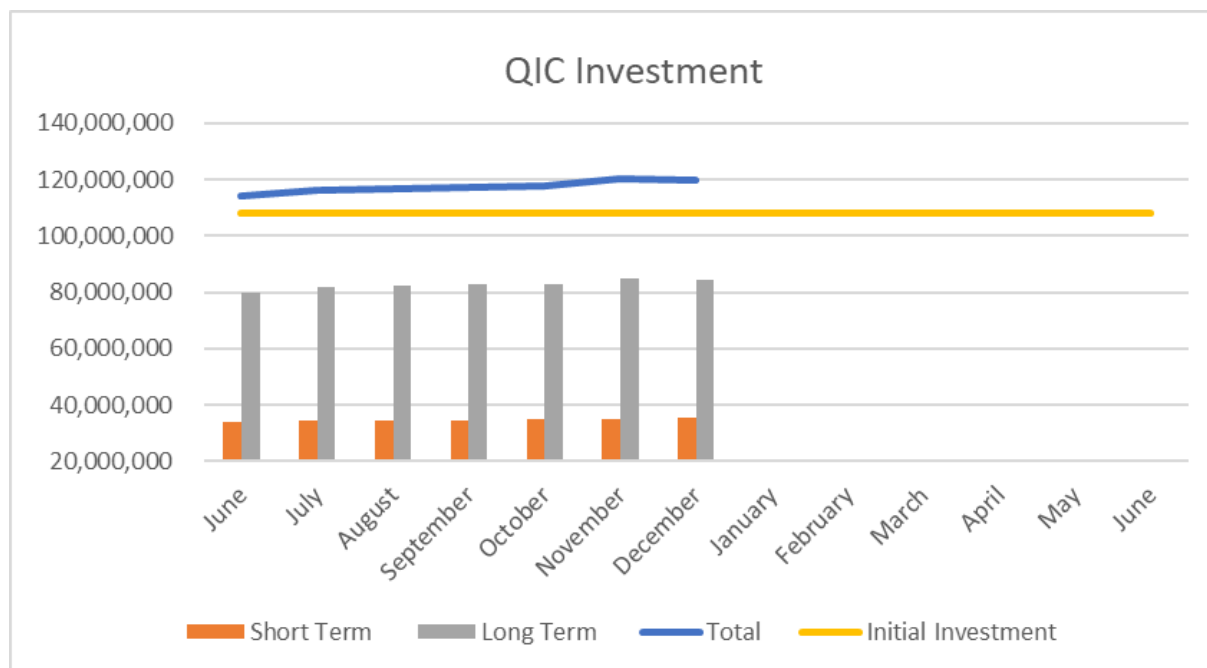


(b) Queensland Investment Corporation Investments

The provisional balance in the Queensland Investment Corporation's investment accounts at 31 December 2024 totalled \$119,501,848. Distributions (interest received) received for these accounts are

reinvested back into the investments as units. Changes in balances also occur from the change in the unit value. Changes in balance are recognised monthly, where the distributions are recognised quarterly, Council can at any point call upon these funds. Provisional balances as at 31 December 2024 for each investment is listed below:

- (i) \$35,219,518 Queensland Investment Corporation's Short-Term Income Fund; and
- (ii) \$84,282,330 Queensland Investment Corporation's Long-Term Diversified Fund.



Consultation (Internal/External)

There has been consultation with managers and co-ordinators in the preparation of the monthly financial report.

Legal/Policy Implications (Justification if applicable)

There are no legal nor policy implications associated with the consideration of the monthly financial report.

Budget/Financial Implications

Council adopted the 2025 Financial Year Original Budget on 20 June 2024. The attached one-page report details the position for the period ending 31 December 2024. Council's position remains healthy with council's position expected to be higher than the adopted surplus mainly due to additional rates revenue.

Human Rights Considerations

Section 4(b) of the *Human Rights Act 2019* 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

Council is currently ahead of budget with no budget concerns at this stage.

Attachments

1. One Page Report December 2024; and
2. 2024-25 Carry Forward Programme Update

Authored by: C. Prain, FINANCIAL PLANNING & ANALYSIS SUPERVISOR



Western Downs Regional Council
One Page Result
Period Ending: 31 December 2024

	Council Consolidated				Council Net				Commercial Works			
	Original Budget	YTD Budget	YTD Actuals	YTD Variance	Original Budget	YTD Budget	YTD Actuals	YTD Variance	Original Budget	YTD Budget	YTD Actuals	YTD Variance
Operating Revenue												
Rates and Utility Charges	(114,866,848)	(57,657,706)	(59,717,832)	(2,060,126)	(91,105,482)	(45,777,024)	(47,905,859)	(2,128,835)	-	-	-	-
Volumetric	(7,950,664)	-	28,745	28,745	-	-	-	-	-	-	-	-
Less: Discounts & Pensioner Remissions	6,142,028	2,871,016	2,905,953	34,937	4,659,181	2,329,591	2,406,551	76,960	-	-	-	-
Net Rates and Utility Charges	(116,675,483)	(54,786,690)	(56,783,134)	(1,996,444)	(86,446,301)	(43,447,433)	(45,499,308)	(2,051,875)	-	-	-	-
Fees and Charges	(8,629,980)	(4,370,580)	(4,706,572)	(335,992)	(4,347,949)	(2,229,564)	(2,584,082)	(354,518)	-	-	-	-
Rental and Levies	(663,866)	(331,933)	(410,912)	(78,979)	(568,866)	(284,433)	(363,798)	(79,365)	-	-	-	-
Sales of Major Services	(20,943,884)	(10,014,604)	(10,319,722)	(305,118)	-	-	(250,000)	(250,000)	(6,227,066)	(3,113,533)	(3,195,385)	(81,852)
Operating Grants & Subsidies	(17,541,832)	(15,989,720)	(16,783,658)	(793,938)	(17,541,832)	(15,989,720)	(16,783,658)	(793,938)	-	-	-	-
Interest and Investment Revenue	(14,426,500)	(6,742,498)	(5,354,719)	1,387,779	(14,319,062)	(6,688,778)	(5,308,146)	1,380,632	-	-	-	-
Other Income	(1,533,735)	(1,221,122)	(1,256,973)	(35,851)	(1,348,735)	(1,128,622)	(1,242,233)	(113,611)	-	-	-	-
Total Operating Revenue	(180,415,280)	(93,457,147)	(95,615,690)	(2,158,543)	(124,572,745)	(69,768,550)	(72,031,225)	(2,262,675)	(6,227,066)	(3,113,533)	(3,195,385)	(81,852)
Operating Expenses												
Employee Benefits	62,787,875	30,500,227	29,847,612	(652,615)	50,254,781	24,240,911	24,975,013	734,102	1,349,790	674,895	838,930	164,035
Less Capitalised Employee Benefits	(6,579,287)	(3,382,534)	(3,232,463)	150,071	(6,191,181)	(3,195,590)	(3,219,068)	(23,478)	-	-	-	-
Net Employee Benefits	56,208,588	27,117,693	26,615,149	(502,544)	44,063,600	21,045,321	21,755,945	710,624	1,349,790	674,895	838,930	164,035
Materials and Services	69,717,316	34,991,946	32,813,875	(2,178,071)	41,230,143	21,396,488	20,008,386	(1,388,102)	4,308,906	2,154,453	3,270,858	1,116,405
Depreciation and Amortisation	51,071,854	25,535,927	25,535,927	-	40,657,892	20,328,946	20,328,946	-	-	-	-	-
Finance Costs	781,910	390,955	425,764	34,809	781,910	390,955	425,764	34,809	-	-	-	-
Corporate Overhead	-	-	-	-	(3,843,340)	(1,921,670)	(1,921,670)	-	442,106	221,053	221,053	-
Total Operating Expenses	177,779,668	88,036,521	85,390,715	(2,645,806)	122,890,205	61,240,040	60,597,371	(642,669)	6,100,802	3,050,401	4,330,841	1,280,440
Operating (surplus)/deficit	(2,635,613)	(5,420,626)	(10,224,975)	(4,804,349)	(1,682,540)	(8,528,510)	(11,433,854)	(2,905,344)	(126,265)	(63,132)	1,135,456	1,198,588
Capital Revenue												
Capital Grants & Subsidies	(123,607,690)	(36,298,637)	(39,625,919)	(3,327,282)	(123,415,365)	(36,298,637)	(37,579,227)	(1,280,590)	-	-	-	-
Contributions	(3,573,659)	(2,382,439)	(2,479,956)	(97,517)	(3,573,659)	(2,382,439)	(2,479,956)	(97,517)	-	-	-	-
Contributions - Contributed Assets	(100,000)	(100,000)	(951,707)	(851,707)	(100,000)	(100,000)	(816,157)	(716,157)	-	-	-	-
Contributions from Developers - Cash	(300,000)	-	-	-	(300,000)	-	-	-	-	-	-	-
Disposal of Non-Current Assets	(100,000)	-	-	-	(100,000)	-	-	-	-	-	-	-
Total Capital Revenue	(127,681,349)	(38,781,076)	(43,057,582)	(4,276,506)	(127,489,024)	(38,781,076)	(40,875,340)	(2,094,264)	-	-	-	-
Capital Expenses												
Loss of Revaluation of Inventory	-	-	-	-	-	-	-	-	-	-	-	-
Restoration of Land Provision	-	-	-	-	-	-	-	-	-	-	-	-
Capital Expense Write-Off	10,000,000	-	-	-	10,000,000	-	-	-	-	-	-	-
Total Capital Expenses	10,000,000	-	-	-	10,000,000	-	-	-	-	-	-	-
Net Result (surplus)/deficit	(120,316,962)	(44,201,702)	(53,282,557)	(9,080,855)	(119,171,564)	(47,309,587)	(52,309,194)	(4,999,607)	(126,265)	(63,132)	1,135,456	1,198,588
Capital Funding Applications												
Capital Expenditure - New Assets	30,294,241	6,892,454	5,032,998	(1,859,456)	13,831,965	3,054,578	2,508,748	(545,830)	-	-	-	-
Capital Expenditure - Upgrade Assets	8,629,413	3,509,697	2,310,556	(1,199,141)	8,539,413	3,509,697	2,310,556	(1,199,141)	-	-	-	-
Capital Expenditure - Replacement Assets	183,252,322	89,794,732	52,992,786	(36,801,946)	171,121,979	85,089,832	47,719,060	(37,370,772)	-	-	-	-
Total Capital Funding Applications	222,175,976	100,196,883	60,336,340	(39,860,543)	193,493,357	91,654,107	52,538,364	(39,115,743)	-	-	-	-



Western Downs Regional Council
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	Gas				Water				Sewerage			
	Original Budget	YTD Budget	YTD Actuals	YTD Variance	Original Budget	YTD Budget	YTD Actuals	YTD Variance	Original Budget	YTD Budget	YTD Actuals	YTD Variance
Operating Revenue												
Rates and Utility Charges	-	-	-	-	(6,839,917)	(3,419,958)	(3,412,994)	6,964	(10,369,888)	(5,184,944)	(5,113,083)	71,861
Volumetric	-	-	-	-	(7,950,664)	-	28,745	28,745	-	-	-	-
Less: Discounts & Pensioner Remissions	-	-	17,747	17,747	691,691	145,846	121,149	(24,697)	484,843	242,422	223,210	(19,212)
Net Rates and Utility Charges	-	-	17,747	17,747	(14,098,890)	(3,274,112)	(3,263,100)	11,012	(9,885,045)	(4,942,522)	(4,889,873)	52,649
Fees and Charges	(32,000)	(11,000)	(10,214)	786	(1,333,000)	(671,500)	(623,951)	47,549	-	-	(27,099)	(27,099)
Rental and Levies	-	-	-	-	(95,000)	(47,500)	(47,114)	386	-	-	-	-
Sales of Major Services	(3,761,708)	(1,423,516)	(1,315,584)	107,932	(35,000)	(17,500)	(1,936)	15,564	(11,000)	(5,500)	(1,476)	4,024
Operating Grants & Subsidies	-	-	-	-	-	-	-	-	-	-	-	-
Interest and Investment Revenue	-	-	-	-	(44,025)	(22,013)	(24,497)	(2,484)	(35,000)	(17,500)	(11,077)	6,423
Other Income	-	-	-	-	-	-	-	-	-	-	-	-
Total Operating Revenue	(3,793,708)	(1,434,516)	(1,308,051)	126,465	(15,605,915)	(4,032,625)	(3,960,598)	72,027	(9,931,045)	(4,965,522)	(4,929,525)	35,997
Operating Expenses												
Employee Benefits	274,645	137,323	87,498	(49,825)	5,677,166	2,838,583	2,100,490	(738,093)	2,296,558	1,148,279	678,564	(469,715)
Less Capitalised Employee Benefits	-	-	-	-	-	-	(505)	(505)	-	-	-	-
Net Employee Benefits	274,645	137,323	87,498	(49,825)	5,677,166	2,838,583	2,099,985	(738,598)	2,296,558	1,148,279	678,564	(469,715)
Materials and Services	1,606,740	803,370	549,630	(253,740)	4,455,620	2,130,823	2,461,290	330,467	1,825,350	870,682	957,105	86,423
Depreciation and Amortisation	327,571	163,786	163,786	-	5,898,555	2,949,278	2,949,278	-	2,983,585	1,491,793	1,491,793	-
Finance Costs	-	-	-	-	-	-	-	-	-	-	-	-
Corporate Overhead	250,534	125,267	125,267	-	1,475,413	737,707	737,707	-	828,497	414,249	414,249	-
Total Operating Expenses	2,459,490	1,229,746	926,181	(303,565)	17,506,754	8,656,390	8,248,259	(408,131)	7,933,990	3,925,002	3,541,710	(383,292)
Operating (surplus)/deficit	(1,334,218)	(204,771)	(381,871)	(177,100)	1,900,839	4,623,765	4,287,661	(336,104)	(1,997,055)	(1,040,520)	(1,387,815)	(347,295)
Capital Revenue												
Capital Grants & Subsidies	-	-	-	-	-	-	(2,046,692)	(2,046,692)	-	-	-	-
Contributions	-	-	-	-	-	-	-	-	-	-	-	-
Contributions - Contributed Assets	-	-	-	-	-	-	-	-	-	-	(135,550)	(135,550)
Contributions from Developers - Cash	-	-	-	-	-	-	-	-	-	-	-	-
Disposal of Non-Current Assets	-	-	-	-	-	-	-	-	-	-	-	-
Total Capital Revenue	-	-	-	-	-	-	(2,046,692)	(2,046,692)	-	-	(135,550)	(135,550)
Capital Expenses												
Loss of Revaluation of Inventory	-	-	-	-	-	-	-	-	-	-	-	-
Restoration of Land Provision	-	-	-	-	-	-	-	-	-	-	-	-
Capital Expense Write-Off	-	-	-	-	-	-	-	-	-	-	-	-
Total Capital Expenses	-	-	-	-	-	-	-	-	-	-	-	-
Net Result (surplus)/deficit	(1,334,218)	(204,771)	(381,871)	(177,100)	1,900,839	4,623,765	2,240,969	(2,382,796)	(1,997,055)	(1,040,520)	(1,523,365)	(482,845)
Capital Funding Applications												
Capital Expenditure - New Assets	-	-	-	-	14,724,825	3,251,100	2,093,415	(1,157,685)	-	-	-	-
Capital Expenditure - Upgrade Assets	-	-	-	-	90,000	-	-	-	-	-	-	-
Capital Expenditure - Replacement Assets	-	-	-	-	9,706,230	3,850,900	4,599,345	748,445	1,400,000	670,000	453,951	(216,049)
Total Capital Funding Applications	-	-	-	-	24,521,055	7,102,000	6,692,760	(409,240)	1,400,000	670,000	453,951	(216,049)



Western Downs Regional Council
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	Quarry				Waste				Saleyards				Washdown Bays			
	Original Budget	YTD Budget	YTD Actuals	YTD Variance	Original Budget	YTD Budget	YTD Actuals	YTD Variance	Original Budget	YTD Budget	YTD Actuals	YTD Variance	Original Budget	YTD Budget	YTD Actuals	YTD Variance
Operating Revenue																
Rates and Utility Charges	-	-	-	-	(6,551,561)	(3,275,780)	(3,285,896)	(10,116)	-	-	-	-	-	-	-	-
Volumetric	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Less: Discounts & Pensioner Remissions	-	-	-	-	306,313	153,157	137,296	(15,861)	-	-	-	-	-	-	-	-
Net Rates and Utility Charges	-	-	-	-	(6,245,248)	(3,122,623)	(3,148,600)	(25,977)	-	-	-	-	-	-	-	-
Fees and Charges	-	-	(98)	(98)	(2,007,031)	(1,003,516)	(977,008)	26,508	-	-	-	-	(910,000)	(455,000)	(484,120)	(29,120)
Rental and Levies	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Sales of Major Services	(7,792,606)	(3,896,303)	(3,448,221)	448,082	-	-	-	-	(3,116,504)	(1,558,252)	(2,107,120)	(548,868)	-	-	-	-
Operating Grants & Subsidies	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Interest and Investment Revenue	-	-	-	-	(28,413)	(14,207)	(10,999)	3,208	-	-	-	-	-	-	-	-
Other Income	-	-	-	-	(185,000)	(92,500)	(14,740)	77,760	-	-	-	-	-	-	-	-
Total Operating Revenue	(7,792,606)	(3,896,303)	(3,448,319)	447,984	(8,465,692)	(4,232,846)	(4,151,347)	81,499	(3,116,504)	(1,558,252)	(2,107,120)	(548,868)	(910,000)	(455,000)	(484,120)	(29,120)
Operating Expenses																
Employee Benefits	1,246,309	623,155	554,315	(68,840)	759,223	379,490	233,065	(146,425)	782,399	384,089	309,290	(74,799)	147,004	73,502	70,447	(3,055)
Less Capitalised Employee Benefits	(345,446)	(172,723)	-	172,723	-	-	-	-	(42,660)	(14,220)	(12,890)	1,330	-	-	-	-
Net Employee Benefits	900,863	450,432	554,315	103,883	759,223	379,490	233,065	(146,425)	739,739	369,869	296,400	(73,469)	147,004	73,502	70,447	(3,055)
Materials and Services	4,978,492	2,489,246	1,993,228	(496,018)	9,399,660	4,279,732	2,839,351	(1,440,381)	1,358,926	679,005	497,859	(181,146)	553,479	188,147	236,168	48,021
Depreciation and Amortisation	23,036	11,518	11,518	-	617,275	308,638	308,638	-	512,181	256,091	256,091	-	51,759	25,880	25,880	-
Finance Costs	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Corporate Overhead	330,323	165,162	165,162	-	272,697	136,349	136,349	-	188,051	94,025	94,025	-	55,720	27,860	27,860	-
Total Operating Expenses	6,232,714	3,116,357	2,724,223	(392,135)	11,048,855	5,104,208	3,517,402	(1,586,806)	2,798,897	1,398,990	1,144,375	(254,615)	807,962	315,389	360,355	44,966
Operating (surplus)/deficit	(1,559,892)	(779,946)	(724,097)	55,849	2,583,162	871,362	(633,945)	(1,505,307)	(317,608)	(159,262)	(962,745)	(803,483)	(102,038)	(139,612)	(123,766)	15,846
Capital Revenue																
Capital Grants & Subsidies	-	-	-	-	(192,325)	-	-	-	-	-	-	-	-	-	-	-
Contributions	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Contributions - Contributed Assets	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Contributions from Developers - Cash	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Disposal of Non-Current Assets	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Capital Revenue	-	-	-	-	(192,325)	-	-	-	-	-	-	-	-	-	-	-
Capital Expenses																
Loss of Revaluation of Inventory	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Restoration of Land Provision	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Capital Expense Write-Off	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Capital Expenses	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Net Result (surplus)/deficit	(1,559,892)	(779,946)	(724,097)	55,849	2,390,837	871,362	(633,945)	(1,505,307)	(317,608)	(159,262)	(962,745)	(803,483)	(102,038)	(139,612)	(123,766)	15,846
Capital Funding Applications																
Capital Expenditure - New Assets	-	-	-	-	1,426,786	475,776	355,020	(120,756)	220,665	21,000	516	(20,484)	90,000	90,000	75,299	(14,701)
Capital Expenditure - Upgrade Assets	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Capital Expenditure - Replacement Assets	-	-	-	-	-	-	-	-	507,328	184,000	114,022	(69,978)	516,785	-	106,408	106,408
Total Capital Funding Applications	-	-	-	-	1,426,786	475,776	355,020	(120,756)	727,993	205,000	114,538	(90,462)	606,785	90,000	181,707	91,707



Western Downs Regional Council
Capital Status Update
Dec-24

Project Details

Projects Status

Financial Information

Financial Project Number	Project Description	Budget Type	District	Populate	Populate	Populate	Populate										Populate	
				Project Complete	Project Issues Budget/ Delivery	Project Start	Project End	2024-25 Approved Budget	2023-24 Carry Over	Multi Year Project	YTD Budget	YTD Actuals	YTD Variance (YTD Budget less YTD Actuals)	Estimated Final Spend	Remaining Spend (estimated spend less actuals)	Project Variance (Under Budget) /Over Budget	Project Variance %	Comments
100812	Tara Landfill Weighbridge	Carry-Over	Tara			Sep-24	Apr-25	620,383	361,258		221,258	142,453	78,805	620,383	477,930	-	0%	At Council's November Ordinary meeting, Council resolved to appoint Newlands Civil to undertake the civil works for the project. Council also approved of the increased budget amount. The contract is currently unsigned as Council's internal Counsel is negotiating contractual clauses on liquidated damages and other matters. The State funding body (DESI) are being kept informed. Wet conditions are also proving problematic for electrical works which are being organised by Council. No response has been received from the DESI DG as a result of Council's request for additional subsidy.
100837	Wandoan Landfill Weighbridge	Carry-Over	Wandoan			Sep-24	Apr-25	770,303	318,418		218,418	179,510	38,908	770,303	590,792	(0)	0%	At Council's November Ordinary meeting, Council resolved to appoint Newlands Civil to undertake the civil works for the project. Council also approved of the increased budget amount. The contract is currently unsigned as Council's internal Counsel is negotiating contractual clauses on liquidated damages and other matters. The State funding body (DESI) are being kept informed. No response has been received from the DESI DG as a result of Council's request for additional subsidy.
100709	New Office, Toilet Facility and Replacement of Cold Room at the Chinchilla Washdown Facility	Carry-Over	Chinchilla	Yes		Sep-24	Sep-24	90,000	90,000		90,000	75,299	14,701	75,299	-	(14,701)	-16%	Project completed
100610	Dalby Washdown Facility Mitigation Works	Carry-Over	Dalby			Jan-25	Apr-25	516,785	516,785		-	106,408	(106,408)	516,785	410,377	-	0%	Thomas Mannhardt (superintendent) overseeing project. MFE have raised Tax Invoice for Progress Claim No 1 \$46,452.86. Expected closure of facility and works to commence is January 2025. Update: Previously MFE were targeting 5 February 2025 for Practical Completion (PC). The latest forecast for PC is 30 April 2025 due to the extended ~18 week lead time in the arrival of the RAS and WAS pumps. MFE have submitted an EOT
100906	Wind Turbine Blade Installation at Bell	Carry-Over	Bell	Yes	Budget	Mar-23	Oct-24	57,367	57,367		57,367	57,398	(31)	57,398	-	31	0%	WORKS COMPLETE Project completed in October.
100749	Regional Sculpture Trail/Public Art - "Tara Lagoon Mural" - (2023-24 Project)	Carry-Over	Regional	Yes		Oct-24	Nov-24	48,810	48,810		30,000	23,370	6,630	23,370	-	(25,440)	-52%	WORKS COMPLETE: The relocation of the project to Tara Lagoon, and the painting of the mural on a newly constructed wall will be done by end October, with 2 weeks paint curing time before we can put an "anti-graffiti" coating over the mural.
100592	Dalby Cunningham St (Main St) Redevelopment Design	Carry-Over	Dalby		Delivery	Sep-24	Dec-24	224,933	224,933		80,000	62,893	17,107	205,797	142,904	(19,136)	-9%	Project Halted - further direction required from Council.
100738	Regional Park Signage (100724) (inc 2023/24 Carry-Overs)	General	Regional			Dec-24	May-25	58,119	18,119	Yes	35,000	339	34,661	58,119	57,780	-	0%	Engaged with comms & Tourism - awaiting design return expected by December - project completion estimated April 25.
100821	Upgrade of Waterloo Plains Environmental Park Wandoan	Carry-Over	Wandoan			Jan-25	Jun-25	421,726	421,726		100,000	43,915	56,085	421,726	377,811	-	0%	PMO TO DELIVER. Cultural heritage finalised Shelter and platform construction commenced 4/11 Playground Tender awarded, contractor currently going through procurement
100516	Boundary Fence Replacement Central Park Jandowae	Carry-Over	Jandowae			Sep-23	Apr-25	52,300	52,300		-	-	-	52,300	52,300	-	0%	Works Awarded - fabrication not to commence until the conclusion of community consultation. Additional budget provisions sought and approved.
100832	Wandoan War Memorial, Racing and Recreation Reserve JG Willacy Pavilion Re-Stumping 2023/24	Carry-Over	Wandoan	Yes		Sep-24	Sep-24	71,890	71,890		71,890	71,890	-	71,890	-	-	0%	Project completed in September
100839	Wandoan Recreation Reserve Power Poles Replacement	Carry-Over	Wandoan			Jan-25	Jun-25	98,260	98,260		30,000	2,441	27,559	98,260	95,819	-	0%	RFQ closed 29/11 and currently reviewing quote
100693	Miles Aquatic Filter Replacement 2023/24	Carry-Over	Miles	Yes	Budget	2023	Sep-24	136,850	136,850		136,850	149,854	(13,004)	149,854	-	13,004	10%	Project completed in August. Variance due to technical consultant inspection required during the works, approval to use underspends in the same asset class
100793	Regional Power Pole Renewal (Sport & Recreation Grounds Renewal Program) 2023/24 (100273)	Carry-Over	Regional			Nov-24	Apr-25	83,487	83,487		20,000	11,790	8,210	83,487	71,697	-	0%	RFQ closed 29/11 and currently reviewing quote
100573	4B Moore St Wandoan Interior Painting & AC Replacement (Council Housing Renewal Program) 2023/24	Carry-Over	Wandoan	Yes			Oct/24	15,000	15,000		15,000	11,245	3,755	11,245	-	(3,755)	-25%	Project completed in October
100633	Extend Leasing Space at Dalby Aerodrome 2023/24	Carry-Over	Dalby	Yes		Mar-24	Sep-24	374,998	374,998		374,998	235,914	139,084	374,998	139,084	-	0%	Project completed in Sep. Awaiting final invoice and working through defects
100780	SCADA Firewall Architecture Changes Phase 1 (100170)	Carry-Over	Regional	Yes		Jul-24	1/11/2024	49,523	49,523		49,523	49,523	0	49,523	0	-	0%	All hardware has been purchased and received. Installation of hardware is funded by operational budget.
100613	Dalby Water Supply Upgrade - Treatment Development (100650) (inc 2023/24 Carry-Overs)	General	Dalby				Jun/25	10,751,732	313,732	Yes	2,000,000	194,672	1,805,328	10,751,732	10,557,060	-	0%	Evap Ponds Tender under evaluation. Carry-over intended for Pilot plant testing, proposed work on hold pending review of bore quality results.
100846	Water Regional Mains Replacement (inc 2023/24 Carry-Overs)	General	Regional				Jun/25	2,499,012	99,012	Yes	930,000	575	929,425	2,499,012	2,498,437	-	0%	Sep E underway, Sep F contract execution stage
100612	Dalby Water Supply Upgrade - Pipeline Corridor (100443) (inc 2023/24 Carry-Overs)	General	Dalby				Jun/25	9,260,311	7,273,311	Yes	3,837,000	6,201,449	(2,364,449)	9,260,311	3,058,862	-	0%	Carry-over due to contract negotiations for Stage 2 in progress. Stage 1 pipeline has been installed.
100790	Install Solar Panelling @ Dalby CSC Car Park (100468) 2021/22	Carry-Over	Dalby				Dec-24	146,324	146,324		80,000	-	80,000	133,625	133,625	(12,699)	-9%	
100473	3267 Hino Crane Truck Replacement 2023/24	Carry-Over	Regional	Yes			Sep-24	200,000	200,000		200,000	174,336	25,664	174,336	-	(25,664)	-13%	Project completed
100484	3491 Fuso Canter 815 Crew Truck Replacement 2023/24	Carry-Over	Regional	Yes	Budget		Sep-24	140,000	140,000		140,000	172,031	(32,031)	172,031	-	32,031	23%	Project completed
100437	2023/24 White Fleet Replacement Program 2023/24	Carry-Over	Regional	Yes			Sep-24	231,314	231,314		231,314	-	231,314	-	-	(231,314)	-100%	Project completed
100447	2532 Isuzu Water Truck Replacement 2023/24	Carry-Over	Regional	Yes			Oct-24	301,222	301,222		301,222	301,222	-	301,222	-	-	0%	Project completed
100722	Emergency Management Trailers x2 - Disaster Resilience Project (Shell/QGC) 2023/24	Carry-Over	Regional	Yes	Budget		Oct-24	50,000	50,000		50,000	54,695	(4,695)	54,695	-	4,695	9%	Project completed
100776	Sandalwood Avenue (New Footpath) - LRCI Phase 4 (100168) (inc 23/24 Carry-Overs)	General	Dalby			Jan/24	Jun/25	720,000	20,000	Yes	20,000	4,559	15,441	720,000	715,441	-	0%	Design being finalised
100789	Slessar Street - New Footpath (LRCI Part A) (100270) (inc 23/24 Carry-Overs)	General	Chinchilla			Dec-24	Jun/25	370,000	20,000	Yes	250,000	188,613	61,387	200,000	11,387	(170,000)	-46%	Works in Progress
100901	Wheeler St (0 - 0.424) - Reconstruct (100350) (inc 23/24 Carry-Overs)	General	Chinchilla			Sep-24	Dec-24	472,422	374,727	Yes	197,695	398,571	(200,876)	450,000	51,429	(22,422)	-5%	Issues with stormwater installation due to power pole relocation and multiple wet weather delays. Works completed early Dec awaiting final invoices -
100622	Dorney St (0 - 0.473) Reconstruct (100653) (inc 23/24 Carry-Overs)	General	Chinchilla	Yes		Sep-24	Nov-24	528,507	419,522	Yes	528,507	405,636	122,871	430,000	24,364	(98,507)	-19%	WORKS COMPLETE - awaiting on final invoices Carry over \$ from 23/24 fy Under budget
100685	Markham's Hill Rd (2592m to 5041m) - Upgrade (100687) (inc 2023/24 Carry-Overs)	General	Dalby			May-25	Jun/25	744,891	142,994	Yes	-	-	-	744,891	744,891	-	0%	
100822	Upper Humbug Road (0.00 - 0.00) (Resource Funded - QGC) (inc 2023/24 Carry-Overs)	General	Tara	Yes		Jul/24	Oct-24	1,663,515	1,253,894	Yes	1,663,515	1,507,010	156,505	1,663,515	156,505	-	0%	WORKS COMPLETE - Awaiting final invoices
100689	McCaskers Road (0.00 - 0.00) (Resource Funded - QGC)	General	Tara	Yes		Jul/24	Sep-24	732,160	(267,840)	Yes	732,160	347,320	384,840	347,320	-	(384,840)	-53%	WORKS COMPLETE
100563	Clifford Rd, Wandoan (3.0 - 13.75) - LRCI Phase 4 (100418) (inc 2023/24 Carry-Overs)	General	Wandoan			Feb-25	Jun/25	2,070,500	70,500	Yes	50,000	192	49,808	2,070,500	2,070,308	-	0%	
100642	Glennern Rd, Glenmorgan (20.5 - 30.00) - LRCI Phase 4 (100664) (inc 2023/24 Carry-Overs)	General	Tara			Oct-24	Jun/25	2,373,900	73,900	Yes	653,900	835,165	(181,265)	2,373,900	1,538,735	-	0%	Stage 1 works in progress due for completion Xmas break, long haulage for trucks
100524	Bundi Road, Wandoan (39 - 44) - LRCI Phase 4 (100597) (inc 2023/24 Carry-Overs)	General	Wandoan			Oct-24	Feb-25	1,185,100	285,100	Yes	660,000	317,546	342,454	1,185,100	867,554	-	0%	Works in Progress - hold up with cultural heritage approvals for side tracks on culverts
100640	Girrahween Design and Construction Project (Arrow Energy Funded) (100460)	General	Miles			May-24	Sep-24	871,129	(48,764)	Yes	871,129	792,872	78,257	830,000	37,128	(41,129)	-5%	Road Works Completed- Awaiting on final tree mulching after xmas as no availability
100672	Lawson Street - Burke to Leichhardt (0-0.155) Reconstruct 2023/24 (100680)	Carry-Over	Dalby	Yes	Budget	Jul-24	Jul-24	80,374	80,374		80,374	84,450	(4,076)	84,450	-	4,076	5%	WORKS COMPLETE
100534	Castle St (0-0.221) Reconstruct 2023/24 (100405)	Carry-Over	Chinchilla	Yes	Budget	Jul-24	Jul-24	8,286	8,286		8,286	43,078	(34,792)	43,078	-	34,792	420%	WORKS COMPLETE Installation of footpath, pram ramps and concrete spoon drain
100746	Regional Road Resilience 2023/24 (100758)	Carry-Over	Regional			Nov-24	Jun-25	819,242	819,242		200,000	432,249	(232,249)	819,242	386,993	-	0%	
100687	Mary Street area Dalby (Stage 3) (100484) (inc 2023/24 Carry-Overs)	General	Dalby			Feb 25	Jun-25	1,080,991	750,284	Yes	530,707	-	530,707	1,080,991	1,080,991	-	0%	
104841	Mary Street Stormwater Upgrade 2022/23 (101022)	Carry-Over	Dalby			Feb-25	Jun-25	135,622	135,622		100,000	-	100,000	135,622	135,622	-	0%	
100797	Wandoan Washdown Bay 2022/23 (100178)	Carry-Over	Wandoan	Yes		Jul-24	Sep-24	9,264	9,264		9,264	6,800	2,464	7,700	900	(1,564)	-17%	Works complete just commissioning by company delayed due to their availability
Total Capital Works								222,175,976	146,599,558		100,196,883	60,336,340	39,860,543	215,876,130	155,538,740	(1,106,819)		

