

NOTICE OF MEETING

Dear Committee Members

You are requested to attend the following meeting of Council.

ENGINEERING AND INFRASTRUCTURE STANDING COMMITTEE
MEETING OF
ISAAC REGIONAL COUNCIL

TO BE HELD ON
WEDNESDAY, 10 FEBRUARY 2021
COMMENCING AT 9.00AM
COUNCIL CHAMBERS - MORANBAH

GARY STEVENSON PSM

Chief Executive Officer

ROBERT PERNA

Committee Officer

Director Engineering and Infrastructure

Committee Members:

Cr Jane Pickels (Chair)

Mayor Anne Baker

Cr Greg Austen

Cr Sandy Moffat

Cr Gina Lacey

Cr Simon West

LOCAL GOVERNMENT ACT 2009

Local Government Regulation 2012

Chapter 8, Part 2 Local Government Meetings and Committees

Division 1A, Requirements for Local Government Meetings Generally

Section 254J Closed meetings

- (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.

Conflict of Interest Obligations

Reference is made to Section 150EL of the Local Government Act 2009. Specifically, the obligation of Councillors when they first become aware they have a conflict of interest to make the Chief Executive Officer aware in writing or if in a meeting, ensure they declare immediately.

ENGINEERING AND INFRASTRUCTURE

STANDING COMMITTEE MEETING

OF ISAAC REGIONAL COUNCIL

TO BE HELD ON

WEDNESDAY 10 FEBRUARY 2021

COUNCIL CHAMBERS, MORANBAH

1. OPENING OF THE MEETING
2. APOLOGIES
3. DECLARATION OF CONFLICTS OF INTEREST
4. CONFIRMATION OF MINUTES
5. OFFICER REPORTS
6. INFORMATION BULLETIN REPORT
7. GENERAL BUSINESS
8. CONCLUSION

TABLE OF CONTENTS

1. OPENING OF MEETING

2. APOLOGIES

3. DECLARATION OF CONFLICTS OF INTEREST

4. CONFIRMATION OF MINUTES

Engineering and Infrastructure Standing Committee Meeting of Isaac Regional Council held in Council Chambers, Moranbah, commencing at 9.00am on Wednesday 2 December 2020.

5. OFFICER REPORTS

5.1 ENGINEERING AND INFRASTRUCTURE 2020/2021 CAPITAL PROJECTS PROGRESS REPORT

EXECUTIVE SUMMARY

This report is to provide an update to the Engineering and Infrastructure Standing Committee and Council of the progress in delivery of the Engineering and Infrastructure 2020/2021 Capital Works Program.

5.2 HEAVY VEHICLE AND CARAVAN SET DOWN AREA AND PROPOSED TRANSFER OF FUNDING

EXECUTIVE SUMMARY

This report is to advise Council that the proposed Heavy Vehicle Lay Down area and overnight rest area project in Moranbah is to be cancelled. In lieu of construction of a specific site the management of heavy vehicles parking in the town centre is to be controlled through development and implementation of appropriate Local Laws and the installation of signage and compliance measures. Currently Isaac Regional Council has no local parking law and this is to be developed.

It is proposed that the project funding for CW212912 Moranbah Heavy Vehicle Set Down Area be transferred to CW212923 Road Safety Audit Pro-active Treatment to increase the number of proactive safety projects.

TABLE OF CONTENTS

5.3 LOCAL GOVERNMENT ASSOCIATION OF QUEENSLAND ROAD TRANSPORT ADVISORY GROUP UPDATE

EXECUTIVE SUMMARY

This report seeks to provide an update on the activity of the Local Government Association of Queensland (LGAQ), Road Transport and Advisory Group (RTAG).

5.4 MANAGING THE IMPACTS OF LARGE RESOURCE PROJECTS ON LOCAL GOVERNMENT TRANSPORT INFRASTRUCTURE

EXECUTIVE SUMMARY

This report seeks to present the technical paper identifying the issues that are currently apparent in managing the impacts of Large Resource Projects on Local Government Transport Infrastructure.

5.5 ENGINEERING AND INFRASTRUCTURE PROJECTS FOR CONSIDERATION FOR INCLUSION IN THE LOCAL ROADS AND COMMUNITY INFRASTRUCTURE GRANT AND THE BUILDING BETTER REGIONS FUND

EXECUTIVE SUMMARY

This report identifies a number of candidate projects from the Engineering and Infrastructure Director for council's consideration for submission to the Local Roads and Community Infrastructure grant funding and the Building Better Regions Fund.