Title	Infrastructure Services Report Water Main Renewal Program - 2024/25 Budget Increase
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Date	3 January 2025
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Responsible Manager	L. Cook, UTILITIES MANAGER
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Summary

The purpose of this Report is to request an increase in budget for the water main renewal program - 2024/25 from \$2,499,012 to \$3,050,000 (ex GST) for the 2024/25 financial year.

Link to Corporate Plan

Strategic Priority: Strong Diverse Economy

- We deliver water security to enable future economic growth.

Strategic Priority: Quality Lifestyle

- Our residents are provided with modern infrastructure and quality essential services across our region.

Strategic Priority: Sustainable Organisation

- Our effective asset management ensures that we responsibly maintain our community assets.

Material Personal Interest/Conflict of Interest

Nil

Officer's Recommendation

That this Report be received and that Council:

1. Increase budget for the water main renewal program - 2024/25 from \$2,499,012 to \$3,050,000 (ex GST) for the 2024/25 financial year.

Background Information

Council's annual water main renewal program is designed to progressively replace aged pipelines nearing end of life before the level of deterioration and breakage becomes unmanageable. The primary construction material due for replacement is asbestos cement (AC) pipes installed between 1950 and 1970. Main replacement is prioritised on a risk basis, considering criticality, breakage history and prior to road construction programs.

The adopted budget for water main replacement for the 2024/25 financial year is \$2,400,000 plus \$99,012 carry over from 2023/24 following wet weather delaying completion of Commodity Court in Dalby. Commodity Court was added to the 2024/25 program as part of flood recovery works funding.

Council has awarded \$1,195,094 of the water main replacement works to Mackenzies Ace Pty Ltd trading as Chris Buckley Plumbing with works completed in Windmill Road, Barber, Fraser, Evans and Little Street Chinchilla. Atkins Street, Chinchilla is awarded as part of this package though works are yet to be completed.

Report

The completion of the 2023/24 water main program was delayed due to wet weather for works in Commodity Court prior to road repairs under the flood recovery betterment program. These works were added to the program after budget approval. Council applied for funding but were advised that the main replacement works were not eligible. The total cost of the water main replacement in Commodity Court is \$272,505.

The carry-over expenditure from the 2023/24 financial year, which has impacted this year's budget, amounts to \$302,484. This includes Commodity Court water main replacement, and some costs associated with the 23/24 program completed in Chinchilla. Only \$99,012 of funding was available to be carried forward from 2023/24 to cover the cost of these works

The 2024/25 water main replacement program proposed the delivery of two work packages for Chinchilla (Separable Portion E) and Tara (Separable Portion F). Separable Portion E has been awarded to Chris Buckley under a Deed of Agreement which facilitated an extension of the 2023/24 contract terms with negotiated rates.

All works for Separable Portion E (Chinchilla) are scheduled for completion in March 2025. These works have required several scope changes and variations arising from errors in Council's as constructed information as described below. A variation for four road crossings in Tara was also approved under this contract in preparation for delivery of Separable Portion F.

Separable Portion F includes Tara CBD area on Fry, Day, and Smallacombe Street. The focus of these works is to replace the trunk main which connects the water treatment plant to the water tower. This project in Tara has been delayed previously due to complexities in execution as most of the scope of works is on DTMR corridors.

The submission received from Chris Buckley Plumbing valued at \$956,318 was of good quality, met required timeframes and was deemed competitive. This portion, Commodity Court and variations processed for Separable Portion E will result in a budget shortfall of \$550,988.

The table below summarises the current contract expenditure to date, with a forecast expenditure of \$3,046,889 should Separable Portion F be awarded.

Description	Value \$ (exclusive GST)	Comments
<i>Separable Portion E (original contract)</i>	\$ 1,195,094	Deed of Agreement executed
<i>Separable Portion E approved variations</i>	\$ 442,993	Mostly scope increase, convenience to Council
<i>2023/24 Carry Over expenditure</i>	\$ 302,484	Commodity Court
<i>Separable Portion F</i>	\$ 956,318	Recommend being awarded in full
<i>Sub Total</i>	\$ 2,896,889	Sub Total expected expenditure for 2024/25
<i>Contingency</i>	\$ 150,000	12.5 % Contingency on Tara Scope
<i>Total</i>	\$ 3,046,889	Total expected expenditure for 2024/25
2024/25 original budget	\$ 2,400,000	
2023/24 approved carry over	\$ 99,012	

Budget increase required (difference)	\$ 547,877	Requested budget increase
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Council may choose to defer Separable Portion F (Tara) to the following financial year though this will incur additional costs due to cost escalation and re-establishment costs.

The other option available to Council is to increase the total budget of this program to \$3,050,000. This would align expenditure in 2024/25 with the long-term funding allocation for water main replacement identified in the recent water main replacement strategy review.

Consultation (Internal/External)

Tender development and evaluation:

- Leigh Cook, Utilities Manager
- Bernard Fitzsimmons, Utilities Senior Technical Officer
- JP Delofski, Chief Procurement Officer
- Genevieve Dwyer, Procurement & Probity Advisor
- Dane Fewster, Project Advisory Co Pty Ltd

Budget consideration and award recommendations:

- Jodie Taylor, Chief Executive Officer
- Graham Cook, General Manager (Infrastructure Services)
- Leigh Cook, Utilities Manager
- Carmen Prain, Acting Chief Financial Officer

Legal/Policy Implications (Justification if applicable)

Procurement - Council Policy, s8 - Contracting and Financial Delegations, Council delegates the power to make, amend or discharge a contract for it to the Chief Executive Officer, under Section 257 of the Local Government Act 2009 (QLD), to a maximum contractual value limited to adopted budget plus goods and services tax.

Budget/Financial Implications

Budget - Council Policy, s2.4 Amendments to the Budget, Budget amendments may be required during the year outside of the Budget Review. The process for handling various types of amendments is as follows:

Capital	
Capital Budget adjustments - Increase in scope of an approved capital project	Delegated to the Chief Executive Officer and reported in a subsequent financial report to Council. Prior to approving the adjustment, the Chief Executive Officer must consider the importance and sensitivity of the project to councillors and the community. Where doubt exists, the adjustment should be approved by Council prior to the scope increase being approved.

2024/25 water main replacement program summary of works:

Description	Budget Value \$ (exclusive GST)	Contract Value \$ (exclusive GST) (incl variations)	Comments
2023/24 Carry Over Expenditure	\$0	\$302,484.00	Commodity Ct

<i>CH - Windmill Rd - Glasson St to Zeller St</i>	\$164,000	\$331,702.26	Windmill St to Atkins St
<i>CH - Fraser St - Windmill Rd to Price St</i>	\$360,000	\$122,614.15	Glasson St to Atkins St
<i>Ch - Barber St - Evans to Price</i>			
<i>CH - Little St - Park St to Wambo St</i>			
<i>CH - Evans St - Hypatia St to Zeller St</i>	\$196,000	\$109,172.53	Including DTMR crossings
<i>CH - Atkins St - Barber St to Zeller St</i>	\$66,000	\$115,375.07	
<i>Tara - Fry St - Milne St to Smallacombe St</i>	\$240,000	\$259,937.53	
<i>Tara - Day St - Sara St to Fry St</i>	\$226,000	\$256,290.05	
	\$762,000	\$777,849.15	
	\$386,000	\$424,709.57	
<i>Variations</i>	\$0	\$196,752.53	Excluding DTMR Crossings
Total	\$2,400,000	\$2,896,889	

The following variations have been approved for Separable Portion E.

Ref No.	Separable Portion E Variations to date	Value \$ (exclusive GST)
VAR-01	<i>Little St Additional 100mm Road Crossing</i>	\$ 11,531.06
VAR-02	<i>Little St Additional Fire Hydrant</i>	\$ 1,160.44
VAR-03	<i>Temporary House Connection Service Wambo St</i>	\$ 698.02
VAR-04	<i>Credit on Long Services to Windmill Rd</i>	-\$ 28,070.85
VAR-05	<i>Double Services on Windmill Rd</i>	\$ 5,294.71
VAR-06	<i>Zeller St Water Main/Service Upgrade</i>	\$ 151,793.54
VAR-07	<i>Windmill Rd Water Main Works</i>	\$ 87,598.13
VAR-08	<i>CREDIT - Fraser St Windmill Rd to Evans St</i>	-\$ 828.29
VAR-09	<i>Tara DTMR Crossings</i>	\$ 246,240.75
VAR-10	<i>CREDIT - Glasson St Connection</i>	-\$ 4,350.16
VAR-11	<i>CREDIT - Zeller & Windmill</i>	-\$ 25,684.23
VAR-12	<i>Barber St Main Valve</i>	\$ 8,387.17
VAR-13	<i>CREDIT - Atkins Zeller St</i>	-\$ 10,776.81
	Total	\$442,993.48

Variation 6 was a significant change to scope described as 'Zeller St Water Main/Service Upgrade' between Windmill Road and Atkins Street for \$151,793.54. Site investigations from original contract works identified additional asbestos main which conflicts Council's asset register.

Variation 7 'Windmill Road Water Main Works' between Zeller Street and Findlay Avenue which involves decommissioning a section of 100mm Asbestos main and transferring house services to an existing 200mm PVC water main.

Variation 9 awarded for 'Tara DTMR Crossings' for \$246,204.75 has been awarded due to tight subcontractor availability for the Horizontal Direction Drilling component of Tara Program on Department of Transport and

Mains Road (DTMR) and the lead times required to secure this specialised subcontractor was higher than allowed.

Carmen Prain, Acting Chief Financial Officer has indicated that if Council choose to increase the budget on the water main renewal program in 2024/25, it will impact the cash balance of Council. However, there is sufficient cash balance to cover the additional expenditure.

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

Council's routine water main renewal program is critical to limit the frequency of water service interruptions from failing assets.

Council was unsuccessful in receiving funding under Queensland Reconstruction Authority (QRA) Betterment funding for the Commodity Court water main replacement which now falls to the 2024/25 budget.

Commodity Court and variations processed for Separable Portion E will result in a forecast budget shortfall of \$550,988 should Council choose to award Separable Portion F for the Tara rising main replacement.

Council has the option to not award Separable Portion F until 2025/26 however this will result in potential cost escalation and re-establishment costs for the contractor.

Council can also increase the budget for this program to \$3,050,000 and this would align expenditure in 2024/25 with the long-term funding allocation identified by Council in the recent water main replacement strategy

It is recommended that Council award Separable Portion F and increase the 2024/25 water main replacement budget from \$2,499,012 to \$3,050,000.

Attachments

Nil

Authored by: Bernard Fitzsimmons, **UTILITIES SENIOR TECHNICAL OFFICER**

Title	Infrastructure Services Report Transport Asset Maintenance Management Plan (TAMMP) 2024 Review
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Date	7 January 2025
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Responsible Manager	S. Fitzgerald, WORKS MANAGER MAINTENANCE
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Summary

The purpose of this Report is to provide Council with a summary of the Transport Asset Maintenance Management Plan 2024/25 review findings.

Link to Corporate Plan

Strategic Priority: Quality Lifestyle

- Our residents are provided with modern infrastructure and quality essential services across our region.
- Our recreational spaces and community facilities are attractive, safe, and accessible.
- We invest in safe, well maintained road networks to connect our region and support economic activities.
- We attract families to live, work, prosper, and play in our region.
- We take pride in our natural assets, environment, and heritage.

Strategic Priority: Sustainable Organisation

- We are recognised as a financially intelligent and responsible Council.
- We focus on proactive, sustainable planning for the future.
- Our people are skilled and values driven to make a real difference.
- Our agile and responsive business model enables us to align our capacity with service delivery.
- Our effective asset management ensures that we responsibly maintain our community assets.

Material Personal Interest/Conflict of Interest

Nil

Officer's Recommendation

That this Report be Received.

Background Information

The Transport Asset Maintenance Management Plan (TAMMP) has been developed to promote effective recording, prioritisation, and application of strategic direction to Western Downs Regional Council's transport asset maintenance. This is done by setting inspection frequencies for assets based on hierarchy, and the identification of defects of varying severity based on the risk posed to the public and the asset. More severe defects are assigned a higher priority and higher priority defects planned to be delivered within a shorter response time, reducing the time the more severe defects are present on Council's network.

Council inspects its assets and records defect information to be able to effectively program maintenance and understand the maintenance demands of its network. Not performing inspections would reduce efficiency when delivering maintenance and potentially reduced asset life. As such, performing inspections and recording defects is considered vital to the ongoing effective operation of the Works Maintenance department.

However, inspection and recording of defects presents a risk to Council as the protections afforded by *Civil Liability Act 2003 (Qld)* s. 37 no longer apply if "at the time of the alleged failure the authority had actual knowledge of the particular risk the materialisation of which resulted in the harm."

To mitigate this risk, the TAMMP defines Council's general procedures for transport asset maintenance. These procedures comply with the relevant industry standards, and so afford protection under the *Civil Liability Act 2003 (Qld)* s. 35 (d) *"the authority may rely on evidence of its compliance with its general procedures and any applicable standards for the exercise of its functions as evidence of the proper exercise of its functions in the matter to which the proceeding relates."*

Section 35 of the Act also gives protection to Council where a duty of care has been breached due to the limited resources of the authority and the generally diverse and competing functions of that authority. This section also protects Council in stating that *"the general allocation of financial or other resources by the authority is not open to challenge"*.

The net result of these obligations and protections is that Council must inspect its assets in order to effectively plan and deliver maintenance, and that Council must document its procedures regarding how the risk posed by a defect is managed to protect it in the event of legal action due to damages caused as a result of that defect.

It is critical that the procedures Council sets for itself are appropriate and achievable, otherwise the protections afforded by s. 35 of the Act are compromised resulting in an increased risk of litigation due to damages caused by defective assets.

This review evaluated compliance with targets, reviewed the risk management assumptions of the TAMMP and analysed data to identify trends and identify opportunities for improved practices.

Report

This report provides a summary of the review of the Transport Asset Maintenance Management Plan (TAMMP) from the period January 2024 to September 2024. Note this review period is shorter than previous review periods due to implementation of the Technology One platform for Maintenance Management. Ongoing issues with the platform mean data is unavailable for the period 1 August 2024 to October 2024 when the evaluation was undertaken.

Module 1 - Sealed Roads

Backlog Value

The value of defects on Council's sealed roads network has decreased from \$11.4M in 2023 to \$7.9M in 2024. This reflects the ongoing delivery of maintenance, as well as the progression of DRFA works and Council's Capital Works Programs.

It is worth noting that, of the \$7.9M backlog value, only \$1,123 is in Priority 1 or Priority 2 defects, severe defects considered to pose an imminent risk to road users. The fact that these severe defects comprise only 0.01% of the defect backlog by value shows that the risk-based approach to defect prioritisation is effective at removing hazardous defects from the local road network.

Defect Response Times

TAMMP Response times are shown below. Corridor Safety, Priority 1 and Priority 2 defects are those considered to present a risk to traffic due to the severity of the defect. Priority 3 and 4 are defects of lower severity and not considered to present a risk to traffic.

Priority Classification	Response Time for Intervention
Corridor Safety Defects	24 Hours
Priority 1	1 Month
Priority 2	3 Months
Priority 3	12 Months (subject to budget and resource availability, and no planned capital works to address these defects within the next 3 financial years)
Priority 4	No Response Time

Table 1 - Sealed Road Defect Response Times

Note that all defects had an intervention applied prior to the defect target date, in the form of either a repair or a temporary measure to mitigate the risk of the defect pending repair. The figures below report on permanent repair of the defects relative to the defect target date.

Defect Priority	Safety	1	2	3	4	Grand Total
Completed within Response Time	5	156	94	945	754	1954
Completed after Response Time	4	145	36	1291	0	1476
Grand Total	9	301	130	2236	754	3430
% Compliant 2024	56%	52%	72%	42%	100%	57%
% Compliant 2023	0%	50%	66%	47%	100%	59%
% Compliant 2022	29%	48%	68%	55%	100%	65%

Table 2 - Response time compliance

These figures are consistent with the TAMMP long term trends, indicating that the timeliness of defect repairs has reached equilibrium with Councils resources allocated to maintenance, and with Council's other priorities for those resources, such as the RMPC.

The risk associated with overdue defects during periods of peak maintenance demand is managed by applying temporary safety measures, such as warning signage, at these sites until such time as repairs can be performed and reporting these defects regularly. The overdue defects report is submitted to the General Manager - Infrastructure Services on a monthly basis, and to the Executive Leadership Team on a quarterly basis, and clearly defines why a response time wasn't achieved, when repair is planned, and what has been done to mitigate the risk of the defect to the public in the interim.

Inspection Frequencies

Compliance with inspection frequencies is consistent with previous years at 86% in 2024 compared to 87% as in 2023. Of the 14% of inspections completed after their target date, 12% if these were completed within 1 week of the target date.

Inspection Status	No. Inspection	%
Compliant	661	86%
Not Compliant	112	14%
0 to 7 days overdue	91	12%
7 to 14 days overdue	8	1%
14 to 21 days overdue	1	0%
More than 21 days overdue	12	2%
Grand Total	773	

Table 3 - Sealed Roads Inspection Compliance

Module 2 - Unsealed Roads

A summary of unsealed roads maintenance activities performed is shown below against a summary of prior years.

Note that the totals accomplished for 2024 are projected to allow a direct comparison with previous years due to the review period of less than 12 months.

Activity	2024	2023	2022	2021	2020
Gravel Patching (t)	26,357	20,235	26,812	21,267	27,293
Heavy Formation Grading (km)	206	245	160	86	151
Light Maintenance Grading (km)	3,226	4,281	4,945	4,945	6,123
Table Drain Maintenance (km)	509	1,671	-	-	-

Table 4 - Unsealed Roads Maintenance Activity Summary

This data shows a number of trends including:

- The kilometres patrol graded have decreased in 2024 from 2023, corresponding to an increase in gravel patching. These activities are performed with the same resources, so an increase in one results in a decrease in the other, a trend seen in previous years.
- Gravel patching has increased due to the addition of a third supervisor for unsealed roads resulting in improved understanding of network condition, and increased resources to arrange materials and hire required to perform gravel patching.
- The continued advancement of the DRFA program has resulted in less demand for patrol grading. With approximately 50% of the unsealed network being graded or resheeted as part of the DRFA program, these sites have been in sufficient condition to not require patrol grading at their usual frequency.
- A dry period in early 2024 resulted in less patrol grading to ensure unsealed pavements were not compromised.
- Above points demonstrate an improved understanding of network conditions and needs, and improved control of patrol grader activities since a third unsealed roads supervisor was appointed.

Table 5 provides a summary of current demand for gravel resheeting on Council's unsealed roads. Note that the priority of these resheet sites is determined subjectively by experienced staff and reflects such things as gravel pavement thinning, the presence of defects, and the road usage.

Resheet Priority	Number of Sites	Length (km)	Estimated Cost
1	78	142	\$7,099,550
2	82	143	\$7,010,200
3	63	97	\$4,865,650
Grand Total	223	382	\$18,975,400

Table 5 - Gravel Resheet Register Summary - October 2024

The total kilometres of the gravel resheet register has decreased from 583km in 2023 to 382km in 2024. This due to the ongoing delivery of the DRFA program, as well as Council's increased delivery of gravel resheets in 2023 given the opportunity for efficiency presented by the DRFA program.

The totals provided in table 5 reflect the demand on the road network independent of the DRFA program currently in delivery. To provide context for the interpretation of table 5, Council will typically deliver approximately 120km of gravel resheeting each financial year as part of the Capital Works Program.

Module 3 - Footpaths

Backlog Value

Defect Type	Number of Defects	Estimated Repair Cost
Priority 1	6	\$1,000
01 Trip Hazard	6	\$1,000
Priority 2	64	\$69,110
01 Trip Hazard	62	\$60,530
02 Unevenness	2	\$8,580
Priority 3	788	\$383,808
01 Trip Hazard	653	\$173,229

02 Unevenness	62	\$195,304
03 Slippery	14	\$1,670
04 Old Standard Assets	59	\$13,605
Grand Total	858	\$453,918

Table 6 - Footpath Network Defect backlog

The value of the footpath defect backlog has increased from \$437,552.50 in September 2023 to \$453,918 in August 2024, an increase of 3.7%. Most of these defects are Priority 3 defects which are not actively programmed due to the low risk presented to footpath users. Priority 3 defects are typically resolved when the footpath segment is replaced as part of the Capital Works Program, or if a Priority 1 or 2 defect is nearby and repair is economical.

16% of the defect backlog comprises Priority 1 or Priority 2 defects, showing that Council's methods appropriately address higher severity defects that may pose a risk to pedestrians.

Defect Response Times

Of the Priority 1 and Priority 2 defects completed in 2024, 2 were completed within response time and 44 completed after the response time. This reflects the current practice of performing a temporary repair to P1 and P2 footpath defects, and then packaging the defects for repair, rather than programming repair individually. This is a result of limited availability of resources, internal and contractor, to perform concrete footpath repairs, and the unattractiveness of very small packages to the concrete contractor market.

By performing a temporary repair, the risk posed to footpath users by the defect is managed, and an economical, cost-effective repair is performed when resources are available.

Inspection Frequencies

Inspection Status	No. Inspection	%
Compliant	770	91.4%
Not Compliant	72	8.6%
Grand Total	842	

Table 7 - Footpath Inspection Compliance

Table 8 shows compliance with the footpath inspection frequencies set by the TAMMP. Footpath compliance has increased from 64% in 2023 to 91% in 2024. Previously low compliance was due to turnover of Works Inspectors in 2023, and compliance has returned to a level typical of long term averages as resources have returned to normal.

Module 4 - Stormwater

Little change has been observed in the stormwater module of the TAMMP since the 2023 review. The 2022 TAMMP review modified inspection practices to combine the 3 yearly GIS asset condition assessment inspections with routine maintenance inspections to better align inspection demand with Councils available resources. These inspections have not occurred since and so no new defects have been lodged.

Stormwater works continue to be programmed as identified by customer requests, and sealed and unsealed road inspections.

Module 5 - Bridges & Major Culverts

All major structural inspections have been completed on schedule in 2024 with Council entering a 3 year contract for third party bridge inspections to assist in programming, and ensure consistency of inspection findings.

Maintenance works are found to be effectively programmed on the outputs of these inspections, and Council's bridges are all in satisfactory condition, or have works planned to restore them to a satisfactory condition in the near future.

The condition of Council's structures has improved significantly over time and has now begun to normalise, with a small number of structures reaching condition state 3 and 4 as they become due for maintenance or replacement towards the end of the asset life.

2024 was busy year for inspections, with many structures on a 5-year inspection interval becoming due for reinspection. At present, from a total 66 structures, 8 are Condition State (CS) 4 meaning that maintenance is required in the near future, or further inspections are appropriate. Additional inspections have been ordered as per report findings and maintenance packages are in development for delivery.

Consultation (Internal/External)

The findings of this review were presented to Councillors at the Councillor Strategy Session held 12 November 2024.

Council's General Counsel was consulted in the initial development of the TAMMP.

Legal/Policy Implications (Justification if applicable)

Council adopted the Transport Asset Maintenance Management Plan (TAMMP) to document the inspection frequencies and intervention level. This ensures a consistent and logical approach to performing inspections as well as planned and reactive maintenance on Council's transport infrastructure network.

However, inspection and recording of defects presents a risk to Council as the protections afforded by *Civil Liability Act 2003 (Qld)* s. 37 no longer apply if *"at the time of the alleged failure the authority had actual knowledge of the particular risk the materialisation of which resulted in the harm."*

To mitigate this risk, the TAMMP defines Council's general procedures for transport asset maintenance. These procedures comply with the relevant industry standards, and so afford protection under the *Civil Liability Act 2003 (Qld)* s. 35 (d) *"the authority may rely on evidence of its compliance with its general procedures and any applicable standards for the exercise of its functions as evidence of the proper exercise of its functions in the matter to which the proceeding relates."*

Section 35 of the Act also gives protection to Council where a duty of care has been breached due to the limited resources of the authority and the generally diverse and competing functions of that authority. This section also protects Council in stating that *"the general allocation of financial or other resources by the authority is not open to challenge"*.

The net result of these obligations and protections is that Council must inspect its assets in order to effectively plan and deliver maintenance, and that Council must document its procedures regarding how the risk posed by a defect is managed to protect it in the event of legal action due to damages caused as a result of that defect.

The TAMMP was suspended multiple times during 2021/22 due to natural disasters. Council has the ability to suspend the TAMMP to ensure that Council resources can be reallocated to assisting with the disaster and not performing business as usual activities, such as routine inspections and maintenance during these events. However, during normal times it is imperative that Council has the resources required to appropriately respond to as documented in the TAMMP.

It is therefore critical that the procedures Council sets for itself are appropriate and achievable, otherwise the protections afforded by s. 35 of the Act are compromised resulting in an increased risk of litigation due to damages caused by defective assets.

Budget/Financial Implications

Council's Works Department is currently allocated an operational budget for maintenance of the transport assets within the scope of the TAMMP. Considering current defect register values, as well as ongoing DRFA and Capital Works Programs, this budget is adequate to fund the works requirements of the TAMMP.

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

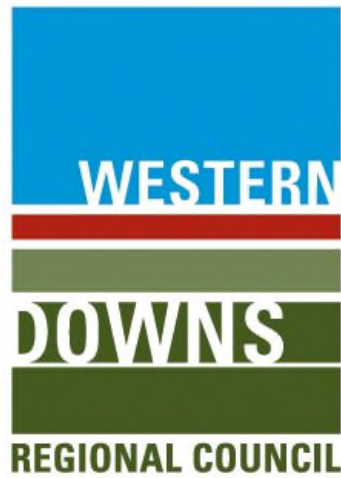
Council's compliance with TAMMP targets is generally good, with compliance with inspections and response times considered reasonable given the context of the operational environment during the review period. The established process to effectively manage risks associated with defects is working well, and the challenges experienced during the review period has demonstrated the need for such a process.

The Intervention levels included in the TAAMP have been reviewed and are considered appropriate to achieve the Council's strategic objectives for transport asset maintenance. It is therefore recommended that Council receive this report and no further action is required.

Attachments

Transport Asset Maintenance Management Plan V 1.8

Authored by: Sam Fitzgerald, WORKS MANAGER MAINTENANCE



Transport Asset Maintenance Management Plan

V1.8

(TAMMP)

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1.0 EXECUTIVE SUMMARY

A local government road authority is subject to conflicting priorities on a daily basis from both internal and external customers whilst trying to conduct its operations within the limitations of its available resources and limited budget. Along with the challenge of balancing the need to provide a safe road corridor and preventative maintenance to stop the degradation of its assets, the management of transport infrastructure provides a complex and challenging operational environment for local government road authorities.

The responsibilities and accountabilities of a road authority in relation to statutory obligations are both distinctive and readily acknowledged by society through legislation and action by the courts. It is clear that an authority needs to consider a magnitude of issues in designing and implementing a system and maintenance processes. The transport infrastructure maintenance management plan provides a practical and justified approach to the prioritisation of remedial works based on the authority's network, budget, resources and other operational considerations.

This plan aims to promote best practice in the maintenance management of transport infrastructure and reduce the liability exposure of the road authority. The risk management approach is based on engineering science which gives special consideration to managing the network through asset dynamics, and defect type and severity. The plan has been designed to reflect best practice by a road authority in achieving the following principles in maintenance management:

- Demonstrate Duty Of Care
- Effective Reactive and Preventative Maintenance
- A Reasonable Risk Management Approach
- Diligent Documentation

- System Compliance
- Continuous Improvement and Review

2.0 INTRODUCTION

2.1 - Western Downs Regional Council

The Western Downs Regional Council (WDRC) is located on the western darling downs incorporating the towns of Dalby, Chinchilla, Tara, Miles and Wandoan. The Western Downs Region has an approximate population of approximately 35,000 and the area is historically reliant on the agriculture and associated industries, however in the past 5 years the area has predominantly become subject to rapid expansion of the energy sector. Major growth in power stations, coal seam gas exploration and coal extraction have caused significant increase in traffic through industry operations and an additional flow on effect through associated domestic growth. Figure 2.1 provides a location overview of Western Downs.



Figure 2.1 - Map of Western Downs

2.2 - WDRC Works Department

WDRC currently owns and maintains a road network totalling 7,729 km of which 2,106km is sealed and 5,623 km is unsealed. With the largest road network for a regional local government road authority in Queensland, the road dynamics and environment present significant maintenance challenges for WDRC. The network is symbolic of many regional local governments with both large rural networks built on industry plus an extensive urban network that serves the major centres. A large proportion of the network is built on reactive subgrades which presents a major risk to the performance of the transport assets.

The Council's asset base is worth approximately \$1.01B and the WDRC's Works Department currently undertakes core operations in maintaining the following assets:

- Sealed Roads
- Unsealed Roads
- Footpaths
- Stormwater
- Bridges and Culvert Structures
- Parks and Gardens

WDRC's Works Department currently operates with a combined annual budget of \$85M and as a road authority Council aims to deliver services with internal resources wherever possible. The department employs a strong workforce of approximately 250 staff and has major operational depots at Dalby, Chinchilla, Tara, Miles and Wandoan.

The Works Department provides a management structure to support both its operational objectives and geographical challenges. Figure 2.2 outlines the management structure:

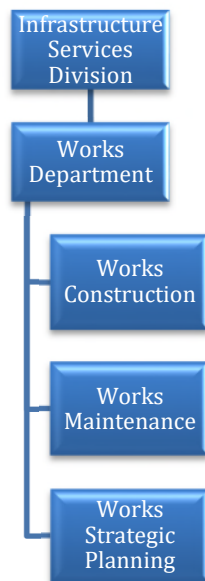


Figure 2.2 - Works Management Structure

2.3 - Legislation and Asset Ownership

A local government road authority is both an asset owner and a service provider. As an asset owner they have responsibility to provide essential and safe transport infrastructure to the community for effective transport routes, property access and protection of assets. As a service provider they have an obligation to provide economic and efficient maintenance services to keep the transport infrastructure both functional and safe for community use. Council's and all road authorities have a duty of care to motorists and pedestrians that use an authority's assets.

In addition to providing a duty of care, local governments are duty bound to effectively manage their infrastructure in accordance with sound asset management practices and associated policy. Western Downs Regional Council as a road authority is required to maintain its transport infrastructure within its operational limitations including resources and budget. The Civil Liability Act 2003 and Local Government Act 2009 outline Council's statutory obligations and provide guidance on the objectives of Council in conducting its road operations.

Council is only obligated to maintain and manage assets that it currently owns and operates. Ownership of assets is best described as constructed assets within an open road or park reserve. These assets include:

- Sealed roads within the road reserve
- Unsealed roads within the road reserve
- Formed roads within the road reserve
- Roads from developments once the development is constructed, certified and approved as "off maintenance"
- Constructed footpaths for pedestrian use within road or park reserve
- Constructed stormwater infrastructure and structures
- Constructed parks on designated reserves

It should be noted that Council does not maintain or own unconstructed road reserve, this is the property of the State of Queensland.

3.0 CAPABILITY AND PROTOCOLS

3.1 - Purpose of the Plan

Queensland Local Governments have been directed by legislation to achieve financial stability through effective asset management practices. Effective and efficient spending on asset renewals and asset operations such as maintenance management have become a major focus for Council's to achieve sustainable asset management plans. Effective and economic maintenance management systems and practices is key to ensuring the validity and success of the local government road authorities. Road authorities have a key task to prevent accelerated degradation of assets and whilst delivering there programs on tight budgets.

Good maintenance management is essential to ensure that assets in the road corridor and reserves are satisfactorily maintained for safe use by motorists, pedestrians and the community. Council's need effective systems or models to identify and prioritise defects for repair to ensure public safety, prevent asset degradation and best utilise available funding in line with available resources. Council's require real time control of their asset base and determine problem network areas, when defects should be fixed, how they should be fixed and estimate how much it should cost.

The maintenance management plan aims to provide a safe road corridor by allowing Council operations to take effective control of its assets through effective reactive and preventative maintenance programs. The plan establishes the maintenance management systems and levels of service for the following assets which are under operational control of the Works Department:

- Module 1 - Sealed Roads
- Module 2 - Unsealed Roads
- Module 3 - Footpaths

- Module 4 - Stormwater Infrastructure
- Module 5 - Bridges and Major Culverts

The plan defines Western Downs Regional Council as a local government road authority and outlines the key elements and actions by Council in effectively managing its transport infrastructure including:

- Asset Inspection Program
- Defect Definitions
- Defect Intervention Levels
- Prioritisation of Defect Remedial Works
- Target Response Times
- Operational Protocols

3.2 - Link to Asset Management Plan

The Transport Asset Maintenance Management Plan supplements Council's broader Asset Management Plan.

3.3 - System Implementation and Trial

This transport infrastructure maintenance management plan represents a new operational system and framework to be implemented by Western Downs Regional Council. The system is generated from industry research and has been applied specifically to Western Downs Regional Council. The plan's trial period concluded in March 2022 after a 4 year trial period and was adopted by Council for use after two separate reviews in 2020 and 2022.

3.5 - System Review

The authority should look to review and where necessary modify the following important characteristics of the system:

- Review the value and data of the defect backlog
- Review any trends that appear in the defect data such as an increase or reduction in priority 1 or priority 2 safety defects
- Review the validity of the risk management assumptions and risk management controls
- Review whether the inspection regime is adequate to manage defects
- Review the defect priority category and definitions
- Review defect definitions
- Defect intervention levels
- Defect priorities
- Review system compliance with auditing

3.6 - Existing Systems

Western Downs Regional Council currently has an approved customer service charter. The charter and customer service protocols should be reviewed prior to implementation of the plan and revised accordingly. In addition to the element protocols outlined in the plan, Council will continue to utilise the customer service system to be informed of hazards on its asset network after which they are to be populated through the maintenance management system.

3.7 - Suspension of Plan

The Transport Asset Maintenance Management Plan is has been created based on the reasonable considerations and limitations that a local government road authority operates within. Following advice from the General Manager Infrastructure Services, the Chief Executive Officer reserves the right to suspend the plan at any time when the plan becomes invalid from

circumstances beyond the control of the road authority. Events that may cause this are (but not limited to):

- Events of Natural Disaster or heavy rainfall
- Industrial Action that affects the operation of Council
- Logistic restrictions such as supply of materials or services
- Forced Majeure

4.0 SYSTEM PRINCIPLES

4.1 - System Overview

The responsibilities and accountabilities of a road authority in relation to statutory obligations are both distinctive and readily acknowledged by society through legislation and action by the courts. In recent times, society has applied an expectation for local councils to achieve effective asset management practices by introducing changes to state and federal government legislation and funding policies. From the literature review it can be stated that the systems and information available to local government in being able to make clear policy and operational decisions is both limited and variable. Although there is guidance documentation provided by both government and private entities it is clear that an authority needs to consider a magnitude of issues in designing and implementing a system and maintenance processes.

It's essential to recognise that not all systems are suitable for use by alternative road authorities and it's important for all road authorities to design and implement a system that meets their needs and operational capabilities. The research has shown that there is no "right or wrong" system or methodology for managing transport infrastructure. Whilst the principles of best practice presented here could be altered based on alternative opinion and protocols, they

do set out the core requirements and objectives that should be achieved by a local government road authority in managing and defects on its network.

The system has been developed through research and the formulation of principles of best practice which are considered key objectives in the design of Western Downs Regional Council's Transport Infrastructure Maintenance Management Plan. The principles are:

- Demonstrate Duty of Care
- Effective Reactive and Preventative Maintenance
- A Reasonable Risk Management Approach
- Diligent Documentation
- System Compliance and Continual Review

4.2 - Duty of Care

By way of definition, for an authority to achieve duty of care it must discharge its operations in a diligent manner to be aware of and effectively manage defects and/or hazards on its road network, taking into account the authority's capabilities and limitations. The second part of the definition signifies that it is unreasonable to expect a road authority can fix every problem on the network, whether they are aware of the hazard or not. The intent of the legislation is to acknowledge that road authorities have expectations in today's society by creating accountability but also offer protection for authorities who diligently manage their asset network in accordance with their operational and financial limitations.

To achieve duty of care, it's imperative that a road authority system achieves the following objectives:

- Meet the requirements of the Civil Liability Act 2003, in particular Section 35 and 37

35 Principles concerning resources, responsibilities etc. of public or other authorities

The following principles apply to a proceeding in deciding whether a public or other authority has a duty or has breached a duty—

(a) The functions required to be exercised by the authority are limited by the financial and other resources that are reasonably available to the authority for the purpose of exercising the functions;

(b) The general allocation of financial or other resources by the authority is not open to challenge;

(c) The functions required to be exercised by the authority are to be decided by reference to the broad range of its activities (and not merely by reference to the matter to which the proceeding relates);

(d) The authority may rely on evidence of its compliance with its general procedures and any applicable standards for the exercise of its functions as evidence of the proper exercise of its functions in the matter to which the proceeding relates.

37 Restriction on liability of public or other authorities with functions of road authorities

(1) A public or other authority is not liable in any legal proceeding for any failure by the authority in relation to any function it has as a road authority—

(a) to repair a road or to keep a road in repair; or

(b) to inspect a road for the purpose of deciding the need to repair the road or to keep the road in repair.

(2) Subsection (1) does not apply if at the time of the alleged failure the authority had actual knowledge of the particular risk the materialisation of which resulted in the harm.

- Ensuring it adequately identifies risks or hazards on the network through inspection
- Ensuring it adequately repairs and manages the risks or hazards on the road network
- An authority diligently conducts and manages its operations in accordance with the reasonable expectations of society taking into account the authority's budget, resources, conflicting priorities and asset base

It is acknowledged that limited resources, both funds and personnel, limit Council's ability to meet the obligations of the TAMMP. When Council's resources prevent defect that present a risk

to the public from being repaired within the accepted response times, these defects shall be reported to Executive Management. This shall clearly document when a requirement of the TAMMP has not been met due to Council's limited resources and afford Council the opportunity to consider reallocation of resources.

4.3 - Effective Reactive and Preventative Maintenance

The more information an authority knows about the condition of its network, the better equipped it will be to make good operational decisions. Effective reactive and preventive maintenance will minimise asset degradation and hold true the statement 'prevention is better than cure' by actively reducing the likelihood of dangerous defects.

Road authorities should consider the following objectives when designing their system to implement effective reactive and preventative maintenance measures:

- An inspection regime reflective of network size, construction standard and environment
- Identify and categorise defects that pose a risk to the integrity of the asset
- Establish early and appropriate defect intervention levels
- A prioritisation methodology to execute remedial works that minimises further defect degradation and subsequent risk to the assets integrity
- Record defects in a format that allows for operational planning to be undertaken in the most economical and efficient manner.

4.4 - A Reasonable Risk Management Approach

It is best practice for a road authority to formulate an inspection and prioritisation strategy around a risk management approach. A supporting key element to that statement is that the strategy and every action by the authority for that matter, needs to be considered reasonable.

It's important to clearly define reasonable in this instance as an assumption, strategy or action by the road authority in keeping with the sound expectations of society and can be logically supported and acknowledged. The road authority's risk management strategies follow AS31000:2009 Risk Management - Principles and Guidelines. It is acknowledged that majority of the proceeding information is taken directly from the standard and presented here. It applying reasonable risk management system design the following important considerations have been identified:

- It would be considered reasonable for an authority should have a suitable asset inspection program in place to be made aware of the hazards or risks on its network
- It would be reasonable to expect that a road authority cannot repair every defect on its network
- It would be reasonable to expect that the authority provide an operational response to its priorities in accordance with its capabilities including budget and resources
- It would be reasonable to assume that the authority regularly reviews its system for compliance and accuracy

4.5 - Diligent Documentation

Diligent documentation needs to be provided to clearly justify that the system meets the requirements of the Civil Liability Act 2003 and the authority is being reasonable in managing its conflicting priorities. The road authority will need to provide details of how the system was formed, how it works and in particular, the decision process involved in its risk management methodology. In addition to presentation at possible legal proceedings, the authority should consider the standard it requires to effectively communicate the document to its staff for

understanding and implementation. Any documents created by system to capture data should also encourage compliance.

Diligent documentation in system design is achieved by:

- Documenting the system in its entirety
- Documenting the methodology behind the system's elements
- Documenting any assumptions, considerations or any relevant supporting information that was utilised in the methodology when formulating the system
- Provide relevant definitions of terms and sufficiently define the protocols to be undertaken the authority
- Document any reviews or revisions of the system

4.6 - System Compliance and Continuous Review

To achieve a high level of compliance, the authority should ensure that all elements of the system are 'fit for purpose' and also remember that the system is only as good as the information put into it. The system has required input from operational staff at all levels and the authority has kept forms to receive field data as simple as possible.

The system should also undergo regular auditing for compliance and performance. It is imperative as well as good practice to review the system at regular interval to ensure the system is accurate and performing to the expectation of the authority and the community. Regular review will keep the system accurate and shall be an active part of the risk management strategy to limit liability exposure. The road authority can easily change any of its information, protocols or objectives in the system as often as it likes provided it keeps relevant documentation.

Key objectives that should be considered in formulating a system to encourage and achieve compliance:

- Using a system methodology which is supported by the authority's budget, resources and limitations
- Developing an achievable inspection regime
- Developing appropriate priorities for defects that the authority can actively manage
- Setting appropriate intervention levels and appropriate response times
- Defining when the authority may provide an alternative or exception to following its system
- Ensure the system meets the authority's objectives but can easily communicated and understood by staff
- Keeping forms to record field data as simple as possible
- Auditing of compliance by staff
- Regular review of system performance and protocol for making amendments

Module 1 - Sealed Roads

5.0 SEALED ROAD SYSTEM FRAMEWORK

5.1 - System Input

The system requires input from key stakeholders which include:

- Operational Managers
- Operational Staff
- Elected Representatives
- The community

The system is developed with consideration to limitations that are specific to Western Downs Regional Council:

- Asset Network including Size and Dynamics
- Operational Budget
- Resources
- Services and Priorities of the Authority

5.2 - Defect Context

This plan only represents management of defects and roadside activities within the sealed road corridor (excluding constructed footpaths). The corridor is defined by figures 5.1 below. Note that this module does not include small isolated sections of seal on otherwise unsealed roads. These segments are not considered to present the same road environment and risks as a continuous sealed road and are instead features of an unsealed road network, similar to a concrete floodway.

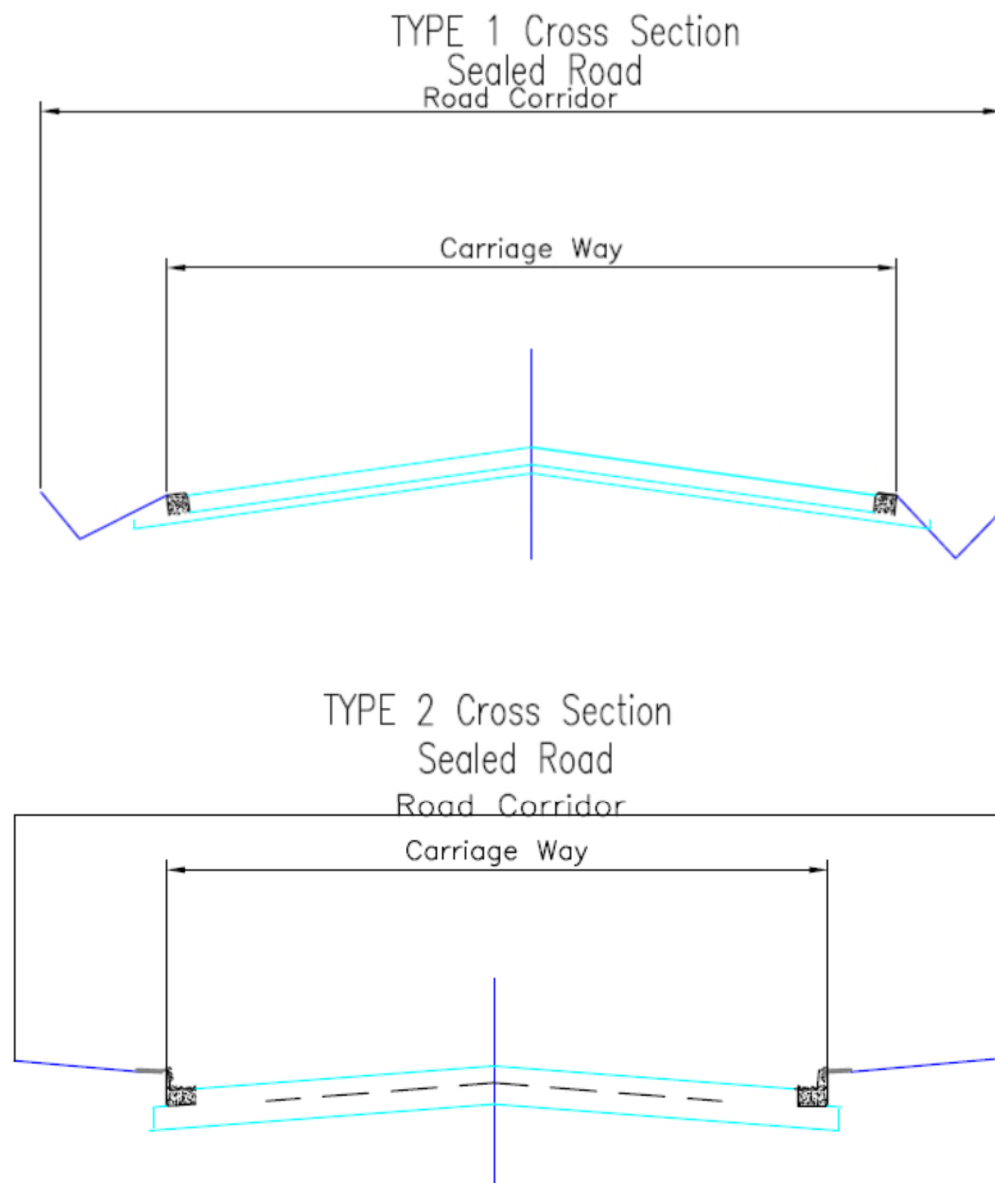


Figure 5.1 - Road Corridor - Typical Cross Sections

5.3 - Application of Risk Management and Analysis

There are two key objectives an authority wants to achieve with a sealed road management plan; safe roads and protection of assets. In developing a sealed road management plan that there are two major technical risks that need to be considered by the local government road authority:

Technical Risks

- Sealed road defects cause danger and damage to road users.
- Sealed road defects lower the integrity of the asset and may accelerate degradation of the asset.

For the purpose of risk analysis, safety defects are defined as defects that are located in the sealed road carriage way and may cause danger or damage to road users. The risk analysis for safety defects is shown below in figure 5.2.

Figure 5.2 - Risk Analysis Safety Defects

	LIKELIHOOD	CONSEQUENCES				
		Insignificant 1	Minor 2	Moderate 3	Major 4	Catastrophe 5
Increase in AADT	Almost Certain Is expected to occur at most times	H	H	E	E	E
	Likely Will probably occur at most times	M	H	H	E	E
	Moderate Might occur at most times	L	M	H	E	E
	Unlikely Could occur at some time	L	L	M	H	E
	Rare May occur in rare circumstances	L	L	M	H	H
		Increase in Vehicle				

The risk analysis makes number of reasonable assumptions about the effect of safety defects:

- The increase in traffic significantly increases the likelihood of the defect affecting a vehicle, but low traffic does not decrease the risk or consequence.
- Reasonable application - the likelihood of a defect damaging or affecting vehicle is increased as the AADT increases

The consequence of the defect risk is increased as the vehicle speed increases. Reasonable application - a safety defect on the carriage way is just as dangerous at 100 km/hr on a collector road as a defect is at a 100km/hr on a local access road

Defects that require reactive maintenance are defined as defects that are at intervention level and if left without early treatment are likely to cause significant and immediate damage to the asset and/or likely to form safety defects through further degradation.

Defects that require preventative maintenance are defined as defects that have a low intervention level and are likely to cause weakening of the asset over a long period of time and/or are likely to cause the formation of reactive maintenance defects.

The risk analysis for maintenance defects that cause asset degradation is shown in figure 5.3.

Figure 5.3 - Risk Analysis Maintenance Defects

	LIKELIHOOD	CONSEQUENCES				
		Insignificant 1	Minor 2	Moderate 3	Major 4	Catastrophe 5
Increase in AADT ↑	Almost Certain Is expected to occur at most times	H	H	E	E	E
	Likely Will probably occur at most times	M	H	H	E	E
	Moderate Might occur at most times	L	M	H	E	E
	Unlikely Could occur at some time	L	L	M	H	E
	Rare May occur in rare circumstances	L	L	M	H	H
		Defect type and severity →				

The risk analysis makes number of reasonable assumptions about the effect of reactive and preventative maintenance defects:

- The increase in traffic and heavy vehicle loading significantly increases the likelihood of the defects forming. Reasonable application - defects are more likely to occur or be caused by traffic loading in conjunction with current standard of the asset for example, seal and pavement failure
- The increase in traffic and vehicle loading significantly increases the risk likelihood of asset degradation as a defect worsens. Reasonable application - a defect present on the network is likely to become exacerbated quicker due to higher traffic loading. The traffic effect on the defect condition will accelerate even faster if impacted by additional factors such as weather and soil type
- The consequence of the defect on the asset is determined by the defect type and severity. Reasonable application - the type of defect, location and how severe it is will govern how much damage is likely to be caused to the asset. Generally the severity of the defect will be determined by the intervention level
- Reactive maintenance defects on the sealed carriageway are likely to become safety defects due to traffic loading if left untreated and increase the risk to the authority.