CONFIDENTIAL REPORT – CLOSED SESSION

Closed under 254J (3) (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

5.6 DEVELOPMENT OF WATER SOURCE KHARTOUM DAM, WALTHUM ROAD

EXECUTIVE SUMMARY

Isaac Regional Council maintains an unsealed network of 1700km. Pavement and formation material moisture condition is vital in conducting effective road maintenance. This report is to seek approval for a modified approach to securing a water facility in the Walthum Road area.

TABLE OF CONTENTS

6. INFORMATION BULLETINS

6.1 ENGINEERING AND INFRASTRUCTURE INFORMATION BULLETIN – FEBRUARY 2021

EXECUTIVE SUMMARY

The Engineering and Infrastructure Directorate Information Bulletin for February 2021 is provided for Committee review.

7. GENERAL BUSINESS

8. CONCLUSION

UNCONFIRMED MINUTES

ENGINEERING AND INFRASTRUCTURE STANDING COMMITTEE MEETING
OF
ISAAC REGIONAL COUNCIL

HELD ON
WEDNESDAY, 2 DECEMBER 2020
COMMENCING AT 9.00AM

ISAAC REGIONAL COUNCIL
UNCONFIRMED MINUTES OF THE
ENGINEERING AND INFRASTRUCTURE
STANDING COMMITTEE MEETING
HELD IN COUNCIL CHAMBERS, MORANBAH
ON WEDNESDAY 2 DECEMBER 2020

Table of Contents	Page
1. Opening	3
2. Apologies	3
3. Declaration of Conflicts of Interest	4
4. Confirmation of Minutes	4
5. Officer Reports	5
6. Information Bulletin Reports	13
7. General Business	16
8. Conclusion	17

ISAAC REGIONAL COUNCIL
UNCONFIRMED MINUTES OF THE
ENGINEERING AND INFRASTRUCTURE
STANDING COMMITTEE MEETING
HELD IN COUNCIL CHAMBERS, MORANBAH
ON WEDNESDAY 2 DECEMBER 2020 COMMENCING AT 9.00AM

ATTENDANCE Cr Jane Pickels, Division Seven (Chair)
Mayor Anne Baker
Cr Greg Austen, Division One
Cr Sandy Moffat, Division Two
Cr Simon West, Division Four
Cr Viv Coleman, Division Eight

OFFICERS PRESENT Mr Robert Perna, Director Engineering and Infrastructure
Mr Gordon Robertson, Manager Corporate Properties and Fleet
Mr Sean Robinson, Manager Galilee and Bowen Basin Operations
Mr Nic Crous, Acting Manager Parks and Recreation
Mr Niall Tierney, Recoverable Works Engineer
Mr Robin Thekkekara, Design and Planning Engineer
Ms Brooke Maisey, Senior Communications Officer
Mrs Kylie Dowd, Executive Assistant
Mrs Nicole Money, Executive Assistant

1. OPENING

The Chair declared the meeting open at 9.01am and acknowledged the traditional custodians of the land on which we meet today and paid her respects to their Elders past, present and emerging.

The Mayor was not present at the commencement of the meeting.

2. APOLOGIES

The Committee received an apology from Cr Gina Lacey

Resolution No.: E&I0447

Moved: Cr Sandy Moffat

Seconded: Cr Greg Austen

The Engineering and Infrastructure Standing Committee accepts the apology received from Cr Gina Lacey.

Carried

Resolution No.: E&I0448

Moved: Cr Sandy Moffat

Seconded: Cr Simon West

That the Engineering and Infrastructure Standing Committee accepts Cr Viv Coleman as an alternate member.

Carried

3. DECLARATION OF CONFLICTS OF INTEREST

PERCEIVED CONFLICT OF INTEREST

Cr Sandy Moffat declared a perceived conflict of interest for Report 5.7 Saraji South Hal Road Crossover – Compensation Agreement Variation as her husband is and employee of BHP who has been conducting training on Saraji South.

DECLARED CONFLICT OF INTEREST

Cr Viv Coleman declared a declarable conflict of interest for Confidential Report 5.8 Award IRCT2054-0820-2020 Design and Construct 16 Person Ensuite Accommodation as one of the tenderers is an associate and a previous employee of Cr Coleman.

NOTE:

Council acknowledges that Chapter 5B Councillors' Conflicts of Interest of the Local Government Act 2009 does not apply to a Councillor if the matter to be resolved relates to a corporation or association that arises solely because of a nomination or appointment of the councillor by the local government to be a member of the board of the corporation or association.

4. CONFIRMATION OF MINUTES

Engineering and Infrastructure Standing Committee Meeting of Isaac Regional Council held in Council Chambers, Moranbah commencing at 9.00am on Wednesday 4 November 2020.