5.4 - Risk Control

By examining the cause, effects and assumptions of the technical risks, the key elements of the road management plan are developed to control their impact on the road authority and the road network. The technical risks are to be controlled through the development of the road management plan's key elements:

- Road Inspection Program

- Defect Definition, Prioritisation and Management
- Defect Intervention Levels
- Defect Target Response Times

6.0 ROAD INSPECTION PROGRAM

6.1 - Road Hierarchy

The road hierarchy allows road authorities to clearly demonstrate that their roads are not of equal importance and the determination of a road class is by an engineering standard and considerations. WDRC currently uses a modified NAASRA System as shown in table 6.1.

The classification system gives credence to the dynamic challenge of owning both large rural and urban road networks. The length of network is shown with both sealed and unsealed kilometres to demonstrate the significant operational challenge the authority faces in being able to reasonably inspect and manage its road network.

Table 6.1 - WDRC Road Hierarchy

Road Description	NAASRA Class	Assumed Characteristics and Operating Parameters	Total Length (km)	Sealed Length (km)	Unsealed Length (km)
Rural Collector	4	High order rural road as a major link between locations or areas of regional significance <u>Assumed Characteristics</u> AADT > 200 Speed > 60 km/hr Significant Commercial Vehicle Use	1410	1046	364
Rural Feeder	5a	Provides primarily for main traffic movements into and through a region and local connection to high order or state controlled roads <u>Assumed Characteristics</u> AADT 50 - 200 Speed > 60 km/hr Some Commercial Vehicle Use	1720	571	1149

Road Description	NAASRA Class	Assumed Characteristics and Operating Parameters	Total Length (km)	Sealed Length (km)	Unsealed Length (km)
Rural Access	5b	Provide access to residential or rural properties <u>Assumed Characteristics</u> AADT < 50 Speed ≥ 60 km/hr Minimal Commercial Vehicle Use	4083	308	3775
Rural Unformed	5c	Low level road Provides access to adjacent properties for agricultural operations <u>Assumed Characteristics</u> AADT < 10 Speed < 40 km/hr Minimal Commercial Vehicle Use	40	0	40
Urban Collector	8	High order urban street whose main function serves the purpose of collecting and distributing traffic from local areas to the wider road network, including access to abutting properties. Street that provide a link between residential access roads to a higher class of road with in township areas. <u>Assumed Characteristics</u> AADT > 300 Speed ≤ 60 km/hr Significant Commercial Vehicle Use	24	24	0
Urban Feeders	9a	Street main function is to provide access to residences and properties and/or provide the access to commercial or industrial properties to allow for the carrying out day to day activities, business or occupations. <u>Assumed Characteristics</u> AADT < 300 Speed ≤ 50 km/hr Significant Commercial Vehicle Use	36	36	0
Urban Access	9b	Urban street whose main function is to provide access to residences and properties; or <u>Assumed Characteristics</u> AADT < 100 Speed ≤ 50 km/hr Minimal Commercial Vehicle Use	245	219	26
Parking Lanes	10a	Those roads whose main function is provide a safe place to park alongside a road of a higher order • Provide exclusively for one activity or function	23	23	0

6.2 - Road Inspections Protocols

A regular road inspection program provides a key step in an authority demonstrating duty of care to meet the requirements of the *Civil Liability Act 2003*. Through regular inspections an authority will have reasonable knowledge of the network condition and any hazards that may be present that could adversely impact on the safe travel of road users. Inspections of the network provide essential information to the road authority which would allow it undertake preventative and minor reactive maintenance to minimise asset degradation and further prevent the formation of dangerous hazards on the road network.

The inspection types are designed for the authority to manage its network in accordance with its operational capabilities whilst reasonably allowing for a variable and often sudden changing road environment. The inspections to be performed are defined in table 6.2 shown below:

Table 6.2 – Inspection Protocols

Type	Definition	Reporting Requirements	Responsible Officer
Programmed Defect Backlog Inspection (Day)	<ul style="list-style-type: none"> Programmed asset inspection in accordance with scheduled interval Purpose is to undertake a detailed defect inventory of the road asset including road surface, pavement, k&c, shoulders, and open table drains. Each street and road is to be recorded along with the detailed chainage of the defect as determined by Council approved GPS device and software 	<ul style="list-style-type: none"> Defects to be recorded on authorised forms including electronic format where available Defects to be transferred to current backlog register Inspection details to be recorded 	<ul style="list-style-type: none"> Nominated Council Officer e.g. Technical Officer, Junior Engineer, Experienced Road Supervisor
Programmed Defect Backlog Inspection (Night)	<ul style="list-style-type: none"> Programmed asset inspection in accordance with scheduled interval Purpose is to undertake a detailed defect inventory of safety defects that are identifiable at night and relate to road safety, road signage and delineation Each street and road is to be recorded along with the detailed chainage of the defect as determined by Council approved GPS device and software 	<ul style="list-style-type: none"> Defects to be recorded on authorised forms including electronic format where available Defects to be transferred to current backlog register Inspection details to be recorded 	<ul style="list-style-type: none"> Nominated Council Officer e.g. Technical Officer, Junior Engineer, Experienced Works Supervisor

Type	Definition	Reporting Requirements	Responsible Officer
Corridor Safety Inspection	<ul style="list-style-type: none"> These inspections are in response to reports of dangerous defects by the public and shall be performed reactively These inspections are to inspect reports of specific damages or danger only and the route taken to perform this inspection shall not be inspected for the purpose of measuring and recording defects. Each street and road is to be recorded along with the detailed chainage of the defect as determined by Council approved GPS device and software 	<ul style="list-style-type: none"> Defects to be recorded on authorised forms including electronic format where available Defects to be transferred to current backlog register Contrary works order to be completed with the defect if immediate work undertaken Inspection details to be recorded 	<ul style="list-style-type: none"> Nominated Council Officer e.g., Patrolman, Ganger, Works Supervisor

6.3 - Road Inspections Regime

The risk management process supports an inspection regime based on road hierarchy. The interval values are identified as trial values based on what could be considered reasonable for an authority of Western Down's network size, existing resources and budget. The assumptions in determining the inspection regime are as follows:

- It is reasonable to expect that a road authority would inspect its sealed road network at least once per annum
- It is reasonable to expect that a road authority would inspect its higher order roads more often than its lower order roads due to the higher risk factors
- It is reasonable to expect that a road authority keep a detailed backlog of the inspection defects
- It is reasonable to expect that a road authority provide additional inspections to check the carriage way safety of its higher order roads due to higher traffic and increased heavy vehicle use. These roads could be subject to the likelihood of additional hazards such as debris from vehicles

- It is reasonable to expect that an authority inspects its roads at night time to identify safety hazards that cannot be foreseen during the day. Given the likelihood these 'night only hazards' is considerably less, it is reasonable to conduct night inspections at a lower interval than day inspections

Table 6.3 details the inspection regime for sealed roads owned by Western Downs Regional Council:

Table 6.3 – Road Inspection Program

Road Description	Sealed Length To Be Inspected (km)	Inspection Type	Interval
Rural Collector	1046	Programmed Backlog (Day)	6 months
		Programmed Backlog (Night)	3 years
		Corridor Safety Inspection	Reactive
Rural Feeder	571	Programmed Backlog (Day)	9 months
		Programmed Backlog (Night)	3 years
		Corridor Safety Inspection	Reactive
Rural Access	308	Programmed Backlog (Day)	12 months
		Programmed Backlog (Night)	3 years
Urban Collector	24	Programmed Backlog (Day)	6 months
		Programmed Backlog (Night)	3 years
		Corridor Safety Inspection	Reactive
Urban Feeder	36	Programmed Backlog (Day)	9 months
		Programmed Backlog (Night)	3 years
		Corridor Safety Inspection	Reactive
Urban Access	219	Programmed Backlog (Day)	12 months
		Programmed Backlog (Night)	3 years
Parking Lanes	23	Programmed Backlog (Day)	12 months
		Programmed Backlog (Night)	3 years

Road inspections are to be logged using a maintenance management data base in the following format:

Road Number	Road Name	Start Chainage (km)	End Chainage (km)	Hierarchy	Date Of Inspection	Inspector
Example						
251	Aarons Road	0	27.2	Urban Collector	1/10/14	A.Meehan

7.0 DEFECT PRIORITISATION

7.1 - Prioritisation Methodology

The authority is required to prioritise and balance its requirement effectively deal with sealed road defects to maintain a safe corridor as well as maintain its assets to minimise physical degradation. The defect prioritisation definitions and protocols need to be established with consideration to the size of the authority's network, current standard of condition and the authority's operational capacity.

The road management plan proposes to prioritise defects to achieve a suitable balance between an authority's obligation to provide a safe corridor and maintain its assets. In the case of Western Downs Regional Council it does have to consider a dynamic network with significant lengths of both urban and rural roads. The methodology relies on the need to manage defects based on speed, defect type and location. The defect priorities are determined and defined based on the following assumptions in addition to the previous risk analysis:

- It can generally be assumed that the speed on urban streets is a maximum of 60 km/hr and generally is required to actually be 50km/hr
- It can generally be assumed that the speed on rural roads is 60km/hr or more with a likely maximum speed of 100 km/hr

- It is then reasonable to assume that a key difference between the safety defect risks on the urban and rural roads is speed
- It is then reasonable to represent the network dynamics of urban and rural roads is to differentiate by the typical speed environment
- It is reasonable to assume that an authority can reasonable make a differentiation that safety defects located on a road with a speed greater than 60km/hr generate more severe consequences and therefore should be given highest priority
- It is reasonable for an authority to give higher priority to safety defects than to maintenance defects that minimise asset degradation
- It is reasonable for an authority to repair defects that pose the higher risk to the integrity of the asset as opposed to defects that could be repaired through normal preventative maintenance

The Intensive Agricultural industry is a key part of the Western Downs economy, and the associated traffic of this industry needs to be considered as part of Council's maintenance delivery to support these industries and the wider economy. As the framework for defect prioritisation is based on road hierarchy, prioritisation of defects and defect response times on routes servicing intensive ag are not reflected directly in the TAMMP framework for maintenance delivery. However, road hierarchy reflects the wider road use, a key part of which is road usage by industries of all kinds. Council's staff should also consider intensive ag industry use of road when programming repairs, with consideration given to dynamic local factors, such as harvest times, expected haulage volume etc.

7.2 - Prioritisation Definitions

Based on the risk analysis and additional assumptions above, the defect priorities are determined in table 7.1

Table 7.1 – Defect Priorities

Safety Defects		Asset Maintenance Defects		
Defects > 60 km/hr	Defects ≤ 60 km/hr	Reactive Maintenance	Preventative Maintenance	Miscellaneous & Aesthetic
1	2	3	4	5

Defect priorities are defined as follows:

Priority 1 - Safety Defects > 60 km/hr

Defects located on the carriage way that create an imminent danger to road users by causing vehicle damage, injury or are likely to affect the safe travel of a vehicle. Defects are considered 1st priority for the road authority where the speed environment is greater than 60km/hr and it is reasonable to assume the subsequent consequences are higher than other priorities. Defects also include traffic management defects that are essential to the safe use of the road.

Priority 2 - Safety Defects ≤ 60 km/hr

Defects located on the carriage way that create an imminent danger to road users by causing vehicle damage, injury or are likely to affect the safe travel of a vehicle. Defects are considered 2nd priority for the road authority where the speed environment is less than or equal to 60km/hr and it is reasonable to assume the subsequent consequences are higher than other maintenance priorities. Defects also include traffic management defects that are essential to the safe use of the road.

Priority 3 - Reactive Maintenance Defects

Defects located on the road corridor that are pose a negotiable hazard to road users and/or are causing accelerated damage to the asset. Defects in this category are likely to become safety defects and/or cause further damage to the pavement if reactive maintenance isn't undertaken in a reasonable time. Defects also include traffic management defects that impact on the useability and are required improve safe use of the road.

Priority 4 - Preventative Maintenance Defects

Defects on the road corridor that is likely to cause degradation to the asset over a longer period of time or exacerbate to a priority 3 defect. Defects in this category should be able to be repaired with remedial treatments at general intervention levels that do not expose significant risk to the asset if repaired early.

Priority 5 - Miscellaneous Maintenance and Aesthetics

Defects that are on the road corridor that affect the overall appearance of the corridor or are considered minor maintenance defects that are unlikely to affect traffic or performance of the asset.

8.0 INTERVENTION LEVELS AND RESPONSE TIMES

8.1 - Target Response Times

The response times have been identified as trialled values in accordance with the operational limitations of Western Downs Regional Council. Through its additional corridor safety inspection programs and customer service the authority anticipates it will be able to identify and remove immediate hazards for the safe travel of road users and respond to defects within an appropriate interval.

Western Downs Regional Council as a road authority reserves the right to undertake works of a lower priority in conjunction with its maintenance program where it demonstrates operational and economic efficiency.

The target response times are shown below in table 8.1. These response times are targets only and, while a reasonable attempt should be made to achieve these targets, not achieving these response times does not constitute a non-compliance if it is the result of operational constraints associated with the diverse and competing responsibilities of Council's Works Department Resources.

Table 8.1 - Target Response Times

Priority Classification	Response Time for Intervention
Corridor Safety Hazards	24 Hours
Priority 1	1 Month
Priority 2	3 Months
Priority 3	12 Months (subject to budget and resource availability, and no planned capital works to address these defects within the next 3 financial years)
Priority 4	No Response Time
Priority 5	No Response Time

8.2 - Intervention Levels

To ensure the system is effective and achieves a high level of compliance, the system only identifies defects within categories that are likely to be present on Wester Down's sealed road network. The intervention levels have been developed through the research and application of standards by other road authorities. The intervention levels are documented in table 8.2 to table 8.5.

Table 8.2 Corridor Safety - Dangerous Defects

Defect ID	Intervention Level	Priority	Identification Method
Loose stones	Hazardous location or > 25mm depth	24 Hour Response once notified. Hazard to be removed or controlled	Identified by Corridor Safety Inspection or Customer Service
Dead Animals	On Road in hazardous Location i.e. carriage way or trafficable shoulder	24 Hour Response once notified. Hazard to be removed or controlled	Identified by Corridor Safety Inspection or Customer Service
Debris On Road	On Road in hazardous Location i.e. carriage way or trafficable shoulder	24 Hour Response once notified. Hazard to be removed or controlled	Identified by Corridor Safety Inspection or Customer Service
Other roadway hazards	Defects likely to be a danger to motorists for e.g., sunken pavement.	24 Hour Response once notified. Hazard to be removed or controlled	Identified by Corridor Safety Inspection or Customer Service

Table 8.3 - Surface Defects

Defect ID	Intervention Level	Priority	Description
Rutting	100 mm (depth)	1, 2	Safety
	50 mm (depth)	3	Reactive Maintenance
Shoving	100 mm (depth)	1, 2	Safety
	50 mm (depth)	3	Reactive Maintenance
Isolated surface Depression/Bump	100 mm (depth)	1, 2	Safety
	50 mm (depth)	3	Reactive Maintenance
Potholes	200mm dia and/or >50mm (depth)	1, 2	Safety
	100 mm dia and/or <50mm (depth)	3	Reactive Maintenance
Surface Cracking	Crocodile cracking > 1 m ²	3	Reactive Maintenance
	Crocodile cracking < 1 m ²	4	Preventative Maintenance
	All other cracking >5mm width	4	Preventative Maintenance
Edge Break (sealed shoulder)	75 mm drop off	3	Reactive Maintenance
Edge Break (unsealed shoulder)	> 75 mm drop off	1,2	Safety
	< 75 mm drop off	3	Reactive Maintenance

Seal Bleeding or Stripping	Area > 5 m ² or greater than 10m in wheel path	4	Preventative Maintenance
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Table 8.4 - Traffic Management Devices

Defect ID	Intervention Level	Priority	Description
Guide Posts Missing or Damaged	At a critical location	1,2	Safety
	Missing or damaged general	3	Reactive Maintenance
Pavement Markings	Lines unseeable or missing at critical location	3	Reactive Maintenance
	Lines faded or RPMS missing	4	Preventative Maintenance
Traffic Management Devices	Damaged or Missing Guardrail	1	Safety
	Missing or damaged at a critical location	3	Reactive Maintenance
	Damaged or fading signs	4	Preventative Maintenance
Street Signs	Missing or Damaged	3	Reactive Maintenance

Table 8.5 - Road Side Drainage

Defect ID	Intervention Level	Priority	Description
Kerb and Channel	Damaged or Defective	3	Reactive Maintenance
	Cracked, minor defects	4	Preventative Maintenance
Table Drains	Debris or obstructed	3	Reactive Maintenance
	Water Ponding	4	Preventative Maintenance

9.0 SYSTEM BACKLOG AND DEFECT MANAGEMENT

9.1 – Backlog

The most efficient method to record and manage defect data is via a backlog. A backlog is best described as a list of defects found during inspection and which are then dissected to program remedial works. Once the defect is repaired, it should be removed from the backlog or defect list. The backlog is to record important details regarding the defect including defect ID, road name, chainage, and priority. Using these details operational managers shall be able to filter data and establish a forward works program. The defects should also have a date of repair recorded with the works order. The backlog is to be recorded and managed electronically in the following format shown in table 9.1:

Table 9.1 - Defect Backlog

Road ID	Road Name	Start Chainage (km)	End Chainage (km)	Defect ID	Priority	Active (Y/N)	Date Completed	Works Order
256	Johns Road	0.100	0.110	Rutting	1	N	10/10/14	123
257	Aarons Road	0.25	0.25	Pothole	3	Y		

Module 2 - Unsealed Roads

10.0 UNSEALED ROAD SYSTEM FRAMEWORK

10.1 - System Input

The system requires input from key stakeholders which include:

- Operational Managers
- Operational Staff
- Elected Representatives
- The community

The system is developed with consideration to limitations that are specific to Western Downs

Regional Council:

- Asset Network including Size and Dynamics
- Operational Budget
- Resources
- Services and Priorities of the Authority

10.2 - Defect Context

This plan only represents management of defects and roadside activities within the unsealed road corridor. The corridor is defined by figure 10.1 below:

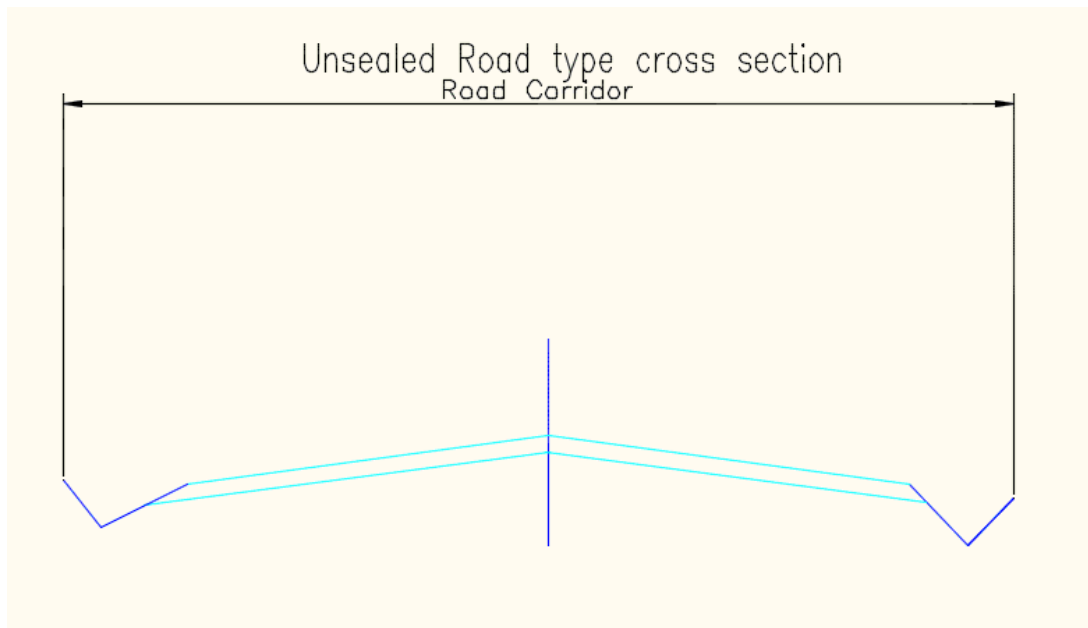


Figure 10.1 - Unsealed Road Corridor

10.3 - Application of Risk Management and Analysis

Unsealed roads represent a complex asset to manage given the high variability in the condition of the road corridor due the sudden changing effects traffic and the environment. There are two key outcomes an authority wants to achieve with an unsealed road management plan; safe roads and improved rideability for road users.

For the purpose of risk analysis, consequential degradation of the unsealed running surface is shown below in figure 10.2

LIKELIHOOD	CONSEQUENCES				
	Insignificant 1	Minor 2	Moderate 3	Major 4	Catastrophe 5
Almost Certain Is expected to occur at most times	H	H	E	E	E
Likely Will probably occur at most times	M	H	H	E	E
Moderate Might occur at most times	L	M	H	E	E
Unlikely Could occur at some time	L	L	M	H	E
Rare May occur in rare circumstances	L	L	M	H	H

Figure 10.2 - Risk Analysis Consequential Surface Defects

The risk analysis makes a number of reasonable assumptions about the effect of traffic and the environment on unsealed roads:

- The increase in traffic and heavy vehicle loading significantly increases the likelihood of the defects forming. Reasonable application - defects are more likely to occur or be caused by traffic loading in conjunction with current standard of the asset for example, corrugations and potholes
- The environmental effects particularly from weather increase the severity of surface defects
- Given the variability in surface conditions on unsealed roads, speed is not considered a critical factor as a duty of care is placed on motorists to drive to the condition of the road.

10.4 - Risk Control

Council currently operates with a cyclic routine maintenance program for unsealed roads. Within this program Council performs Patrol Grading and Heavy Formation Grading. Each year Council is able to perform a maximum number of grades which equates to approximately 15754 km per annum.

Given that Council's unsealed network is 5284km this allows Council to undertake multiple grades across its network. The cyclic maintenance program is undertaken with consideration of Council's available resources, budget limitations and the dynamics of a large unsealed road network. The program is designed to manage the network on following reasonable assumptions:

- Traffic on the higher order roads increases the likelihood of surface degradation and therefore it is reasonable to expect Council would grade higher order roads more than its lower order roads
- Higher order roads would be expected to be a more efficient route of travel and should be maintained more regularly to achieve higher travel speeds and improved reliability where possible
- The condition of road following routine maintenance will also be variable and dependent on the type of work that was able to be performed and the pre-existing condition of the road
- The cyclic program time is dependent on the condition of the network and Council expects that the network will have some level of resilience to ensure that not every road will be graded on each cycle

By examining the risk analysis and assumptions of the cyclic maintenance program for unsealed roads, the key elements of the road management plan are developed to control their impact on the road authority and the road network. The network risks are to be controlled through the development of the road management plan's key elements:

- Road Inspection Program
- Defect Definition, Prioritisation and Management
- Defect Intervention Levels
- Defect Target Response Times

11.0 ROAD INSPECTION PROGRAM

11.1 - Road Hierarchy

The road hierarchy allows road authorities to clearly demonstrate that their roads are not of equal importance and the determination of a road class is by an engineering standard and considerations. WDRC currently uses a modified NAASRA System as shown in table 6.1.

The classification system gives credence to the dynamic challenge of owning both large rural and urban road networks. The length of network is shown with both sealed and unsealed kilometres to demonstrate the significant operational challenge the authority faces in being able to reasonably inspect and manage its road network.

11.2 - Road Inspections Protocols

A regular road inspection program provides a key step in an authority demonstrating duty of care to meet the requirements of the *Civil Liability Act 2003*. Through regular inspections an authority will have reasonable knowledge of the network condition and any hazards that may be present that could adversely impact on the safe travel of road users. Given that the authority provides a regular cyclic maintenance program on its unsealed roads, the authority will not provide backlog inspections on the network. Travel by the maintenance grader will constitute an inspection and defects on the surface will be addressed in accordance with this unsealed maintenance management plan and in accordance with Council's operational limitations. The authority will however conduct condition auditing of its network to ensure that network condition is being appropriately monitored in accordance with this plan.

The inspection types are designed for the authority to manage its network in accordance with its operational capabilities whilst reasonably allowing for a variable and often sudden changing road environment. The inspections to be performed are defined in table 11.2 shown below:

Table 11.2 – Inspection Protocols

Type	Definition	Reporting Requirements	Responsible Officer
Cyclic Maintenance Inspection (Day)	<ul style="list-style-type: none"> Assessment of road condition undertaken to determine if the road surface is to be graded and/or additional maintenance is required 	<ul style="list-style-type: none"> Grading of road to be recorded Inspection details to be recorded as defects, or patching/resheeting schedules should works other than patrol grading be required. 	<ul style="list-style-type: none"> Nominated Council Officer e.g. Grader operator, Road supervisor
Corridor Safety Inspection	<ul style="list-style-type: none"> Programmed asset inspection in accordance with scheduled interval Purpose is identify and remove defects that are likely to cause imminent danger to road users on the road carriage way. Examples of defects include debris, dead animals and dangerous surface defects. Each street and road is to be recorded along with the detailed chainage of the defect as determined by Council approved GPS device and software 	<ul style="list-style-type: none"> Defects to be recorded on authorised forms including electronic format where available Defects to be transferred to current backlog register Contrary works order to be completed with the defect if immediate work undertaken 	<ul style="list-style-type: none"> Nominated Council Officer e.g., Patrolman, Ganger, Works Supervisor

11.3 - Road Inspections Regime

The risk management process supports an inspection regime based on road hierarchy. The interval values are identified as trial cyclic maintenance values based on what could be considered reasonable for an authority of Western Down's network size, existing resources and budget. The assumptions in determining the inspection regime are as follows:

- It is reasonable to expect that a road authority would inspect its unsealed road network at least once per annum
- It is reasonable to expect that a road authority keep a detailed record of the condition of the road

Table 11.3 details the inspection regime for unsealed roads owned by Western Downs Regional Council:

Table 11.3 – Road Inspection Program

Road Description	Unsealed Length To Be Inspected (km)	Inspection Type	Interval
Rural Collector	364	Cyclic Maintenance Inspection (Day)	2 months
		Corridor Safety Inspection	Reactive
Rural Feeder	1149	Cyclic Maintenance Inspection (Day)	3 months
Rural Access	3775	Cyclic Maintenance Inspection (Day)	6 months
Rural Unformed	40	Cyclic Maintenance Inspection (Day)	24 months
Urban Access	26	Programmed Backlog (Day)	3 months

12.0 DEFECT PRIORITISATION

12.1 - Prioritisation Methodology and Response Times

The authority is required to prioritise and balance its requirement effectively deal with unsealed road defects to maintain a safe corridor as well as maintain its assets to minimise physical degradation and rideability issues. The defect prioritisation definitions and protocols need to be established with consideration to the size of the authority's network, current standard of condition and the authority's operational capacity.

The unsealed road management plan proposes to prioritise works as part of its cyclic maintenance program to improve the condition of the unsealed surface. The condition of the unsealed surfaces is described in Table 12.1

Table 12.1 - Unsealed Surfaces

Condition	Condition Description
1	Good running course and ride ability, can generally be driven at 100km/hr.
2	Satisfactory running course and ride ability, can generally be driven at 80km/hr.
3	Minor shape loss, minor defects such as small potholes, loose surface material, can generally be driven at 70km/hr
4	Shape loss causing ponding of water, minor defects such as potholes, corrugations, rutting, loose surface material, can generally be driven at 50 km/hr
5	Major defects including severe potholing, corrugations and roughness. Can generally be driven at 20 km/hr.

Based on its cyclic inspection and maintenance program Council will perform works on an unsealed road based on the following assessment and response times:

Table 12.1 - Unsealed Road Intervention Levels

Condition	Intervention Level	Response Time
1	No Action	N/A
2	No Action	N/A
3	No Action	N/A
4	Maintenance Grading to Level 3 or greater	2 Months (based on cycle)
5	Maintenance Grading to Level 3 or greater	2 Months (based on cycle)

The above tables are intended to provide a comparative guide of surface condition for the purpose of assessing and prioritising works for an unsealed road cyclic maintenance program. Caution should be taken at all times to make a reasonable assessment of the road based on the design standard of the road and application of general speed criteria. It is also reasonable that a road will be in different level of condition with the majority rating to apply in assigning a condition. As such only some sections of the road may be graded and Council will endeavour to restore the road to condition 3 or better. If this cannot be achieved, the road will be prioritised accordingly for gravel resheeting or additional capital works.

The Intensive Agricultural industry is a key part of the Western Downs economy, and the associated traffic of this industry needs to be considered as part of Council's maintenance delivery to support these industries and the wider economy. As the framework for defect prioritisation is based on road hierarchy, prioritisation of defects and defect response times on routes servicing intensive ag are not reflected directly in the TAMMP framework for maintenance delivery. However, road hierarchy reflects the wider road use, a key part of which is road usage by industries of all kinds. Council's staff should also consider intensive ag industry use of road when programming repairs, with consideration given to dynamic local factors, such as harvest times, expected haulage volume etc. These considerations are particularly relevant in management of the unsealed road network and the inherent variability of these assets given the lower level of resilience and potential increased rate of deterioration for unsealed roads under certain conditions.

Module 3 - Footpaths

13.0 FOOTPATH SYSTEM FRAMEWORK

31.1 - System Input

The system requires input from key stakeholders which include:

- Operational Managers
- Operational Staff
- Elected Representatives
- The community

The system is developed with consideration to limitations that are specific to Western Downs

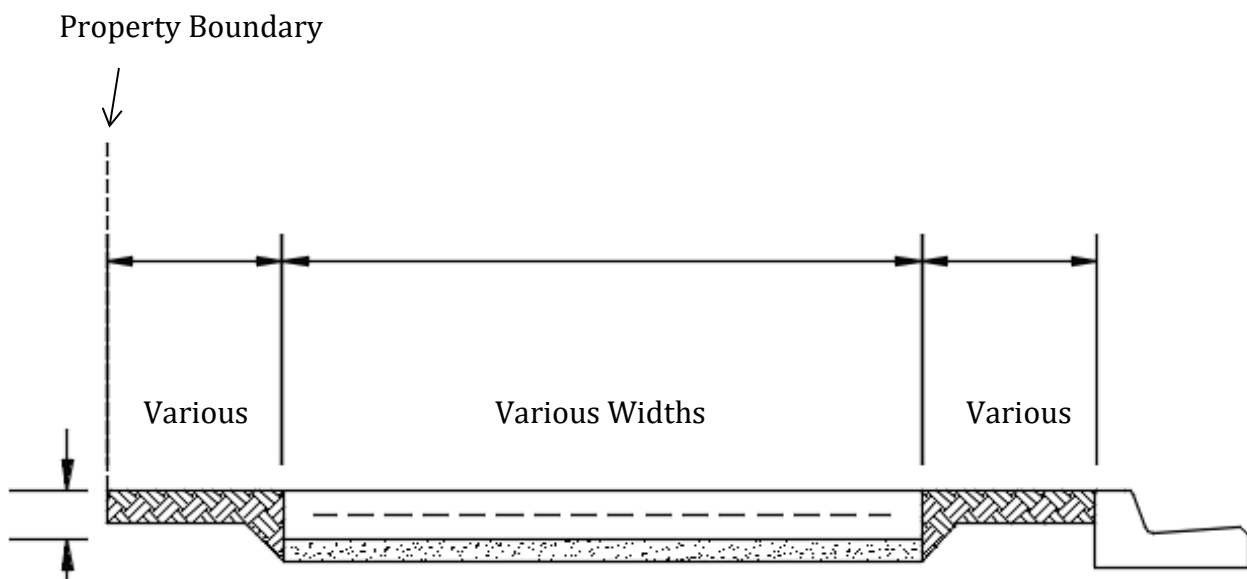
Regional Council:

- Asset Network including Size and Dynamics
- Operational Budget
- Resources
- Services and Priorities of the Authority

13.2 - Defect Context

This plan only represents the management of defects on constructed footpaths that are located on open road reserves and park reserves. Constructed footpaths are defined as footpaths designed for pedestrian and cyclist travel and are constructed from concrete, asphalt, bitumen and paving like products.

The system specifically excludes the repair of driveway accesses which are to be maintained in accordance with Council's Access and Driveway Policy. Driveway defects that are likely to cause risk to pedestrians who travel a constructed footpath will be logged for appropriate action as per this plan. All other defects found on footpaths including natural earth surface defects are not inspected by the system due to resource requirements and these defects can be referred to Council via the customer service system. The constructed footpath is identified in diagram below:



Constructed Concrete Footpath

Diagram 13.1 - Constructed Footpath

13.3 - Application of Risk Management and Analysis

In accordance with the IPWEA NAMS Practice Note 1 - Footpaths and Cycleways, the authority aims to achieve the following with the footpath maintenance management plan:

- To provide safe access for the pedestrians and other users of Council footpaths.
- To efficiently allocate available funding and resources for the maintenance and repair of the footpath network.
- To develop a priority for repairs
- To minimise the ongoing maintenance problems by using effective repair treatments
- To develop a system for recording and reporting on the condition of Council's footpaths that is auditable and demonstrates improvement in service levels
- To reduce public liability claims and strengthen legal defence in cases of litigation

The risk management approach is undertaken in accordance with the IPWEA NAMS Practice Note 1 - Footpaths and Cycleways and considers the following elements to determine the risk and consequence:

- Differential height differences (trip hazards)
- Cracking
- Slipperiness and texture
- Edge drop off
- Obstructions

The following factors are assessed to determine the risk and likelihood:

- Location
- Pedestrian/cyclist volume

- Types of pedestrian or cycle users

The risk analysis makes number of reasonable assumptions about the effect of footpath defects and footpath utilisation:

- Footpath traffic is likely to be proportional to the road hierarchy, e.g. footpath traffic will be higher on an urban collector as opposed to an urban access street
- Footpath traffic is likely to be proportional to the park hierarchy, e.g. footpath traffic will be higher around premier parks
- Footpath traffic is likely to be higher around significant community facilities such as CBD, schools and sporting centres
- Footpaths around medical centres, retirement accommodation and senior citizen facilities are likely to be used more by mobility assistance devices and the risk of trip and fall will also be higher
- Park areas with designated fitness footpaths will have higher traffic

From the above it can be stated that:

- The increase in traffic significantly increases the likelihood of the defect affecting a pedestrian or cyclist, but low traffic does not decrease the consequence.
- The type of footpath traffic has a significant effect on likelihood of the defect risk. It can be further stated that an elderly person or child is less likely to be able to avoid hazards on a footpath.

13.4 - Risk Control

Through the risk analysis, the key elements of the footpath management plan are developed to control their impact on the road authority and the footpath network. The risks are controlled through the footpath management plan key elements:

- Footpath Inspection Program
- Defect Definition, Prioritisation and Management
- Defect Intervention Levels

14.0 FOOTPATH INSPECTION PROGRAM

14.1 - Footpath Hierarchy

The footpath hierarchy and inspection programs allows road authorities to clearly demonstrate that their footpaths are not of equal importance and the determination of footpath class is by engineering standard and other considerations such as pedestrian dynamics. Currently Council only has footpaths within its urban townships and therefore applies the following hierarchy:

Table 14.1 - Footpath Hierarchy

Footpath Location	Hierarchy Class	Width (m)	Length (km)
Arterial Road	4	1.5 - 2.5	18.483
CBD Precinct	4	Various	6.601
Collector Road	8	1.5 - 2.0	7.333
Premier Park			0.410
Fitness Trail			16.087
Feeder Road	9A	1.0 - 1.8	17.278
High Profile Park			1.018
Access Road	9B	1.0 - 1.5	31.129
All Other Parks			0.907

14.2 - Footpath Inspections Protocols

A regular footpath inspection program provides a key step in an authority demonstrating duty of care to meet the requirements of the *Civil Liability Act 2003*. Through regular inspections an authority will have reasonable knowledge of the network condition and any hazards that may be present that could adversely impact on the safe travel of footpath users. Inspections of the network provide essential information to the road authority which would allow it undertake preventative and minor reactive maintenance to minimise asset degradation and further prevent the formation of dangerous hazards on the road network.

The inspection types are designed for the authority to manage its network in accordance with its operational capabilities whilst reasonably allowing for a variable and often sudden changing footpath environment. The inspections to be performed are defined in table 14.2 shown below:

Table 14.2 – Inspection Protocols

Type	Definition	Reporting Requirements	Responsible Officer
Programmed Defect Backlog Inspection (Day)	<ul style="list-style-type: none">• Programmed asset inspection in accordance with scheduled interval• Purpose is to undertake a detailed defect inventory of the footpath asset including trip hazards, unevenness and slipperiness• Each street and park footpath is to be recorded along with the detailed chainage of the defect as determined by Council approved GPS device and software	<ul style="list-style-type: none">• Defects to be recorded on authorised forms including electronic format where available• Defects to be transferred to current backlog register• Inspection details to be recorded	<ul style="list-style-type: none">• Nominated Council Officer e.g. Technical Officer, Junior Engineer, Experienced Road Supervisor

14.3 - Footpath Inspections Regime

The risk management process supports an inspection regime based on footpath hierarchy. The interval values are identified as trial values based on what could be considered reasonable for an authority of Western Down's network size, existing resources and budget. The assumptions in determining the inspection regime are as follows:

- It is reasonable to expect that a road authority would inspect its footpath network at least once per annum
- It is reasonable for an authority to conduct its inspection regime within its resource limits and given the degradation of footpaths is slow and is not adversely affected by pedestrian or cyclist loading or speed, factors that increase risk likelihood are not mitigated through the inspection regime.
- It is reasonable to expect that a road authority keep a detailed backlog of the inspection defects

Table 14.3 details the inspection regime for sealed roads owned by Western Downs Regional Council:

Table 14.3 – Footpath Inspection Program

Footpath Description	Footpath Length To Be Inspected (km)	Inspection Type	Interval
Arterial Road	18.483	Programmed Backlog (Day)	6 months
CBD Precinct	6.601		
Collector Road	7.333	Programmed Backlog (Day)	12 months
Premier Park	0.410		
Fitness Trail	16.087		
Feeder Road	17.278	Programmed Backlog (Day)	12 months
High Profile Park	1.018		
Access Road	31.129	Programmed Backlog (Day)	12 months
All Other Parks	0.907		

Road inspections are to be logged using a maintenance management data base in the following format:

Road/ Park Number	Road/ Park Name	Start Chainage (km)	End Chainage (km)	Hierarchy	Date Of Inspection	Inspector
Example						
251	Aarons Road	0	27.2	Urban Collector	1/10/14	A.Meehan

15.0 DEFECT PRIORITISATION

15.1 - Prioritisation Methodology and Intervention Levels

The authority is required to prioritise and balance its requirement effectively deal with footpath defects to maintain a safe corridor as well as maintain its assets to minimise physical degradation. The defect prioritisation definitions and protocols need to be established with consideration to the size of the authority's network, current standard of condition and the authority's operational capacity.

The footpath management plan proposes to prioritise defects to achieve a suitable balance between an authority's obligation to provide a safe corridor and maintain its assets. In the case of Western Downs Regional Council it does have to consider a dynamic network with significant transport infrastructure assets. The methodology relies on the need to manage defects based on defect type, anticipated footpath traffic and traffic volume. The defect priorities are determined and defined based on the assumptions identified in the previous risk analysis.

The following defect prioritisation methodology and intervention levels are adapted from IPWEA NAMS Practice Note 1 - Footpaths and Cycleways:

Table 15.1 - Prioritisation Methodology and Intervention levels

Trip Size (mm)	Unevenness	Slipperiness	Risk of Public Injury	Priority
> 30 mm	Extreme	Extreme	High	1
20mm to 30 mm	Very	Very	High	2
10mm to 20mm	Uneven	Slippery	Low	3
Imminent safety defects e.g. Obstruction, Collapsed Path			High	Safety

15.1 - Target Response Times

The response times have been identified as trialled values in accordance with the operational limitations of Western Downs Regional Council. Through its additional corridor safety inspection programs and customer service the authority anticipates it will be able to identify remove immediate threats to the safe travel of footpath users within an appropriate interval.

Western Downs Regional Council as a road authority reserves the right to undertake works of a lower priority in conjunction with its maintenance program where it demonstrates operational and economic efficiency. Where the authority is made aware of a critical safety issue such as a collapsed path way or is unable to conduct full repairs of a defect, the authority will take appropriate which may include and not limited to, signage and delineation, temporary repairs and asset closure.

The target response times are shown below in table 15.2. These response times are targets only and, while a reasonable attempt should be made to achieve these targets, not achieving these response times does not constitute a non-compliance if it is the result of operational constraints associated with the diverse and competing responsibilities of Council's Works Department Resources.

Table 15.2 - Target Response Times

Priority Classification	Response Time for Intervention			
	Arterial Road CBD All paths within 200m of school or community facility	Collector Road Premier Park Fitness Trail	Feeder Road High Profile Park	Access Road Other Parks
Corridor Safety Defects	24 Hours	24 Hours	24 Hours	24 Hours
Priority 1	1 Month	2 Months	3 Months	6 Months
Priority 2	2 Months	3 Months	6 months	9 Months
Priority 3	3 Months (Subject to resource allocation)	6 Months (Subject to resource allocation)	12 Months (Subject to resource allocation)	12 Months (Subject to resource allocation)

16.0 SYSTEM BACKLOG AND DEFECT MANAGEMENT

16.1 – Backlog

The most efficient method to record and manage defect data is via a backlog. A backlog is best described as a list of defects found during inspection and which are then dissected to program remedial works. Once the defect is repaired, it should be removed from the backlog or defect list. The backlog is to record important details regarding the defect including defect ID, road name, chainage, and priority. Using these details operational managers shall be able to filter data and establish a forward works program. The defects should also have a date of repair

recorded with the works order. The backlog is to be recorded and managed electronically in the following format shown in table 16.1:

Table 16.1 - Defect Backlog

Road ID	Road Name	Start Chainage (km)	End Chainage (km)	Defect ID	Priority	Active (Y/N)	Date Completed	Works Order
256	Johns Road	0.100	0.110	Trip	1	N	10/10/14	123
257	Aarons Road	0.25	0.25	Uneven	3	Y		

Module 4 - Stormwater

17.0 SYSTEM INPUT

The system requires input from key stakeholders which include:

- Operational Managers
- Operational Staff
- Elected Representatives
- The community

The system is developed with consideration to limitations that are specific to Western Downs

Regional Council:

- Asset Network including Size and Dynamics
- Operational Budget
- Resources
- Services and Priorities of the Authority

17.1 - Defect Context

This plan only represents the management of defects on constructed stormwater infrastructure that are located on open road reserves, park reserves and stormwater drainage easements. Constructed stormwater infrastructure is defined as assets that are constructed for the movement of stormwater and classed as road side culverts, underground RCP's and RCBC's, open concrete and earth drains, side entry/gully pits. This management plan explicitly excludes major culvert structures, bridges and roadside table drains.

17.2 - Application of Risk Management and Analysis

The authority aims to achieve the following with the stormwater maintenance management plan:

- Limit flooding of public and private property through efficient movement of stormwater through stormwater infrastructure
- Ensure stormwater and drainage infrastructure performs appropriately to ensure health and safety of the community and limit the impact on pedestrian and vehicular traffic
- To efficiently allocate available funding and resources for the maintenance and repair of the stormwater network.
- To develop a priority for repairs
- To minimise the ongoing maintenance problems by using effective repair treatments
- To develop a system for recording and reporting on the condition of Council's stormwater infrastructure that is auditable and demonstrates improvement in service levels
- To reduce public liability claims and strengthen legal defence in cases of litigation

The IPWEA NAMS Practice Note 5 -Stormwater Drainage identifies multiple risks that can cause failure of stormwater infrastructure resulting in the following:

- Flooding of property, roads, pathways and public spaces
- Flooding of utilities and other services such as telecommunications
- Creating hazards to traffic
- Creating hazards to the public
- Property, infrastructure and environmental damage including erosion, scouring and pollution
- Damage to structures and possible injury or loss of life

The following distress modes that create risks to stormwater infrastructure is modified from

The IPWEA NAMS Practice Note 5 -Stormwater Drainage:

RCP's and RCBC's	
Structural Defects	Serviceability
Cracking Fracturing Displaced Joints Deformation Surface Damage Erosion Lining Failure Breaking Collapse	Silt Debris Corrosion Obstruction Root Intrusion Infiltration Defective Connections Vermin Aesthetics - Graffiti

Pits and Chambers	
Structural Defects	Serviceability
Cracking Fracturing Breaking and Deformation Lid Defects Surface Damage Inlet and Outlet defects including corrosion and deformation	Silt Debris Corrosion Obstruction Vermin

Open Lined Channels	
Structural Defects	Serviceability
Cracking or lining collapse Joint Deformation, opening or displacement Scouring under slab Surface Damage	Silt Vegetation Scouring Erosion Inlet/Outlet Damage Fencing Obstruction

For stormwater infrastructure the seriousness of risks associated with these assets can vary, making some parts of the system more critical than others. Critical elements are defined as those that have a high or serious consequence if they do not meet their service level target and their risk can also be determine by considering the probability of them failing. For risk analysis, the following reasonable assumptions are made about stormwater infrastructure within Western Downs:

- Stormwater infrastructure located above ground will be more subject to serviceability and structural distress due to the increased impact of the environment, increased traffic loading, and human intervention.
- Stormwater infrastructure above ground is more likely to cause failure consequences
- The seriousness of distress modes is highly variable and the probability of failure is also highly variable
- The structural distress modes are generally caused over a long period of time
- Serviceability defects are generally caused at any time and are difficult for the authority to mitigate

17.3 - Risk Control

Through the risk analysis, the key elements of the stormwater infrastructure management plan are developed to control their impact on the road authority and the stormwater network. The risks are controlled through the stormwater infrastructure management plan key elements:

- Stormwater Infrastructure Inspection Program
- Defect Definition, Prioritisation and Management

17.4 - Stormwater Infrastructure Inspection Program

The stormwater infrastructure asset data allows road authorities to clearly demonstrate to the dynamic challenge of owning both large rural and urban road networks and associated stormwater infrastructure requirements. The quantity of network shown in Table 17.1 demonstrates the significant operational challenge the authority faces in being able to reasonably inspect and manage its stormwater infrastructure.

Table 17.1 - Stormwater Assets

Stormwater Infrastructure	Quantity
Roadside RCP's and RCBC's	4709
Underground RCP's and RCBC's	81.304 km
Gully/Side Entry Pits	817
Stormwater Chambers	1361
Concrete Lined Channels/ponds	4.257 km
Earth Lined Channels/ponds	13.715 km
Earth Lined Channel - Easements	

17.5 - Stormwater Infrastructure Inspections Protocols

An appropriate stormwater infrastructure inspection program provides a key step in an authority demonstrating duty of care to meet the requirements of the *Civil Liability Act 2003*. Through regular inspections an authority will have reasonable knowledge of the network condition and any hazards that may be present that could adversely impact on the performance of the infrastructure resulting in failure. Inspections of the network provide essential information to the road authority which would allow it undertake preventative and minor reactive maintenance to minimise asset degradation and further prevent the formation of dangerous hazards and distress modes on the stormwater network.

The inspection types are designed for the authority to manage its network in accordance with its operational capabilities whilst reasonably allowing for a variable and often sudden changing environment. The inspections to be performed are defined in table 17.2 shown below:

Table 17.2 – Inspection Protocols

Type	Definition	Reporting Requirements	Responsible Officer
Programmed Defect Backlog Inspection (Day)	<ul style="list-style-type: none"> • Programmed asset inspection in accordance with scheduled interval • Purpose is to undertake a detailed defect inventory of the stormwater asset including structural and serviceability defects • Each street and road is to be recorded along with the detailed chainage and structure type as determined by Council approved GPS device and software 	<ul style="list-style-type: none"> • Defects to be recorded on authorised forms including electronic format where available • Defects to be transferred to current backlog register • Inspection details to be recorded 	<ul style="list-style-type: none"> • Nominated Council Officer e.g. Technical Officer, Junior Engineer, Experienced Road Supervisor
Reactive Structural Inspection	<ul style="list-style-type: none"> • Inspection of the stormwater infrastructure to assess and manage structural defects that are identified on the backlog 	<ul style="list-style-type: none"> • Defects to be recorded on authorised forms including electronic format where available • Defects to be transferred to current backlog register • Inspection details to be recorded • Inspector to arrange immediate safety measures as required, such as delineation, partial road closure, or detour 	<ul style="list-style-type: none"> • Nominated Council Officer or Contractor who is suitably qualified and experienced to assess the defects

17.6 - Stormwater Infrastructure Inspections Regime

The risk management process supports an inspection regime based on criticalness of the stormwater infrastructure and the likelihood of failure or distress modes being presented. The interval values are identified as trial values based on what could be considered reasonable for an authority of Western Down's network size, existing resources and budget. The assumptions in determining the inspection regime are as follows:

- It is reasonable to expect that a road authority would inspect its above ground stormwater infrastructure network for defects posed to the road users at least once per annum
- It is reasonable that the slow rate of deterioration of stormwater asset components would require regular inspection at a frequency not more than 3 years
- It is reasonable for an authority to conduct its inspection regime within its resource limits and given the structural degradation of concrete stormwater infrastructure is slow that structural inspections are not mandatory unless evidence is provided
- It is reasonable to expect that a road authority keep a detailed backlog of the inspection defects

Inspections of all above ground stormwater assets shall coincide with Council's existing Asset Condition Inspections which are performed on a 3 year interval. These inspections shall be performed by the Technical Services Department in delivery of the Asset Condition Inspections, and any required maintenance referred to the Works Department for action.

Table 17.3 details the inspection regime for stormwater infrastructure owned by Western Downs Regional Council:

Table 17.3 – Stormwater Infrastructure Inspection Program

Stormwater Description	Quantity To Be Inspected	Inspection Type	Interval
Roadside RCP's and RCBC's	4709	Programmed Backlog (Day)	3 years
		Reactive Structural	As Required
Gully/Side Entry Pits	817	Programmed Backlog (Day)	3 years
		Reactive Structural	As Required
Concrete Lined Channels	4.257 km	Programmed Backlog (Day)	3 years
		Reactive Structural	As Required
Earth Lined Channels in reserve		Programmed Backlog (Day)	3 years
		Reactive Structural	As Required
Underground RCP's and RCBC's	81.304 km	Programmed Backlog (Camera)	5 Years

		Reactive Structural	As Required
Stormwater Chambers	1361	Programmed Backlog (Day)	5 Years
		Reactive Structural	As Required

Road inspections are to be logged using a maintenance management data base in the following format:

Road/Park Number	Road/Park Name	Start Chainage (km)	End Chainage (km)	Type	Date Of Inspection	Inspector
Example						
251	Aarons Road	27.2	27.2	RCBC	1/10/14	A.Meehan

18.0 DEFECT PRIORITISATION

18.1 - Prioritisation Methodology and Response Times

The authority is required to prioritise and balance its requirement effectively deal with stormwater infrastructure serviceability and structural defects to maintain serviceability and minimise further degradation of the asset. The defect prioritisation definitions and protocols need to be established with consideration to the size of the authority's network, current standard of condition and the authority's operational capacity. In addition, the authority's ability to manage the seriousness and variability of stormwater defects needs to be considered.

The response times have been identified as trialled values in accordance with the operational limitations of Western Downs Regional Council. Through its additional customer service protocols the authority anticipates it will be able to identify remove immediate defects that may be present after inspection.

Western Downs Regional Council as a road authority reserves the right to undertake works of a lower priority in conjunction with its maintenance program where it demonstrates operational and economic efficiency. Where the authority is made aware of a critical safety issue such as a

collapsed culvert or is unable to conduct full repairs of a defect, the authority will take appropriate action which may include and not limited to, load limits, signage and delineation, and asset closure.

Structural defects are not identified for response times due to the variability in seriousness and distress mode. It is Council's intention to implement a management plan of these defects with supporting documentation on a case by case basis. The plan is to be authorised by the Area Works Manager and may include additional processes including but not limited to, additional monitoring and inspections, temporary treatments or repairs, load limits, signage and delineation and asset closure until such time as the asset can be replaced by available capital funding.

The defect priorities are determined and defined based on the assumptions identified in the previous risk analysis. The following defect prioritisation methodology and response times is shown below in table 18.1

Defect ID	Intervention Level	Priority	Response Time
Roadside Culverts	Structural Damage	1	Dependant of resource availability, and capital budgeting as appropriate. Immediate safety measures will be implemented if deemed necessary by the inspector.
	Serviceability Defect - Critical	2	1 Month
	Serviceability Defect - Non Critical	3	12 Months
Gully/Side Entry Pits	Structural Damage	1	Dependant of resource availability, and capital budgeting as

			appropriate. Immediate safety measures will be implemented if deemed necessary by the inspector.
	Serviceability Defect - Critical	2	1 Month
	Serviceability Defect - Non Critical	3	12 Months
Concrete Lined Channels in Reserve	Structural Damage	1	Dependant of resource availability, and capital budgeting as appropriate. Immediate safety measures will be implemented if deemed necessary by the inspector.
	Serviceability Defect - Critical	2	1 Month
	Serviceability Defect - Non Critical	3	12 Months
Earth Lined Channels in Reserve	Structural Damage	1	Dependant of resource availability, and capital budgeting as appropriate. Immediate safety measures will be implemented if deemed necessary by the inspector.
	Serviceability Defect - Critical	2	1 Month
	Serviceability Defect - Non Critical	3	As per budget availability
Underground RCP's and RCBC's, Stormwater Chambers	Structural Damage	1	Dependant of resource availability, and capital budgeting as appropriate. Immediate safety measures will be

			implemented if deemed necessary by the inspector.
	Serviceability Defect - Critical	2	1 Month
	Serviceability Defect - Non Critical	3	12 Months
Earth Lined Channels in Easement	TBA	TBA	TBA

19.0 SYSTEM BACKLOG AND DEFECT MANAGEMENT

19.1 – Backlog

The most efficient method to record and manage defect data is via a backlog. A backlog is best described as a list of defects found during inspection and which are then dissected to program remedial works. Once the defect is repaired, it should be removed from the backlog or defect list. The backlog is to record important details regarding the defect including defect ID, road name, chainage, Asset Type and priority. Using these details operational managers shall be able to filter data and establish a forward works program. The defects should also have a date of repair recorded with the works order. The backlog is to be recorded and managed electronically in the following format shown in table 19.1:

Table 19.1 - Defect Backlog

Road ID	Road Name	Start Chainage (km)	End Chainage (km)	Type	Defect ID	Priority	Active (Y/N)	Date Completed	Works Order
256	Johns Road	0.110	0.110	RCBC	Silt	2	N	10/10/14	123
257	Aarons Road	0.25	0.25	RCBC	Crack	I	Y		

Module 5- Bridges and Major Culvert Structures

20.1 - SYSTEM INPUT

The system requires input from key stakeholders which include:

- Operational Managers
- Operational Staff
- Elected Representatives
- The community

The system is developed with consideration to limitations that are specific to Western Downs

Regional Council:

- Asset Network including Size and Dynamics
- Operational Budget
- Resources
- Services and Priorities of the Authority

20.2 -Defect Context

This plan only represents the management of defects on constructed bridge which classified as concrete, timber, steel or fibre composite. Major culverts included culvert structures that are constructed of steel or culverts height greater than 1.5m and a water way area of greater than 3 m² per cell. The plan only covers defects on the structure and running surface between end guardrails, abutments, relieving slabs, and the end is determined at the greatest distance.

20.3 - Application of Risk Management and Analysis

The authority aims to achieve the following with the bridge structures maintenance management plan:

- Ensure the safety of road users and pedestrians who utilise the structure for transportation
- Minimise the ongoing degradation of the asset
- Minimise reactive maintenance costs
- Minimise the reduction in the serviceability of the structure to the community and road users

The maintenance issues and requirements of bridge structures is highly variable in both distress mode and seriousness. Following table s 20.1 to 20.5 highlights some of the more likely distress modes that occur on Western Downs Regional Council's network

Table 20.1 - Concrete Bridge Defects

Concrete Bridges	
Structural Defects (Level 2)	Serviceability (Level 1)
Examples: Cracking Fracturing Joint Failure Moisture Ingress Deformation Surface Damage Erosion Collapse Spalling Corrosion	Examples: Silt Guardrail or Protection Debris Obstruction Root Intrusion Infiltration Defective Connections Vermin Aesthetics - Graffiti Scouring

Table 20.2 - Timber Bridge Defects

Timber Bridges	
Structural Defects (Level 2)	Serviceability (Level 1)
Examples: Excessive deck deflection Termites Splitting Internal Rot Snipes and Notching	Examples: Silt Guardrail or Protection Debris Obstruction Root Intrusion Infiltration Defective Connections Vermin Aesthetics - Graffiti Debris Scouring

Table 20.3 - Steel Bridge Defects

Steel Bridges	
Structural Defects (Level 2)	Serviceability (Level 1)
<p>Examples:</p> <p>Corrosion Cracking Weld Failure Pitting Coating</p>	<p>Examples:</p> <p>Silt Guardrail or Protection Debris Obstruction Root Intrusion Infiltration Defective Connections Vermin Aesthetics - Graffiti Debris Scouring</p>

Table 20.4 - Steel Bridge Defects

Fibre Composite	
Structural Defects (Level 2)	Serviceability (Level 1)
<p>Examples:</p> <p>Coating UV damage Stressing of Laminates Cracking</p>	<p>Examples:</p> <p>Silt Guardrail or Protection Debris Obstruction Root Intrusion Infiltration Defective Connections Vermin Aesthetics - Graffiti Debris Scouring</p>

Table 20.5 - Major Culvert Defects

Major Culverts	
Structural Defects (Level 2)	Serviceability (Level 1)
Examples: Cracking Fracturing Displaced Joints Deformation Surface Damage Erosion Lining Failure Breaking Collapse	Examples: Silt Guardrail or Protection Debris Obstruction Root Intrusion Infiltration Defective Connections Vermin Aesthetics - Graffiti Debris Scouring

For bridges and major culvert structures the seriousness of risks associated with these assets can vary, making some parts of the system more critical than others. Critical elements are defined as those that have a high or serious consequence if they do not meet their service level target and their risk can also be determine by considering the probability of them failing.

20.4 - Risk Control

To effectively manage and assess risks associated with Council's bridge infrastructure, the management plan identifies the following key elements:

- Bridge and Major Culvert Inspection Program
- Defect Definition, Prioritisation and Management

Bridge Infrastructure Inspection Program

The bridge and major culvert structure asset data allows road authorities to clearly demonstrate to the dynamic challenge of owning both large rural and urban road networks and associated infrastructure requirements.

Table 20.6 - Bridge Assets

Bridge Infrastructure	Quantity
Concrete Bridges	18
Timber Bridges	23
Fibre Composite Bridge	1
Steel Bridges	1
Major Culvert Structures	32

20.5 - Bridge and Culvert Infrastructure Inspections Protocols

An appropriate bridge and major culvert structure inspection program provides a key step in an authority demonstrating duty of care to meet the requirements of the *Civil Liability Act 2003*. Through regular inspections an authority will have reasonable knowledge of the network condition and any hazards that may be present that could adversely impact on the performance of the infrastructure resulting in failure. Inspections of the network provide essential

information to the road authority which would allow it undertake preventative and minor reactive maintenance to minimise asset degradation and further prevent the formation of dangerous hazards and distress modes on the bridge and major structure network.

The inspection types are designed for the authority to manage its network in accordance with its operational capabilities whilst reasonably allowing for a variable and often sudden changing environment. The inspections to be performed are defined in table 20.7 shown below:

Table 20.7 - Bridge Inspection Protocols

Type	Definition	Reporting Requirements	Responsible Officer
Level 1 Inspection		<ul style="list-style-type: none"> Defects to be recorded on authorised forms including electronic format where available Defects to be transferred to current backlog register Inspection details to be recorded 	Qualified Level 1 Inspector
Level 2 Inspection		<ul style="list-style-type: none"> Defects to be recorded on authorised forms including electronic format where available Defects to be transferred to current backlog register Inspection details to be recorded Structure management plan to be recorded 	Qualified Level 2 Inspector
Level 3 Inspection		<ul style="list-style-type: none"> Defects to be recorded on authorised forms including electronic format where available Defects to be transferred to current backlog register Inspection details to be recorded Structure management plan to be recorded 	Qualified Level 3 Inspector

20.6 - Bridge Infrastructure Inspections Regime

The risk management process supports an inspection regime based on critical location and nature of the bridge and major culvert infrastructure and the likelihood of failure or distress modes being presented. The interval values are identified as trial values based on what could be considered reasonable for an authority of Western Down's network size, existing resources and budget. The inspection regime also takes into account the detailed and onerous protocols in undertaking bridge inspections on a periodic basis. Bridge inspections have been attained in accordance with the DTMR Bridge Inspection Manual for bridges that are in condition 1 or 2:

Table 20.8 - Bridge Inspection Intervals

Structure Type	Inspection ID	Frequency
Concrete Bridge	Level 1	12 Months
	Level 2	5 years
	Level 3	As Required
Timber Bridge	Level 1	12 Months
	Level 2	2 years
	Level 3	As Required
Steel Bridge	Level 1	12 Months
	Level 2	5 Years
	Level 3	As required
Fibre Composite	Level 1	12 Months
	Level 2	5 Years
	Level 3	As required
Major Culverts Steel	Level 1	12 Months
	Level 2	2 Years
	Level 3	As Required
Major Culverts Concrete	Level 1	12 Months
	Level 2	5 Years
	Level 3	As Required

Bridge inspections are to be logged using a maintenance management data base in the following format:

Road/Park Number	Road/Park Name	Start Chainage (km)	End Chainage (km)	Bridge	Type	Date Of Inspection	Inspector
Example							
251	Aarons Road	27.2	27.2	Timber	Level 1	1/10/14	Bede

21.0 DEFECT PRIORITISATION

21.1 - Prioritisation Methodology and Response Times

The authority is required to prioritise and balance its requirement effectively deal with bridge and major culvert structures serviceability and structural defects to maintain serviceability and minimise further degradation of the asset. The defect prioritisation definitions and protocols need to be established with consideration to the size of the authority's network, current standard of condition and the authority's operational capacity. In addition, the authority's ability to manage the seriousness and variability of bridge defects needs to be considered.

The response times have been identified as trialled values in accordance with the operational limitations of Western Downs Regional Council. Through its additional customer service protocols the authority anticipates it will be able to identify remove immediate defects that may be present after inspection.

Western Downs Regional Council as a road authority reserves the right to undertake works of a lower priority in conjunction with its maintenance program where it demonstrates operational and economic efficiency. Where the authority is made aware of a critical safety issue such as a collapsed culvert or is unable to conduct full repairs of a defect, the authority will take appropriate action which may include and not limited to, load limits, signage and delineation, and asset closure.

Structural defects are not identified for response times due to the variability in seriousness and distress mode. It is Council's intention to implement a structural management plan of these

defects with supporting documentation on a case by case basis. The plan is to be authorised by the Area Works Manager and may include additional processes including but not limited to, additional monitoring and inspections, temporary treatments or repairs, load limits, signage and delineation and asset closure until such time as the asset can be replaced by available capital funding.

The defect priorities are determined and defined based on the assumptions identified in the previous risk analysis. The following defect prioritisation methodology and response times is shown below in table 21.1:

Table 21.1 - Structure Defect Definition and Prioritisation

Defect ID	Intervention Level	Priority	Response Action
All Structures	Condition State 5	1	Immediate Closure
	Condition State 3 and 4	2	Structure Management Plan
	Condition State 1 and 2	4	As per budget availability
	Serviceability Defect - Critical	2	1 Month
	Serviceability Defect - Non Critical	4	As per budget availability

22.0 SYSTEM BACKLOG AND DEFECT MANAGEMENT

22.1 – Backlog

The most efficient method to record and manage defect data is via a backlog. A backlog is best described as a list of defects found during inspection and which are then dissected to program remedial works. Once the defect is repaired, it should be removed from the backlog or defect list. The backlog is to record important details regarding the defect including defect ID, road name, chainage, Asset Type and priority. Using these details operational managers shall be able to filter data and establish a forward works program. The defects should also have a date of repair recorded with the works order.

The backlog is to be recorded and managed electronically in the following format shown in table 22.1:

Table 22.1 - Bridge Backlog

Road ID	Road Name	Chainage (km)	Type	Defect ID	Priority	Active (Y/N)	Date Completed	Works Order
256	Johns Road	0.110	Timber	SMP	2	Y		
257	Aarons Road	0.25	Concrete	Silt	2	N	10/10/14	123

System Summary

25.0 CONTINUOUS IMPROVEMENT

Western Downs Regional Council is a maturing road authority which is faced with both internal and external challenges. The sealed road management maintenance plan is only one part of Council's engineering operations and will be continually reviewed for improvement as Council receives and evaluates real data. Council is also developing its concurrent asset management systems and plans and these documents should be reviewed in conjunction with the asset maintenance plans in the future. In addition, Council should review its risk management strategies in conjunction with its maintenance plans to ensure that the organisation's objectives are effectively risk managed.

25.1 - Best Practice Review

The system is to be actively monitored and reviewed for performance as per Section 3 of the plan. The system is an operational working document that aims to meet the critical objectives of the authority. Table 25.1 provides a summary of the systems design and performance indicators in ensuring the plan represents best practice in sealed road maintenance management.

Table 25.1 - Best Practice Vs System Elements

Principle of Best Practice	Application by Western Downs Regional Council System
Demonstrate Duty of Care	<p>The system provides a methodology for inspecting assets</p> <p>The system identifies hazards on the road network</p> <p>The system provides a methodology for prioritising remedial works by the road authority</p> <p>The system provides interim values based on the specifics of WDRC's budget, current resources, asset configuration and size</p>
Effective Reactive and Preventative	<p>The system encourages effective reactive and preventative maintenance by:</p> <ul style="list-style-type: none">• Identifying defects at appropriate intervention levels• Groups the defects into appropriate categories• Prioritises works• Allows operational managers to plan and execute works based on locality and type with effective backlog management
A Reasonable Risk	The system presents a reasonable risk management approach to

Management Approach	<p>identify and manage defects on the authority's network.</p> <p>The system provides a reasonable approach to:</p> <ul style="list-style-type: none"> • Define the system objectives and responsibilities of the authority • Define risks to the authority and its objectives • Evaluate the risks • Treat and control the risks • Monitor the risks of the system
Principle of Best Practice	Application by Western Downs Regional Council System
Diligent Documentation	<p>The system presented adequately meets the requirements in presenting diligent documentation.</p> <p>The system highlights the critical elements of the methodology and clearly outlines how the system is to operate without isolation.</p> <p>The system provides adequate documentation if it was to be used in a court proceeding or claim against the authority</p>
System Compliance	<p>The system does outline the need and processes to achieve good compliance.</p> <p>The system also provides a summary of the implementation plan that will be developed by the authority</p>
Continual Review	<p>The system provides specific timeframes and actions that are to be undertaken by authority as part of its risk management and system review processes.</p>

Title **Infrastructure Services Report 2024/25 Capital Works
Progress Update December 2024**

Date 2 January 2025

Responsible Manager D.Dibley, WORKS MANAGER CONSTRUCTION

Summary

The purpose of this Report is for the Works Department to provide an update to Council regarding the 2024/25 Capital Works Program for the month of December 2024.

Link to Corporate Plan

Strategic Priority: Strong Diverse Economy

- Our business and industry actively live and buy local.

Strategic Priority: Quality Lifestyle

- Our residents are provided with modern infrastructure and quality essential services across our region.
- Our recreational spaces and community facilities are attractive, safe, and accessible.
- We invest in safe, well maintained road networks to connect our region and support economic activities.

Strategic Priority: Sustainable Organisation

- We are recognised as a financially intelligent and responsible Council.
- Our agile and responsive business model enables us to align our capacity with service delivery.
- Our effective asset management ensures that we responsibly maintain our community assets.

Material Personal Interest/Conflict of Interest

Nil

Officer's Recommendation

That this report is received and noted.

Background Information

On 20th June 2024, in a Special Meeting Council adopted the 2024/25 Budget including Council's Capital Works Program.

Report

Consultation (Internal/External)

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

1. Cambridge Crossing Road, Tara (26.2-27.4);
2. Slessar St, Chinchilla - Construction of new footpath;
3. Wheeler Street, Chinchilla (0.00-0.424) Upgrade to flush kerbing; and
4. 2024/25 Reseal Prior Works.

PROJECTS IN PROGRESS (Dec)

1. Commodity Court, Dalby - Reconstruction Works;
2. Glenern Road (20551-29988) Upgrade to Bitumen;
3. Burra Burri-Darr Creek Road, Fairyland (8.50-10.0) Reconstruct and Road Widening;
4. Burra Burri Creek Road, Fairyland (27.8-30.20) Reconstruct and Road Widening;
5. Bundi Road, Bundi (39.37-44.04) Upgrade to Bitumen Seal;
6. Edward Street, Chinchilla - Upgrade Works;
7. Dulacca South Road, Dulacca - (16.1-22.6) Road Widening;
8. 2024/25 Reseal Program Prior Works;
9. Works Depot Fence Replacements; and
10. 2024/25 Reseal Program.

UPCOMING PROJECTS

1. Kupuun Duleen Road, Kupuun (0.07-2.30) Reconstruction Works;
2. Springvale Road, Springvale (13-13.8) Reconstruction Works;
3. Grassdale Road, Grassdale (3.37-3.99) Reconstruction Works;
4. Windmill Road, Chinchilla (0.00-0.623) Recon and Upgrade to kerb & Channel;
5. Reseal Prior Works - 2025/26 Sites; and
6. Regional Sealed Road Drainage Maintenance Program.

COMMERCIAL WORKS

RECENTLY COMPLETED PROJECTS

1. 2024/25 DTMR Reseal Prior Works Program (Chinchilla Tara Road, Tara Kogan Road, Moonie Highway).

PROJECTS IN PROGRESS

1. 2024/25 RMPC;
2. 2024/25 DTMR Reseal Prior Works Program (Roma Taroom Rd, Bunya Hwy); and
3. Regional Lippia Herbicide Spraying Program (ongoing until sufficient kill achieved).

UPCOMING PROJECTS

1. Element 16 Resheeting - Warra Canaga Creek Road;
2. Regional Drainage Maintenance Program; and
3. Asphalt Repair Package.

FLOOD DAMAGE RESTORATION

RECENTLY COMPLETED PROJECTS

1. QRA REPA Flood Damage Restoration 2021/22 Package 25 (Eurombah / Clifford / Bundi / Grosmont / Bogandilla);
2. QRA REPA Flood Damage Restoration 2021/22 Package 30 (Woleebee / Wandoan / Guluguba / Pelham / Gurulmundi / Kowguran / Dalwogon / Myall Park / Hookswood);
3. QRA REPA Flood Damage Restoration 2021/22 Package 31 (Cooranga / Bell / Moola / Kaimkillenbun / Dalby); and
4. QRA REPA Flood Damage Restoration 2021/22 Package Drainage 01 (Numerous locations in the north-west of the Region, from south of Miles / Drillham / Dulacca through to Eurombah / Grosmont / Bungaban).

PROJECTS IN PROGRESS

1. QRA REPA Flood Damage Restoration 2021/22 Package 35 (Drillham / Drillham South / Dulacca / Moraby);
2. QRA REPA Flood Damage Restoration 2021/22 Package 36 (Boonarga / Chances Plain / Wychie / Pelican / Canaga / Langlands / Jinghi / Tuckerang / Warra);
3. QRA REPA Flood Damage Restoration 2021/22 Package 37 (Jinghi / Jandowae / Diamondy / Cooranga);

4. QRA REPA Flood Damage Restoration 2021/22 Package Seal 04 (Waikola / Clifford / Bundi / Grosmont / Wandoan / Woleebee / Roche Creek / Bungaban / Guluguba);
5. QRA REPA Flood Damage Restoration 2021/22 Package Seal 05 (Numerous sites over a widespread area from Gurulmundi in the north through Drillham / Dulacca / Miles / Condamine / Meandarra / Tara and through to Flinton / Westmar / Moonie area in the south);
6. QRA REPA Flood Damage Restoration 2021/22 Package 39 (Yulabilla / Drillham South / Condamine / The Gums / Tara);
7. QRA REPA Flood Damage Restoration 2021/22 Package 40 (Crossroads / Wieambilla / Tara);
8. QRA REPA Flood Damage Restoration 2021/22 Package 41 (Jandowae / Tuckerang / Warra / Jimbour West / Macalister / Pirrinuan / Dalby);
9. QRA REPA Flood Damage Restoration 2021/22 Package 42 (Jandowae / Cooranga / Jimbour East / Bell / Kaimkillenbun / Pirrinuan / Dalby);
10. QRA REPA Flood Damage Restoration 2021/22 Package 43 (Coomrith / Inglestone); and
11. QRA REPA Flood Damage Restoration 2021/22 Package Seal 08 (Dalby / Blaxland / St Ruth / Springvale).

UPCOMING PROJECTS

1. QRA REPA Flood Damage Restoration 2021/22 Package Drainage 02 (Various locations around Chinchilla / Brigalow / Montrose / Condamine and in the south-west of the Region, between Weranga / Glenmorgan / Coomrith / Westmar / Moonie);
2. QRA REPA Flood Damage Restoration 2021/22 Package Drainage 03 (Various locations in the north-east of the Region, between Dalby / Warra / Jinghi / Diamondy / Bunya Mountains / Kaimkillenbun);
3. QRA REPA Flood Damage Restoration 2021/22 Package Seal 06 (Numerous locations surrounding Chinchilla, to Kogan / Condamine / Miles / Hookswamp / Blackswamp / Burncluith / Langlands / Tuckerang / Brigalow); and
4. QRA REPA Flood Damage Restoration 2021/22 Package Seal 07 (Numerous locations between north of Jandowae, through Warra / Macalister, and Ducklo).

24/25 PROJECTS DESIGN STATUS UPDATE

Design Program is 85% completed (49/58);

- a. 79% - Roadworks Design Program (30/38) projects Issued for Construction (IFC);
- b. 90% - Footpath Design Program (9/10) projects Issued for Construction; and
- c. 100% - DustSuppressions (10/10).

Remaining Projects Status -

- o Markham's Hill Road (90%) - design complete, awaiting acquisition;
- o 2 projects completed awaiting land acquisition;
- o 3 projects greater than 70% progressed; and
- o 5 projects greater than 80% progressed.

Flood Damage - 1 complete, 1 Progressing.

- o Gurulmundi Road (100%) - Has been approved by SARA/DAF

Supplementary (Extra) jobs

- o 16 complete of 34 projects

Consultation (Internal/External)

Following Council's resolution to receive the report, updates will be posted on Council's social media platforms to inform Western Downs Regional Council's community.

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

The frequency of rain events has led to continuous project delays, as wet weather causes rework and the rescheduling of bitumen seals. These disruptions are beginning to affect the capital works program and may start to impact the completion of projects within the 2024/2025 financial year.

Attachments

Nil

Authored by: Debbie Dibley, WORKS MANAGER CONSTRUCTION

Title	Community & Liveability Big Skies Festival 2024
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Date	23 December 2024
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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 a summary of the key outcomes and statistics from the delivery of Big Skies Festival 2024 and to seek endorsement of the proposed dates for future Big Skies Festival to enable planning to continue.

Link to Corporate Plan

Strategic Priority: Strong Diverse Economy

- We proactively advance our region as a tourism destination.

Strategic Priority: Active Vibrant Community

- We are a happy, inclusive community, proud of where we live.

Strategic Priority: Sustainable Organisation

- 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 Council endorses the proposed dates for the 2026 Big Skies Festival for the long weekend from Thursday 30 April - Monday 4 May 2026.

Background Information

Big Skies Festival was successfully delivered for the fifth time in 2024.

As outlined in the new Tourism and Destination Events Strategy 2023-2028, Big Skies Festival supports one of Council's key strategic outcomes to "Grow visitation to destination events".

Major Events like Big Skies Festival provide regional benefits such as optimising our tourism opportunities, fostering and promoting corporate partnerships, establishing opportunities for visitors to experience our authentic rural communities, and promoting the Western Downs as more than a through destination.

These destination events, such as Big Skies attract thousands of people to our region every year and offer a fabulous opportunity for Western Downs Regional Council to go even bigger and better in years to come.

Report

Big Skies Festival offers a full program of events including four nights of Camping, two days of Concerts, Sunset Dinner, Canapes Under the Stars, Jimbour House Tours, an Experience Western Downs Tour, Camp Kitchen activations including happy hour, live local entertainment, meals, bonfire, and markets.

The table below outlines the attendance at various activations held over the 4-day event and includes the 2023 totals for comparison:

EVENT		2024 TOTALS	2023 TOTALS
CAMPING			
	4 Night Package - Thurs - Mon	248	350
	3 Nights - Fri-Mon	147	249
	2 Nights - Friday & Saturday	23	22
	2 Nights - Saturday & Sunday	110	121
	Vendor Campsite	20	7
		548	763
CONCERT			
	2 Day Concert	1070	1660
	Saturday only	227	287
	Registered Carers (free)	7	9
	Children U12 (free)	145	146
		379	442
	Sunday only	232	181
	Registered Carers (free)	7	6
	Children U12 (free)	120	137
		359	324
	TOTAL CONCERT TICKETS	1826	2426
CANAPES UNDER THE STARS (NEW)	Thursday	55	
SUNSET DINNER	Friday	102	120
WESTERN DOWNS BUS TOUR (Bunya Mountains)	Friday	15	42
JIMBOUR HOUSE TOURS	Thursday - Sunday	338	428

Camping for the duration of the festival again proved to be the most popular with 248 sites booked for the 4-night package. Data captured for the camping bookings indicated that from the all the sites that were booked over the duration of the festival there was a total of **1407 campers** on-site.

Locality Data

Outlined below are the visitor origins which were captured from postcodes from concert ticket purchasers. As per previous years, the data confirms that Big Skies Festival is still very much the destination event.

Local	527 (27.39%)
Intrastate	1265 (65.75%)
Interstate	82 (4.26%)

Unknown	50 (2.6%)
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Please refer to full breakdown of postcodes and areas in attached data document.

Market Stallholders and Food Vendors

Market Lane proved to be a popular place again, giving our campers and locals the opportunity to browse the markets on Saturday and Sunday morning. We welcomed 42 market stallholders offering a range of collectables, clothing, jewellery, skin care and so much more. 10 of these stallholders were local within Western Downs.

12 food vendors operated in the amphitheatre over 2 days to cater for the needs of our concert goers along with 4 camp kitchen vendors who catered food and coffee over the 4 days. 5 of these vendors were local to the area.

Council's tourism team provided a pop-up Visitor Information Centre on-site for the duration of the festival where all campers received a welcome pack and had the opportunity to learn more about our region and all the places to visit in the Western Downs.

Waminda Recycling

For the second year now, Big Skies welcomed Waminda Services who provided all the can and bottle recycling bins and managed the servicing of these throughout the festival. Waminda Services is a not-for-profit organisation, dedicated to providing a wide variety of opportunities and services to clients with disabilities across the region. Waminda reported that **19,442** cans and bottles were recycled.

Estimated Economic Impact

An Independent Expert Report (IER) has been provided by Tourism Events Queensland (TEQ) which reflects the overall impact for the Western Downs and Queensland.

- Total direct and incremental expenditure for Queensland \$1,212,985

Actual Visitor Spend *Spendmapp by Geografia

Weekly Comparison	Visitor	Resident	Total
19-23 September (School Holidays)	\$1,762,222	\$3,074,199	\$4,836,421
26-30 September	\$1,487,540	\$3,091,740	\$4,579,280
3-7 October	\$1,836,278	\$3,162,016	\$4,998,294
10-14 October	\$1,459,716	\$3,002,773	\$4,462,489
17-21 October	\$1,484,652	\$3,132,606	\$4,617,258
24-28 October	\$1,500,491	\$3,081,655	\$4,582,146

Big Skies 2022- \$1,762,985 (1.76M) visitor spend

Big Skies 2023 -\$1,687,844 (1.69M) visitor spend 4% less than 2022

Big Skies 2024 -\$1,836,280 (1.84M) visitor spend (7.8% increase compared to 2023)

Post Event Survey / Feedback

As per previous years, Big Skies Festival again received very positive feedback from the campers and festival goers and from our sponsors, vendors, volunteers, and operational contractors.

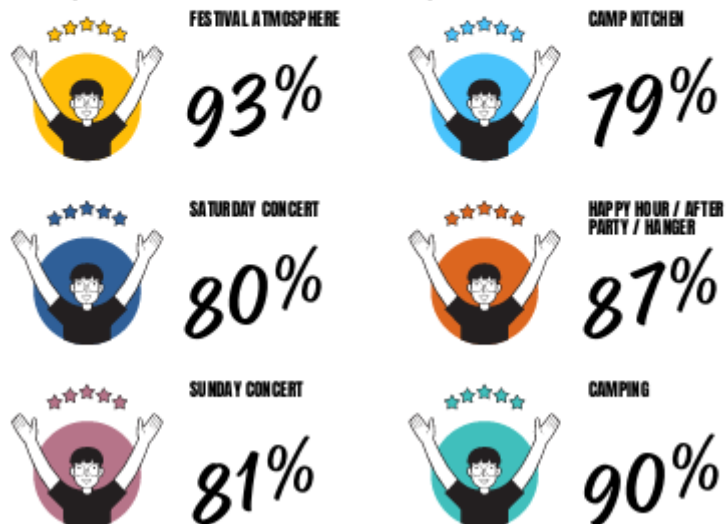
A post event survey was sent out to all ticket holders with a great response rate from 386 attendees. There was a large comprehensive report received from the post event survey, however included below is some key highline findings which is an overall summary of the data received.

386 RESPONSES

Great Results!

81%
OVERALL PROGRAM

Survey Results for Satisfied & Extremely Satisfied



General comments:

"Everything was run professionally. Having camping available makes it a real getaway. The stage and sound was top notch. The festival had a friendly fun vibe".

"Great music, good convenient camping, good selection of food vendors and loved the tour of Jimbour House. The whole event was well organised."

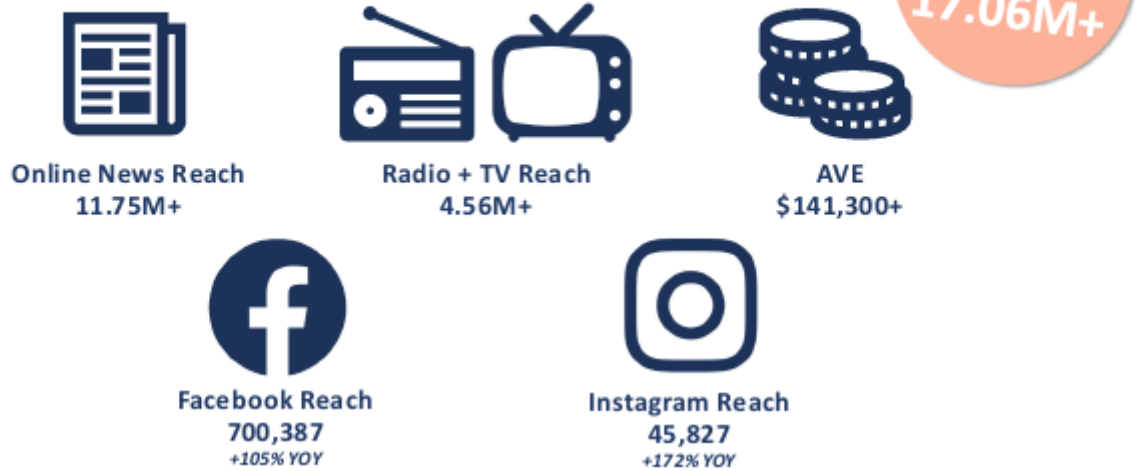
"Organisation of the whole event was exceptional, from camping to the events."

"Getting away with friends. Attending an event that wasn't packed to the brim. The level of organisation."

"Exceptionally clean amenities both at camping and the concert! Well done. Amazing weekend will definitely be back, thanks to all involved with organising. Found the tour of Jimbour House very interesting and informative. Great weekend"

Marketing and Promotion

TOTAL COMBINED MEDIA REACH



Sponsorship 2024

COMPANY	COMMITMENT
CS Energy (VIP Marquee)	\$25,000
Darling Downs Freight Service (Festival Partner)	\$23,500
Arrow Energy	10,000
Shell QGC	\$10,000
Cubico	\$12,000
Powerlink	\$8,000
Mitchell Water Australia	\$8,000
Tourism Events Queensland (TEQ)	\$15,000
TOTAL SPONSORSHIP	\$111,500
IN-KIND SPONSORSHIP	
JJ's Waste & Recycling (supply of all waste bins and services) only charge delivery	Valued at approx. \$6,000
Advance Motors Dalby (supply UTV's and Quad bikes for on-site camping and operations)	Valued at approx. \$5,000

Sponsorship 2025, Confirmed

- Festival Partner - \$25,000 - Darling Downs Freight Service (DDFS)
- VIP Marquee - \$30,000 - CS Energy

Sponsorship 2026, Confirmed

- VIP Marquee - \$30,000 - CS Energy

Festival Date Considerations

The current state of play with large scale events and the economy have been a contributing factor for the decreased attendance this year.

The landscape of major events has changed significantly over recent years, reflected in a decrease in ticket sales to Big Skies 2024 (in comparison to 2023). Although visitor spend increased, Big Skies wasn't alone in this attendance impact, for example:

- Splendour in the Grass, Groovin the Moo and Caloundra Music Festival all cancelled in 2024.
- BluesFest 2025 (after 34 years) will be its last event.
- Big Red Bash, after experiencing a major downturn in ticket sales in 2024, has just cancelled the 2025 event, now planning for 2026.
- Mt Isa Rodeo experienced a 45% downturn in 2024 and \$500,000.00 plus loss, with its future in question (after 66 years). Birdsville Races 2024 attracted approximately 3,000 visitors, usually attracts approximately 6,000 visitors.
- Falls Festival, a major music event staged in Melbourne, Byron Bay and Freemantle cancelled their 2023 events and have not run in 2024.
- Woodford Folk Festival is experiencing a downturn in ticket sales for the first time in history of the event.
- 2025 Red Hot Summer Tour has been cut back to eight concerts with only one in Queensland. Toowoomba, Noosa and Cairns were omitted.

Western Downs have some very successful major events that have been delivered in the region for over 30 years, and festivals of this calibre take time to build and gain traction.

It has been suggested that Council considers returning to the May long weekend to deliver the Big Skies Festival for several reasons:

- The October long weekend brings operational challenges due to competing events which can result in increased hire fees
- The end of the peak tourism season for our target demographic
- For the previous two year the flies have impacted the festival experience (harvest and heat)
- Competing events include:
 - Millmerran Camp Oven Festival (biennial)
 - Texas QLD Country Music Festival
 - Ballandean Country Music Festival
 - Carnival of Flowers now being a month-long event from 13 September to 7 October

There has been five Big Skies Festivals delivered in seven years. 2018 and 2019 executed in May and post Covid 2022 to 2024 executed in October.

Moving the Big Skies Festival to May 2026 allows Council to capture the start of the peak tourism season, does not compete with School holidays, provides advantages for operational cost efficiencies and offers a more comfortable visitor experience.

2026 will see a year full of festivals with many of the abovementioned re-scheduling however being at the start of the calendar year, along with the start of the peak tourism season, does provide a distinct advantage for Big Skies Festival.

Consultation (Internal/External)

Internal

- General Manager (Community and Liveability)
- Economic Development Manager
- Economic Development Team
- Tourism / Visitor Information Centre staff
- Communication and Marketing Manager

Legal/Policy Implications (Justification if applicable)

Nil

Budget/Financial Implications

2024/25 Allocated Budget:	\$650,000.00
Total Income:	\$498,390.66
Total Expenditure:	\$649,396.20
Total:	<u>-\$151,005.54</u>

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

Although, the attendance numbers were lower than anticipated, the positive feedback from attendees, sponsors, and contractors along with the economic impact Big Skies brings to the region still indicates a successful outcome for the delivery of this festival.

At the heart of the Festival, the Independent Expert Report (IER) demonstrates the strong community response to the event with five of the six Community Pride statements achieving 89% and above (refer to EIR report attached).

It is recommended that Council host the next Big Skies Festival from 30 April to 4 May 2026.

Attachments

- Big Skies Data Information Booklet

Authored by: Kellie Beil, Community Activation and Events Coordinator

BIG SKIES FESTIVAL

4 OCTOBER - 7 OCTOBER 2024

4

Days

2

Concert
Days

2,975

Total
Tickets

1,529

Paid
Concert
Tickets

548

Camp
Sites

1,407

Campers
on site

3

Tourism
Activations

7

House Tours

4

Camp
Kitchen
Vendors

13

Concert
Vendors

2

Market
Days

41

Market
Stalls



BIG SKIES SURVEY RESULTS

386 RESPONSES

Great Results!

81%
OVERALL PROGRAM

Survey Results for Satisfied & Extremely Satisfied

FESTIVAL ATMOSPHERE



93%

CAMP KITCHEN



79%

SATURDAY CONCERT



80%

HAPPY HOUR / AFTER
PARTY / HANGER



87%

SUNDAY CONCERT



81%

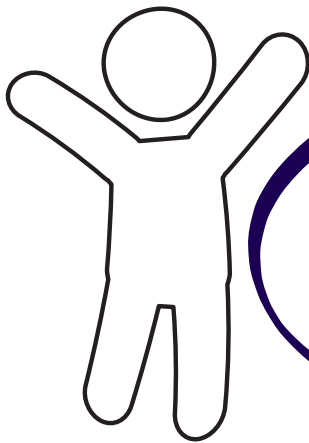
CAMPING



90%

BIG SKIES ATTENDEE DATA

ATTENDANCE

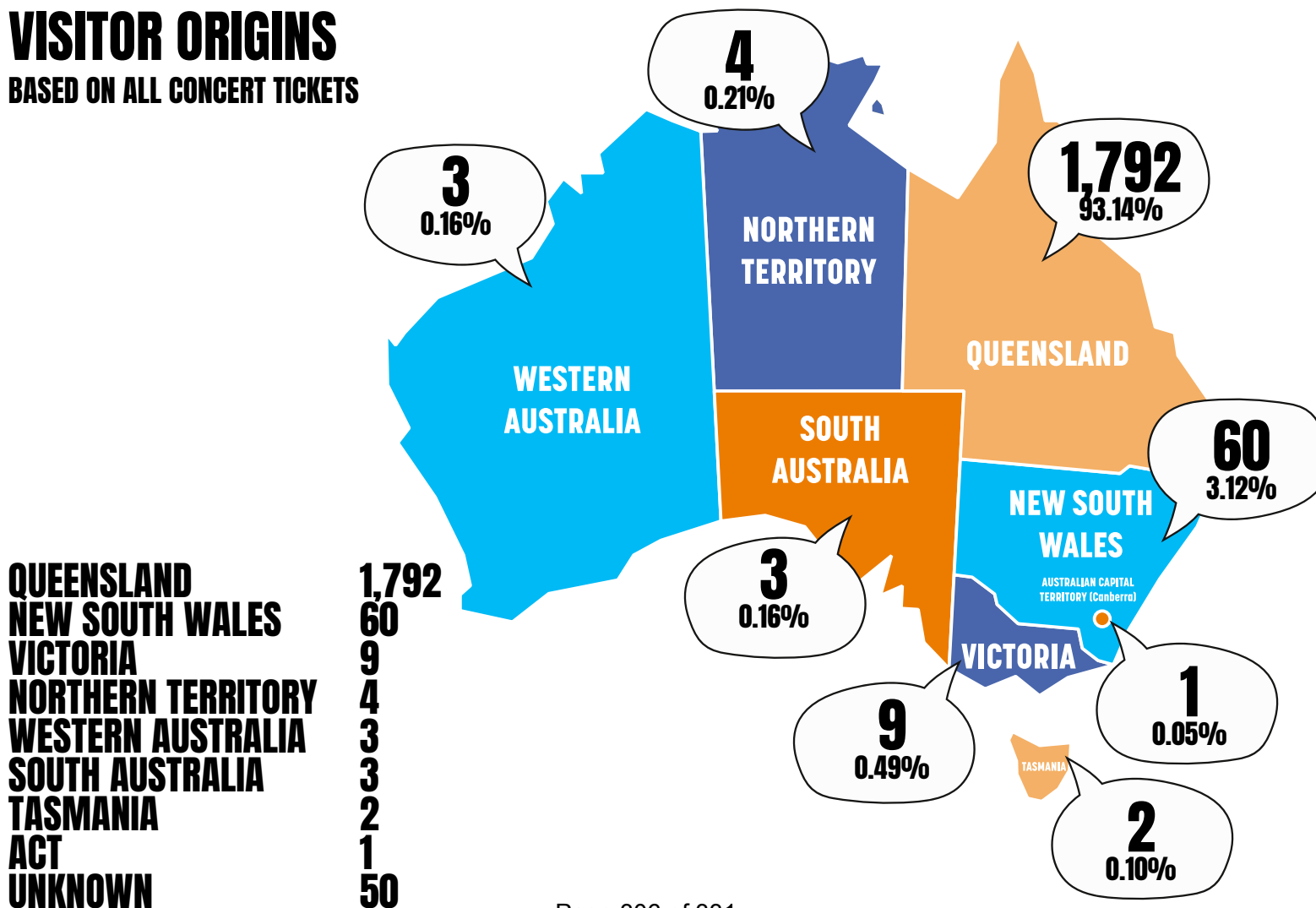


1,924

NUMBER OF INDIVIDUALS

VISITOR ORIGINS

BASED ON ALL CONCERT TICKETS



QUEENSLAND
NEW SOUTH WALES
VICTORIA
NORTHERN TERRITORY
WESTERN AUSTRALIA
SOUTH AUSTRALIA
TASMANIA
ACT
UNKNOWN

ATTENDEE DATA CONCERTS

CONCERT TICKETS SOLD

	2024	2023
Two Day Concert	1070	1660
Saturday Only	227	287
Saturday Registered Carers (Free)	7	9
Saturday Children U12 (Free)	145	146
	<u>379</u>	<u>442</u>
Sunday Only	232	181
Sunday Registered Carers (Free)	7	6
Sunday Children U12 (Free)	120	137
	<u>359</u>	<u>324</u>
TOTAL CONCERT TICKETS	1826	2426

20
BOX OFFICE SALES

1,529
2024 REVENUE TICKETS

2,102
2023 REVENUE TICKETS

VISITOR ORIGINS



	2024	2023
LOCAL	527 - 27.39%	614 - 24.44%
INTRASTATE	1,265 - 65.75%	1,443 - 57.44%
INTERSTATE	82 - 4.26%	128 - 5.10%
UNKNOWN	50 - 2.6%	327 - 13.02%



ATTENDEE DATA CONCERTS

VISITOR ORIGINS - FURTHER BREAKDOWN

Western Downs

Attendance	Post Code	Areas
300	4405	Dalby, Bunya Mountains, Ducklo, Pirrinuan, Kumbarrilla
58	4413	Chinchilla, Wieambilla, Baking Board, Burncluith, Hopeland
36	4410	Jandowae, Diamondy, Jinghi, Darr Creek
21	4406	Kogan, Moonie, Kaimkillenbun, The Gums, Jimbour East
12	4408	Bell, Cooranga
12	4422	Meandarra, Flinton, Westmar, Inglestone, Coomrith
11	4415	Miles, Columboola, Myall Park, Hookswood, Gurulmundi, Dalogon, Kowguran, Pelham
5	4419	Wandoan, Grosmont, Woleebee, Bungaban, Roche Creek, Cocaktoo, Glebe, Bundi
2	4412	Brigalow, Wychie
1	4416	Condamine, Yulabilla, Nangram, Moraby, Barramomie, Pine Hills
1	4423	Glenmorgan, Teelba

ATTENDEE DATA

CONCERTS

VISITOR ORIGINS - FURTHER BREAKDOWN

Intrastate

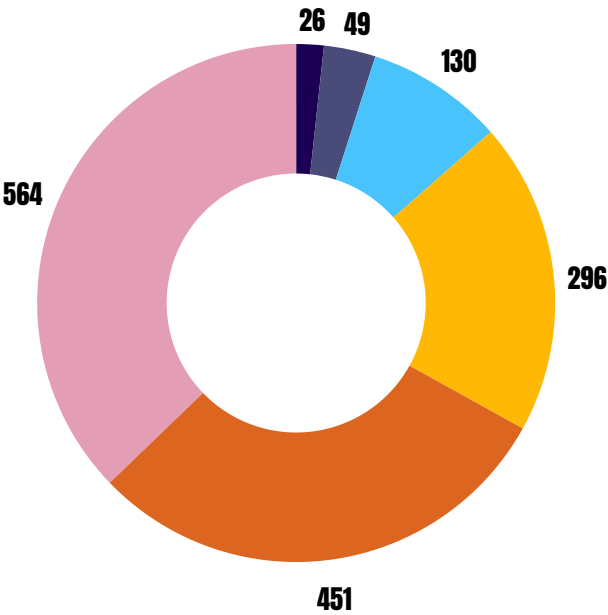
231	Brisbane
170	Sunshine Coast
97	Gold Coast
47	Logan
32	Redland
30	Fraser Coast
22	Scenic Rim
15	Gympie
12	North Burnett
7	Gladstone
5	Livingstone
3	Townsville
2	Noosa

214	Toowoomba
148	Moreton Bay
60	Ipswich
41	South Burnett
30	Maranoa
24	Lockyer Valley
17	Summerset
12	Bundaberg
11	Southern Downs
6	Rockhampton
4	Paroo
2	Goondiwindi
2	Balonne Shire

ATTENDEE DATA CONCERTS

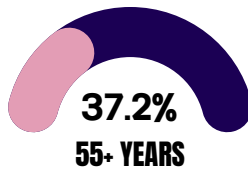
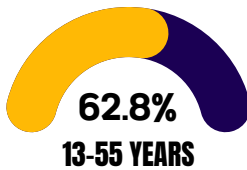
BASED ON PAID CONCERT TICKETS

AGE

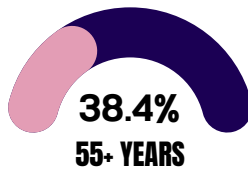
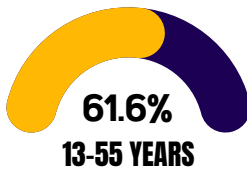


<18 Years	26	1.72%
18-25 Years	49	3.23%
26-35 Years	130	8.58%
36-45 Years	296	19.53%
46-55 Years	451	29.75%
55+ Years	564	37.20%

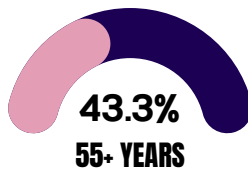
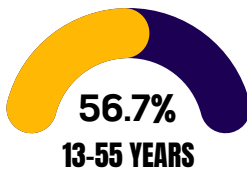
2024



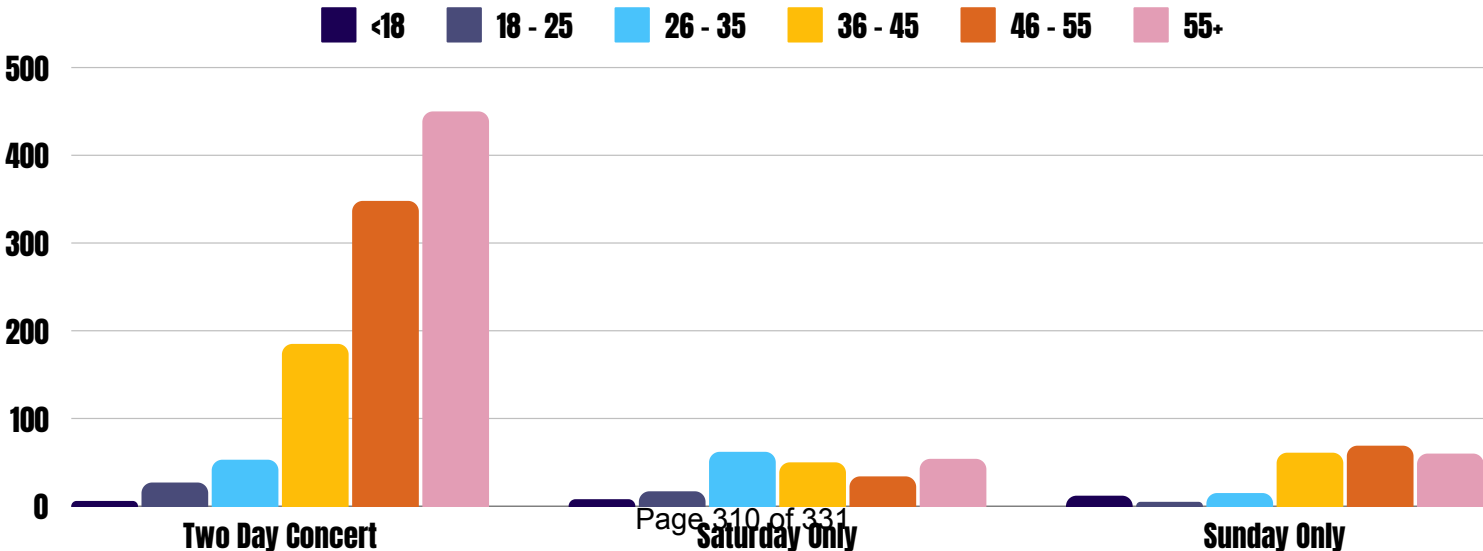
2023



2022

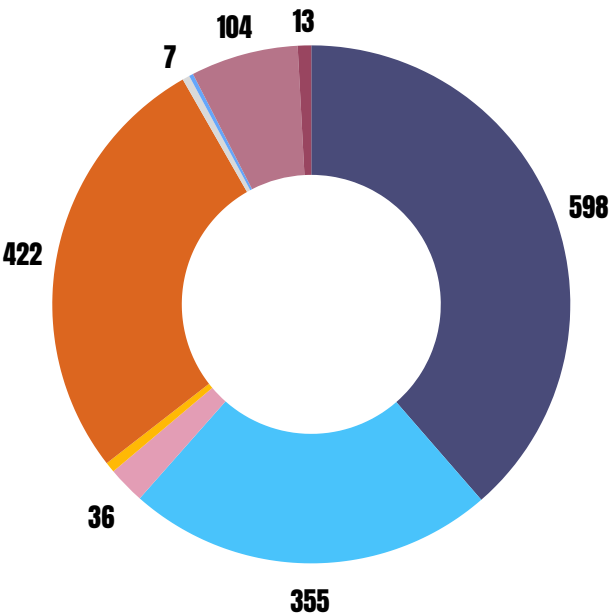


AGE BASED ON TICKET TYPE



HOW DID YOU HEAR ABOUT THE EVENT

Been before	598	39.1%
Friends have been before	335	21.9%
Google	36	2.4%
Radio	10	0.7%
Social Media	422	27.6%
TV	7	0.5%
e-newsletter	4	0.3%
Other	104	6.8%
Box Office	13	0.9%

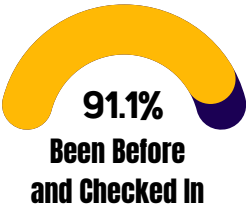


BREAKDOWN BASED ON PAID CONCERT TICKET TYPES

	Been Before	Friends have been before	Google	Radio	Social Media	TV	e-newsletter	Other	Box Office	Total
Two Day Concert (Loyalty)	207	7	0	0	2	0	0	0	0	216
Two Day Concert (First Release)	170	97	5	0	194	1	0	41	0	508
Two Day Concert (Second Release)	57	88	10	5	93	4	0	26	0	283
Two Day Concert (Final Release)	10	15	4	0	27	0	0	6	1	63
Saturday Only Concert	70	77	9	1	49	0	2	17	2	227
Sunday Only Concert	84	51	8	4	57	2	2	14	10	232
TOTAL	598	335	36	10	422	7	4	104	13	1529

CHECKED IN

BEEN BEFORE & CHECKED IN



BEEN BEFORE & NOT CHECKED IN



BEEN BEFORE 598

NEW ATTENDEES 931



ATTENDEE DATA CAMPING

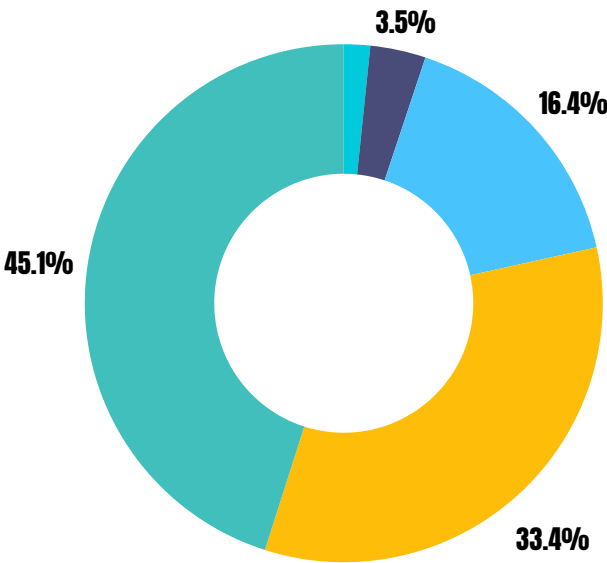
CAMPING TICKETS SOLD

	2024	2023
4 NIGHT CAMP SITE	248	350
3 NIGHT CAMP SITE	147	249
2 NIGHT CAMP SITE - FRI, SAT	23	22
2 NIGHT CAMP SITE - SAT, SUN	110	121
VENDOR CAMPSITE	20	7
CAMPING UPGRADE - ONE NIGHT		14



1,927
2023 CAMPERS

AGE



<18 Years	9
18-25 Years	19
26-35 Years	90
36-45 Years	183
46-55 Years	247
55+ Years	

AGE BREAKDOWN BASED ON HOW THEY HEARD ABOUT THE EVENT

	<18	18 - 25	26 - 35	36 - 45	46 - 55	55 +
Been Before	0	1	5	32	77	90
Friends have been before	0	2	6	14	36	53
Google	0	0	0	4	2	7
Radio	0	0	0	1	2	2
Social Media	0	5	6	30	59	74
TV	0	0	0	0	1	2
e-newsletter	0	0	0	0	0	1
Other	0	1	2	6	18	

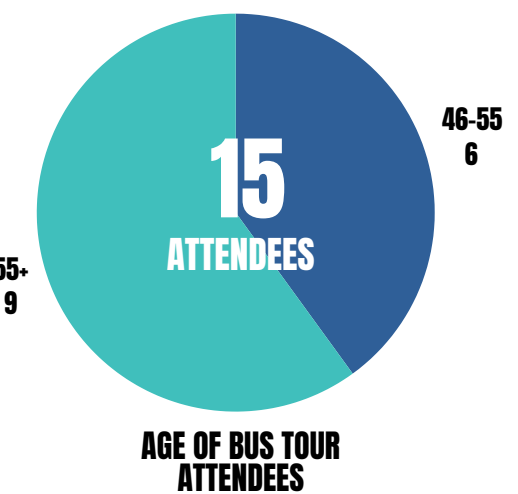
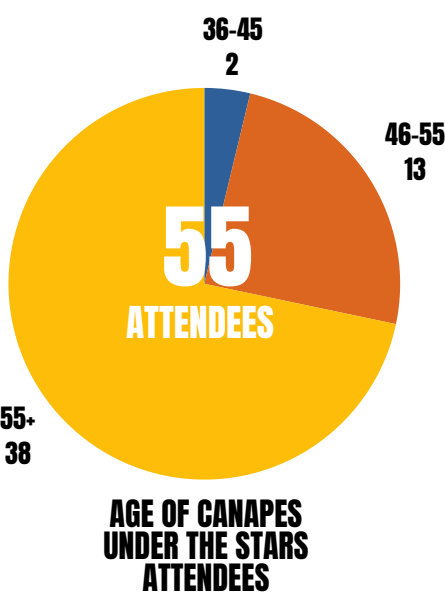
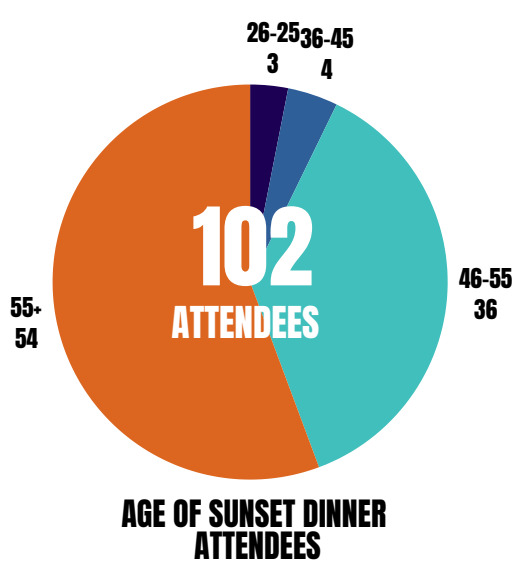
ATTENDEE DATA

OTHER ACTIVATIONS

Tourism Activations

TICKET SALES

	2024	2023
BUS TOUR 1 (BUNYA MOUNTAINS)	15	42
BUS TOUR 2 (CANCELLED)		16
SUNSET DINNER	102	120
CANAPES UNDER THE STARS	55	-
LONG LUNCH	-	120



Jimbour House Tours

ATTENDEES

2024	2023
338	428
7 HOUSE TOURS	8 HOUSE TOURS
	108
	5 GIN MASTERCLASS SESSIONS

BIG SKIES SPONSORSHIP

2024 SPONSORSHIP

CS ENERGY	\$25,000
DDFS	\$23,500
ARROW	\$10,000
SHELL	\$10,000
CUBICO	\$12,000
POWERLINK	\$8,000
MITCHELL	\$8,000
TEQ	\$15,000

\$111,500



\$52,500

2025 CONFIRMED SPONSORSHIP

DDFS	\$25,000
CS ENERGY	\$27,500

2025 SPONSORSHIP (TENTATIVE BASED ON HISTORY)

\$52,000

CUBICO	\$12,000
PASTECH	\$10,000
SHELL QGC	\$10,000
ARROW	\$12,000
MITCHELL	\$8,000

2026 CONFIRMED SPONSORSHIP

CS ENERGY	\$30,000
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Title **Community and Liveability Report Chambers of Commerce Partnering Agreement Outcomes 2324**

Date 20 December 2024

Responsible Manager L. Koene-Sloss, ECONOMIC DEVELOPMENT MANAGER

Summary

This Report is to inform Council about the **initiatives** delivered under the Chamber of Commerce 2023/24 Partnering Agreements.

Link to Corporate Plan

Strategic Priority: Strong Diverse Economy

- We aggressively attract business and investment opportunities.
- Our region is a recognised leader in agribusiness, energy, and manufacturing.
- We deliver water security to enable future economic growth.
- We proactively advance our region as a tourism destination.
- Our business and industry actively live and buy local.

Strategic Priority: Active Vibrant Community

- We are a happy, inclusive community, proud of where we live.
- Our people of diverse backgrounds and ages are united by social, cultural, and sporting activities.
- Our parks, open spaces, and community facilities are alive with activities and connect our communities.
- We are a strong sustainable community supported by volunteers.
- We empower communities to develop local initiatives and events.

Material Personal Interest/Conflict of Interest

Nil

Officer's Recommendation

That this Report be received.

Background Information

The 2023/24 financial year marks the inaugural year in which Chambers of Commerce across the region are funded under the new Chamber of Commerce Partnering Program. This new funding model has been implemented to enhance governance through the provision of funding for three consecutive years to provide sustainability to the Chambers, the formalisation of the acquittals process, and increased transparency. The key changes are outlined below:

- Clear alignment between the grant funding and the Economic Development Strategy.
- Transition from annual to 3-year agreements.
- Funding determined based on a matrix, guided by town population and paid membership numbers.
- Annual CPI adjustment.
- An Acquittal Report is to be submitted by the Chamber by 31 July each year.

In the 2023/24 financial year, Western Downs Regional Council (WDRC) provided funding to three Chambers of Commerce in the Western Downs Region.

The Jandowae Business & Community Group has not entered into the Partnering Agreement since 2020/21. The Tara Futures Group has not entered into the Partnering Agreement since 2021/22. The Miles & District Chamber of Commerce has advised Council that they will seek to enter into a partnership with Council in 2024/25.

Report

In the 2023/24 financial year, Western Downs Regional Council provided Partnership Funding to three Chambers of Commerce as detailed in the schedule below.

Chamber of Commerce	Sponsorship Value
Chinchilla Community, Commerce & Industry	\$47,496.96 excl GST
Dalby Chamber of Commerce & Industry	\$48,225.24 excl GST
Wandoan Community, Commerce & Industry	\$17,515.80 excl GST

Chinchilla Community, Commerce & Industry

Chinchilla Community, Commerce & Industry (CCCI) acquitted for the following activities below as part of the Chamber of Commerce Partnering Agreement Funding.

- Town Proud Buy Local Campaign
- Chinchilla Bringing Employers and Schools Together (BEST) Group
- One Long Table Multi-Cultural Food Festival
- Business Focus Sessions
- Community Spirit Voucher Program
- Chinchilla STEM Centre Project
- Business Support

The delivered activities and events provided the following outcomes:

- Improved local liveability and profitability of our region
- Increased local spending
- Provided networking and provide learning opportunities for businesses.
- Improve local prospects for youth employment

The CCCI acquitted for a total value of \$47,497.00

As stated in the Acquittal, the funding from WDRC helps the CCCI to deliver campaigns and events to support local businesses to improve local liveability and profitability of our region.

The CCCI listed that the funding was targeted towards 162 businesses across industries.

Dalby Chamber of Commerce & Industry

Dalby Chamber of Commerce & Industry (DCCI) acquitted for the following activities below as part of the Chamber of Commerce Partnering Agreement Funding.

- Business After Hours
- Business Excellence Awards
- Bringing Employer and Students Together (BEST) Group
- 31 Faces of Small Business
- Dalby Gift Card
- Young Business Owners
- Strategic Planning

The delivered activities and events provided the following outcomes:

- Increased networking and local business connection
- Recognising local business quality
- Improve local prospects for youth employment
- Increased local spending

The DCCI acquitted a total value of \$40,300. An amount of \$7,925.24 in unspent Council funds has been allocated towards strategic planning activities for Dalby and its surrounds. These activities will be initiated by the incoming Chamber Manager, who commenced her role November 2024. The strategic planning process will begin with the development of the Dalby Chamber Strategy in late 2024, followed by project-related grant applications and the implementation of broader projects during the 2025/26 financial year.

As stated in the Acquittal, the funding from WDRC helps the DCCI to renumerate administration support staff and deliver campaigns and events to support local businesses.

The DCCI listed that funding was directed towards 164 businesses across industries.

Wandoan Community, Commerce & Industry

Wandoan Community, Commerce & Industry (WCCI) acquitted for the following activities below as part of the Chamber of Commerce Partnering Agreement Funding.

- Buy Local Campaign
- Astrotourism event and Camp oven
- Streetscape
- Wandoan Surf Club and Window on Wandoan

The delivered activities and events provided the following outcomes:

- Show support for local businesses and increase spending in the town
- Promote Wandoan as a destination
- Improve the liveability of Wandoan
- Continuing a valuable service to the community

The WCCI acquitted for a total value of \$17,515.80.

As stated in the Acquittal, the funding from WDRC assists WCCI to renumerate administration support staff, deliver campaigns and events to support local businesses and to support general operational and office expenses.

The WCCI listed that the funding was targeted towards 34 businesses.

Economic Development Strategy 2023 - 2028

Western Downs Regional Council's Economic Development Strategy 2023 - 2028 has been supported by the contributions of various chambers, which have received council funds. These chambers, including the Chinchilla Community, Commerce & Industry (CCCI), the Dalby Chamber of Commerce & Industry (DCCI), and the Wandoan Community, Commerce and Industry (WCCI), have played a pivotal role in delivering the pillars of our strategy. Their efforts have been focused on creating local employment opportunities, enhancing education and skills training, promoting modern infrastructure, increasing productivity and innovation, and supporting local business growth.

The table below outlines the specific contributions of these chambers to each strategic pillar:

Western Downs Key Pillar	Key Strategy	Chamber Deliver	Outcome
Jobs & Skills	Increase Youth Employment Opportunities	CCCI & DCCI	Enabling local employment opportunities for youth and continuing to

			conduct and support BEST Groups.
Jobs & Skills	Increase Education and Skills	CCCI	Secure funding to deliver the Country University Centre, increasing local training opportunities and enabling 'study in place'.
Population	Promote and Invest in Modern Infrastructure and Quality Services, Improving Wellbeing	WCCI	Upgrade on Wandoan Surf Club.
Productivity & Innovation	Increase Productivity and Innovation	CCCI, DCCI and WCCI	Support and engage with major businesses in agriculture, energy, and manufacturing in the region.
Productivity & Innovation	Support Local Business Growth	CCCI, DCCI and WCCI	Work in supporting local businesses.

Consultation (Internal/External)

Internal

General Manager (Communities and Liveability)
Economic Development Manager

External

Chinchilla Community, Commerce & Industry
Dalby Chamber of Commerce & Industry
Wandoan Community, Commerce & Industry

Legal/Policy Implications (Justification if applicable)

There are no legal or policy implications associated with this report.

Budget/Financial Implications

A total of \$113,238 (excl GST) was paid across the three Chambers of Commerce under the 2023/24 Chamber of Commerce Partnering Agreement Funding.

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 partnership between WDRC and Chambers of Commerce delivered outcomes to develop and strengthen local businesses throughout the 2023/24 Financial Year.

The Chambers of Commerce are an important partner ensuring that information from Council is further distributed through local communities. Council's Economic Development team sends weekly updates to Chambers of Commerce with available business assistance and support from all tiers of government. This has continued to ensure that the local business community has access to support and resources.

In addition, the Chambers of Commerce provide Council's Economic Development team with feedback regarding the local community and business and industry needs. This assists Council to provide initiatives that allow for strong economic growth and / or provide connections between businesses and industry with other available resources that can assist to grow business outcomes.

Attachments

Nil

Authored by: Prince Lo, Economic Development Program Leader

Title **Community and Liveability Report Queensland Country Tourism 2024**

Date 8 January 2025

Responsible Manager L. Koene, ECONOMIC DEVELOPMENT MANAGER

Summary

The purpose of this report is to provide Council with an annual report outlining outcomes of the 2023 / 2024 partnership between Western Downs Regional Council and Queensland Country Tourism (QCT).

Link to Corporate Plan

Strategic Priority: Strong Diverse Economy

- We aggressively attract business and investment opportunities.
- Our region is a recognised leader in agribusiness, energy, and manufacturing.
- We deliver water security to enable future economic growth.
- We proactively advance our region as a tourism destination.
- Our business and industry actively live and buy local.

Material Personal Interest/Conflict of Interest

Nil

Officer's Recommendation

That this Report be received and noted.

Background Information

Over the past several years, Queensland Country Tourism (QCT), formerly known as Southern Queensland Country Tourism (SQCT), has been a pivotal partner to WDRC, delivering a suite of tailored deliverables annually that align with Council's Tourism and Destination Events Strategy 2023 - 2028.

QCT is the peak tourism industry body for Queensland Country, bringing together the regions of Toowoomba, Lockyer Valley, Southern Downs and Granite Belt, South Burnett, Goondiwindi, Somerset, Western Downs and Central Highlands.

The partnership with QCT is instrumental to deliver a consolidated brand and marketing strategy for tourism in the Queensland Country region.

The partnership between WDRC and QCT was established to:

- Support collaboration, resource sharing, information exchange and strategy alignment to achieve the shared goals of increased visitation, increased overnight stay and visitor expenditure in the Western Downs.
- Promote experiences and tourism product in the Western Downs region as part of the broader Queensland country region and expand marketing reach.
- Deliver tourism development programs and training opportunities, to enhance the capacity and capability of tourism operators.
- Deliver sustainable and responsible regional tourism product that benefit visitors and increase regional liveability.

Through excellence in destination marketing activity and innovation, QCT expands visitation to the Western Downs region by connecting with visitors' culture and emotion, to enhance delivery of compelling, sustainable and on-brand visitor experiences.

Report

In the 2023/24 financial year, QCT has continued to deliver on a comprehensive list of agreed deliverables, contributing significantly to Council's Tourism & Destination Events Strategy. Key deliverables included:

- Information support through a Communication Hub and Online Portal
- Media Familiarisation Opportunities
- Delivery of a Regional Visitor's Guide
- Delivery of a Food and Wine Trail: Savour Southern Queensland Country Trails
- Trade Show Attendance: National 4X4 Brisbane; Let's Go Caravan Camping Brisbane; and in partnership with Drive Queensland in Victoria, Gold Coast & NSW
- Expansion of Website and Image Library
 - Image Library updated to include Tara Festival; Big Skies Festival; Chinchilla Melon Festival; and Miles Back to the Bush Festival
- Seven (7) Newsletters sent to an audience of over 50,000 persons.
- Digital and Social Media Marketing Activity
 - Destination event support including events featured in social media, electronic direct mail, media releases and/or membership news
- Representation on Regional Advisory Boards
 - Visitor Information (VIC) Accreditation Committee
 - Western Clydesdales
 - Adventure QLD
 - Transport and Main Roads (TMR) Signage Committee
 - Mountain Bike & Wine Tourism Committees
- Monthly tourism 'round up' meetings
- Council specific networking workshops and events: Best of QLD Experience (BOQE) and Australia Tourism Data Warehouse (ATDW) training
 - Mentor a minimum of six (6) local businesses per annum through the Best of Queensland Experiences Program (BOQEP) to assist and improve their marketing, and tourism product.
- Advocacy support for investment attraction
- Actively support and promote a minimum of five (5) key events in the Western Downs region over the agreement/contract period
- Product Development Mentoring - Trade and international market ready
- Regional Highway Partnership: Drive Inland and Adventure Way
- Marketing will be experience based and support the Best of Queensland Experiences Program
- Additional Representation
 - Conference Market Sports Tourism (continuing to evolve to move into these areas)
 - Australian Tourism Exchange and Wholesale Marketing
 - Event Funding - increased advocacy for event funding for the Western Downs Region
- Data Insights
 - Please note that the delivery of Data Insights has experienced difficulty throughout the past financial year. QCT engaged Roy Morgan research to develop Helix Personas, and psychographic consumer segmentation data, as well as developed a dashboard with the ability to geofence smaller areas. The raw data became erroneous in 2023 and in February 2024 QCT terminated the contract. To fill this gap, Council's Economic Development team has individually engaged Spendmapp to obtain strong visitor expenditure data. QCT decided to switch to Commbank IQ in September 2024, providing unique visitor numbers (not offered by Spendmapp) and transactional expenditure data Council's Economic Development team is currently assessing whether Commbank IQ will provide the same benefit as Spendmapp and whether we are supportive of this inclusion in the agreement.

Proposed 3-year agreement 2024/27

In alignment with the development of the new Economic Development and Tourism & Destination Events Strategies, the Council's Economic Development team conducted a comprehensive grants and funding review in early 2023. This review focused on the strategic allocation of funds, delivered outcomes, governance, and impact assessment, aiming to maximise the social and economic benefits of funding and identify opportunities to enhance the impact of investments.

Following discussions with Councillors in February 2023, a recommendation was made to harmonise the tenure duration of all agreements to three years for consistency and strategic planning purposes. Consequently, the Chambers of Commerce agreements were updated to three-year terms, and it is now proposed to extend the QCT agreement similarly.

Consultation (Internal/External)

Internal
General Manager (Community & Liveability)

Legal/Policy Implications (Justification if applicable)

There are no legal or policy implications associated with this report.

Budget/Financial Implications

\$72,512.00 (GST Inclusive) was paid to QCT under the Agreement.

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 Partnership between WDRC and QCT has consistently delivered significant benefits, driving tourism growth, enhancing regional exposure, and supporting the Council's strategic objectives.

Attachments

1. WDRC Service Delivery Report 2023 2024

Authored by: Nicole Franklin, Tourism Program Leader

Service Delivery Report

January - December 2024

A partnership alliance between Queensland Country Tourism and the Western Downs Regional Council is an agreement involving collaboration, resource sharing, information exchange, and strategy alignment to achieve the shared goals of increased visitation and spend in the Western Downs region through marketing activities and tourism development programs. Additionally, enhancing the capacity and capability of Western Downs operators through education and training to provide travel experiences that exceed guest expectations and or be trade ready, working with distribution partners on a global level to sell their product.

QCT acknowledges that together we are stronger and together we achieve greater outcomes.

QCT and WDRC aim to promote sustainable and responsible regional promotion and development to benefit businesses and the wider community.

Both parties agreed to use their best efforts to achieve the outcomes specified in the Work Plan (Attachment A). The agreement allowed for changes due to the dynamic nature of tourism development.

According to the Service Delivery Plan Agreement with the Western Downs Regional Council (WDRC), Queensland Country Tourism (QCT) has fulfilled their obligations and delivered the following outcomes. See Attachment A – Workplan.

Item 1: Communication/Online

- QCT engaged with 72 Western Downs members who subscribed to QCT membership
- Support tourism product through platforms such as the Australian Tourism Data Warehouse (ATDW) – the national platform for digital tourism data, providing content for tourism operators and distributors – currently 151 active WD listings
- QCT offered educational and training workshops about ATDW and the advantages of having a listing on this platform.
- QCT Business Development Team frequently update members about ATDW and the Tourism and Events Queensland, Best of Queensland Experience Program (BOQEP).
- QCT acknowledges the work of Karen Williams, WD Tourism & VIC Officer for her contribution in engaging with industry and assisting with ATDW listings.

Item 2: Media Familiarisation Opportunities

- Unearth Country Campaign – The region was visited by the "We Are Explorers" delegation who use storytelling to promote adventure travel, nature and environmentalism.
- Three articles have been published as a result. Some WD inclusions were – Bunya Mountains and Shackleton's Whisky Bar.
- The QC region were promoted in the Australian Traveller magazine which offers inspired travel writing and photography of destinations in Australia.
- Queensland Tourism Industry Council (QTIC) Board, CEO and select staff were in region in August 2023

Items 3, & 5: Regional Visitors' Guide/Trade Show Attendance

- QCT's Visitor Guide was updated several times during the financial year to include new content, maps, itineraries etc. QCT collaborated with WDRC Tourism staff on inclusions/changes.
- Distributed at Visitor Information Centres (VICs), RACQ Travel branches throughout the state, consumer shows and other events through LinkLogic distribution centre.
- Visitor Guides and 'What's On Cards' were also distributed to VICs and businesses in the WDRC Region by the QCT Business Development Manager.

WDRC and QCT staff attended the:

- National 4x4 Outdoor Show, Brisbane, 15 – 17 March 2024 and the
- Let's Go Queensland Caravan and Camping Supershow, Brisbane, 5 – 9 June 2024.

Drive Queensland represented QCT and took Visitor Guides to the:

- Victoria Caravan Camping Supershow 15 – 17 March 2024
- Gold Coast Caravan Expo 1 – 3 March 2024 – WD staff also attended
- NSW Caravan Camping Supershow 16 – 21 April 2024

QCT Staff attended the Good Food & Wine Show, Brisbane – October 2023

A Trade Travel Planner was produced listing trade ready product in Queensland Country. This enables engagement with global distribution partners and effective trade with the international market. The planner also includes itineraries, attractions and events.

QC participated in the Australian Tourism Exchange (ATE) from 19 – 23 May 2024. The Australian Tourism Exchange (ATE) is Australia's biggest annual travel and tourism B2B

event. ATE connects Australian visitor economy businesses with global tourism wholesalers and retailers for scheduled business meetings and networking events.

Item 4: Food and Wine Trail

Inclusion of Western Downs product in a food and wine trail for the Queensland Country region.

- Launch of the Savour brand in October 2022
- Savourqueensland.com.au
- Savour is six tasting trails across the Queensland Country region to explore
- Savour is 'invite only' and must provide an experience for the visitor
- Western Downs Region is featured across five trails

Item 6: QCT Website

Inclusion of WDRC tourism products including accommodation providers and events were featured on the QCT website via the ATDW platform.

Product listings are also filtered to up to 50 travel websites, including Queensland.com and Australia.com.

Product will be transitioned to the new QC consumer-facing website and content updated including blogs, itineraries and other relevant information.

Website statistics – 1 January – 30 November 2024

- Users: 289,946
- Sessions: 356,458
- WDRC Leads to Operators: 5,845
- WDRC Leads to Operators increased by 379.49% in 2024 compared to 2021.

Item 7: QCT Image Library

'We are Explorers' were in region in January 2024. QCT provided WDRC with 5 hero images from the Bunyas and 2 reels were also created for campaign rollout.

Additionally, QCT has organised a destination video and an accessibility photoshoot in the QC region which features the Western Downs.

Some photos will be included in an accessibility guide.

QCT acknowledges that WDRC has provided photographs associated with marketing packages that were purchased by the WDRC as part of Item 7. QCT also recognises that the WDRC has provided images of the Bunya Mountains Mountain Bike Trails.

Item: 8 QCT Consumer e-Newsletters

Inclusion of the Western Downs Region in e-Newsletters sent to an engaged database of *50,000+.

- 10 April – ‘Opera at Jimbour’ & ‘Everything you need to know about the Western Downs’
- 8 May – ‘Mother of all nature experiences on Western Downs’
- 22 May – Jandowae Timbertown
- 5 June – Tara Festival
- 19 June – ‘How to spend a long weekend in the Bunya Mountains’
- 3 July – Big Skies Festival & Sunset Way
- 24 September – Western Downs/Big Skies Solus EDM

Additionally, the WDRC Region has been featured in blogs and itineraries throughout the year.

Item 9: SQCT Digital and Social Media Marketing Activity

The Western Downs Region, Premium Members, products, and or events were regularly featured on all QCT social media platforms on a weekly basis.

Item 10: Representation on Regional Advisory Boards

QCT has representatives that sit on the following boards.

- Adventure Queensland
- Queensland Regional Tourism Network
- State Data Committee
- State Digital Committee
- Queensland Destination Events Program (QDEP) Funding Committee
- Visitor Information Centre (VIC) Accreditation Committee
- Mountain Bike/Wine Tourism Committees
- Workforce Planning and is the Secretariat for Drive Inland Promotions Association (DIPA) and Adventure Way.

Item 11: Monthly Tourism ‘round up’ meetings

QCT holds a monthly tourism ‘round-up’ meeting on the third Thursday of each month. During the meeting, the QCT team provides an update to LGA tourism officers through a presentation

and an emailed PDF copy. LGA tourism officers can inform all LGAs and the QCT team about upcoming events and long-term projects, enabling collaboration.

Western Downs tourism staff regularly attended and actively engaged.

Item 12: Council specific networking / workshop event/s

QCT has held networking events with guest presenters and workshops in the Western Downs region such as:

- Western Downs BOQE & ATDW Workshop
- Chinchilla Networking Night – February 28th
- Dalby Famil & Networking – Jubris Hideaway and Windsor Hotel – May 30th
- 2024-2026 Destination Management Plan – Industry Consultation (Miles)
- Queensland Country: Brand Development – Industry Consultation (Miles)

Agritourism Workshop was held at Charleys Creek Campground, Chinchilla in 23 August.

Item 13: Advocacy / support investment attraction

QCT has worked strategically with Trade and Investment Queensland (TIQ) and the Department of Tourism, Innovation and Sport (DTIS) to promote and develop the region, by leveraging opportunities for infrastructure development and investment. This collaboration has been crucial in attracting both domestic and international attention to the region.

Item 14: Support and promote key destination events in the Western Downs

QCT has promoted these Western Downs events:

- Dalby's Delicious & DeLIGHTful Festival
- Big Skies Festival
- Opera at Jimbour
- Tara Festival of Culture and Camel Races
- Miles Back to the Bush
- Jandowae Timbertown Festival

QCT staff attended all the above events capturing content and posted live updates on social media.

Item 15: Data Insights

Roy Morgan research data was used and contracted by QCT for Helix Personas, psychographic consumer segmentation data. Access to a dashboard was given to Council which included the ability to geofence smaller areas.

The raw data became erroneous in 2023 and in Feb 2024 we terminated the RMR contract. it was decided to switch to transactional data through Commbank IQ in September 2024..

In response to a request from the WDRC, QCT launched a campaign on the Bunya Mountains, Mountain Bike Trails.

Item 16: Product Development / increase access to new markets

QCT has provided assistance and ongoing support to the below Western Downs operators who are participating in the Trade Ready Program. The program provides fundamental knowledge and essential resources for tourism operators to trade effectively with the domestic and international marketplace.

- Jimbour House
- Jubri's Hideaway
- Miles Historical Museum

The QCT Business Development Manager supports operators with the Best of Queensland Experiences Program (BOQEP).

Product	ATDW: Product Category	LGA	Destination	Program	BOQE Outcome	Online Review	GRI	Online Booking	Social Media	RTO	Accreditation	Total Score
Miles Historical Village Museum	Attraction	WDRC	QCT	2024	BOQE	60	95.38	15	15	5	5	100
Chinchilla Downtown Motor Inn	Accommodation	WDRC	QCT	2024	BOQE	60	88.51	15	15	5	0	95
Drovers Motor Inn	Accommodation	WDRC	QCT	2024	BOQE	60	91.78	15	15	0	5	95
Jimbour House	Attraction	WDRC	QCT	2024	BOQE	60	97.91	15	15	5	0	95
Jubri's Hideaway	Accommodation	WDRC	QCT	2024	BOQE	60	99.57	15	15	5	0	95
The Palms Motel Chinchilla	Accommodation	WDRC	QCT	2024	BOQE	60	87.87	15	15	5	0	95
White Gums Motor Inn	Accommodation	WDRC	QCT	2024	BOQE	60	85.59	15	15	5	0	95
Criterion Hotel Dalby	Food and Drink	WDRC	QCT	2024	BOQE	60	84.85	15	15	0	0	90
Dalby Homestead Motel	Accommodation	WDRC	QCT	2024	BOQE	60	88.41	15	15	0	0	90
Kings Park Accommodation	Accommodation	WDRC	QCT	2024	BOQE	60	84.9	15	15	0	0	90
Russell Tavern Dalby	Food and Drink	WDRC	QCT	2024	BOQE	60	85.41	15	15	0	0	90
Chinchilla RSL Memorial Club Inc	Food and Drink	WDRC	QCT	2024	BOQE	60	87.87	0	15	5	0	80
Gallery Motor Inn	Accommodation	WDRC	QCT	2024	BOQE	60	88.74	0	15	5	0	80
Pips'n'Cherries	Food and Drink	WDRC	QCT	2024	BOQE	60	96.86	0	15	5	0	80

Events Elevator Workshop & 3yr Events Pathway Program – QCT held several event workshops to upskill event organisers and encourage them to future proof and build on their event offerings.

An **Events Masterclass** was held at Jubri's Hideaway in Dalby in July.

The above workshops also aim to equip event staff and committees to elevate key destination events boosting visitation.

Item 17: Mentoring / increase quality of tourism product & experience

QCT held a BOQEP Workshop in the Western Downs. One on one mentoring has been provided with the QCT Business Development Manager to look at strategies to better market their businesses and product and ensure assessment eligibility for BOQEP.

Item 18: Regional highway partnership marketing advice and marketing support

QCT representatives attended regional Highway committee meetings, i.e., Drive Inland Progress Association (DIPA) and Adventure Way Promotions Group (AWPG) throughout the year.

QCT awaits news on Transport and Main Roads (TMR) Signage Committee due to the change of government.

Item 19: Marketing will be experienced based and support the Best of Queensland Experiences Program (BOQEP)

QCT continues to work with Tourism and Events Qld (TEQ) and the Department of Tourism, Innovation and Sport focusing on the Best of Queensland Experience Program (BOQEP).

Item 20: Additional Representation

A media release/statement was sent to all QCT media partners for broadcast/promotion of the below:

- Opera at Jimbour
- Top Town awards voting open (Wandoan)
- Big Skies Festival

QCT offers letters of support for grant applications and can arrange meetings with the QDEP team upon request.

Letters of support were supplied to the below event committees.

- Dalby's Delicious & DeLIGHTful Festival
- Big Skies Festival

A Letter of support was also provided for Local Government Managers Australia awards for Jodie Taylor nomination.

QCT staff attended the Australian Tourism Exchange (ATE) in May 2024 representing the QC region.

Other:

- **Destination Management Plan (DMP)** – Launched June 2024

Consultations were held throughout the QC region to gather input from members and key stakeholders. Consultations were conducted in both Dalby and Miles in the Western Downs. The DMP is a roadmap to guide us into the future outlining goals and strategic actions that benefit the QC region and local communities.

- **Rebrand to Queensland Country Tourism** – branding workshops were held throughout the QC region. These were held in Dalby and Miles in the Western Downs.

Queensland Country Tourism is the new trading name for Southern Queensland Country Tourism. The rebrand reflects our expanded region, which now includes a total of eight council regions.

- **Constitution Review**

Queensland Country, better aligns with the expanded geographical area, unlocking more opportunities for growth and collaboration. The change strengthens QCTs identity and invites other centrally aligned council areas to join a unified, strong, and recognisable brand.

A Constitution review was essential to allow for more director appointments, to include all council areas under Queensland Country Tourism's remit and for the future moving forward.

- **Sustainability & Resilience**
 - **12 weeks to Flood Ready Program** – with Queensland Country Tourism and EarthCheck

This program was available to industry and covered disaster prevention, preparedness, response and recovery strategies.

Tourism Australia’s National Visitor Survey (NVS) data for September 2024 show that QC continues to achieve strong growth, setting new benchmarks.

Total Overnight Visitor Expenditure (OVE)	\$1.7B	+12.2% (record)
Total Visitation	3.1m	+9.8%

Visitor Nights	9.5m	+10.7% (record)
Average Spend/ Night	\$176	+1.4%
Business Visitation	860,000	+21.4% (record)
Business Visitor Nights	3.1m	+7.6% (record)
Holiday Visitation	1.1m	+11.1% (record)
Holiday Nights	2.9m	+20.8%
VFR Visitation	1m	+5.1%
Intrastate Visitation	2.6m	+9.1%
Brisbane Visitation	1.2m	+12%
Intrastate Holiday Visitation	923,000	+11.2% (record)
Interstate Visitor Nights	2.4m	+10.9% (record)
NSW Visitation	381,000	+38.6% (record)

- **Future Focus**

- Drive a year-round visitor economy,
- Sustainable tourism initiatives / development
- Bunya Songlines Experience Development and
- Audit of cycling routes in Queensland Country to identify gaps and opportunities and for mapping.

Should you require further information, please do not hesitate to contact me.



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