Resolution No.: E&I0449

Moved: Cr Sandy Moffat

Seconded: Cr Simon West

That the minutes from the Engineering and Infrastructure Standing Committee meeting held in Council Chambers, Moranbah on Wednesday 4 November 2020 are confirmed.

Carried

ATTENDANCE

Mayor Anne Baker entered the meeting room at 9.07am

5. OFFICERS REPORTS

5.1 Engineering and Infrastructure 2020/2021 Capital Projects Progress Report

EXECUTIVE SUMMARY

This report is to provide an update to the Engineering and Infrastructure Standing Committee and Council of the progress in delivery of the Engineering and Infrastructure 2020/2021 Capital Works Program.

OFFICER'S RECOMMENDATION

That the Committee recommends that Council:

1. *Receive and notes the monthly Engineering and Infrastructure 2020/2021 Capital Projects Progress Report.*
2. *Receive and notes works awarded under the 2020/2021 Engineering and Infrastructure Procurement Plan.*
3. *Receive and notes the 2020/2021 Engineering and Infrastructure Procurement Plan Report (detailing local contractor content).*

Resolution No.: E&I0450

Moved: Cr Viv Coleman

Seconded: Cr Greg Austen

That the Committee recommends that Council:

1. **Receive and notes the monthly Engineering and Infrastructure 2020/2021 Capital Projects Progress Report.**

2. Receive and notes works awarded under the 2020/2021 Engineering and Infrastructure Procurement Plan.
3. Receive and notes the 2020/2021 Engineering and Infrastructure Procurement Plan Report (detailing local contractor content).

Carried

5.2 Request for Tender - Purchase and Removal of Unused Residence - 23-29 Powerhouse Lane Clermont

EXECUTIVE SUMMARY

This report seeks approval to issue a Request for Tender (RFT) for the purchase and removal of an unused dwelling situated at 23-29 Powerhouse Lane Clermont as per Council Policy - STAT-POL-051 Procurement and Disposal Policy.

OFFICER'S RECOMMENDATION

That the Committee recommends that Council:

1. Approves issuing a Request for Tender for the purchase and removal of the unused residence - 23-29 Powerhouse Lane Clermont.
2. Amend the Engineering and Infrastructure 2020/21 Procurement plan to include this project.

Resolution No.: E&I0451

Moved: Cr Viv Coleman

Seconded: Cr Sandy Moffat

That the Committee recommends that Council:

1. Approves issuing a Request for Tender for the purchase and removal of the unused residence - 23-29 Powerhouse Lane Clermont.
2. Amend the Engineering and Infrastructure 2020/21 Procurement plan to include this project.

Carried

5.3 Fixed Term Carpenters Position

EXECUTIVE SUMMARY

This report is to request approval to extend the Corporate Properties Department fixed term carpenter position for a further 12 months to provide operational and capital efficiencies.

OFFICER'S RECOMMENDATION

That the Committee recommends that Council:

- 1. Approves the modification to the Corporate Properties Department, 57,000.00 organisational structure to extend existing fixed term carpenter role 57,508.00 for a further 12 months.**

Resolution No.: E&I0452

Moved: Cr Sandy Moffat

Seconded: Cr Viv Coleman

That the Committee recommends that Council:

- 1. Approves the modification to the Corporate Properties Department, 57,000.00 organisational structure to extend existing fixed term carpenter role 57,508.00 for a further 12 months.**

Carried

ATTENDANCE

Mr Nic Crous left the meeting at 9.18am and returned to the meeting room at 9.20am

5.4 State Local Government Asset Assessment Project - Bridge Capacity Assessment Pilot Program

EXECUTIVE SUMMARY

This report seeks to provide Council with an update following an assessment of the capacity of key bridges and the applicable loading conditions within the Isaac Region.

OFFICER'S RECOMMENDATION

That the Committee recommends that Council:

- 1. Note the report presented including the travel restrictions that shall be imposed on the applicable bridge assets.**
- 2. Note the defining of permit conditions is currently delegated to the Chief Executive Officer "HVMDLNR6 Power, as a road manager, to consent to the granting of a Higher Mass Limit (HML) permit subject to conditions"**

Resolution No.: E&I0453

Moved: Cr Simon West

Seconded: Cr Greg Austen

That the Committee recommends that Council:

1. Note the report presented including the travel restrictions that shall be imposed on the applicable bridge assets.
2. Note the defining of permit conditions is currently delegated to the Chief Executive Officer "HVMDLNR6 Power, as a road manager, to consent to the granting of a Higher Mass Limit (HML) permit subject to conditions"
3. Advocates to Governments and key current and future stakeholders, with a refocus around the impacts of the report findings.

Carried

5.5 Amendment to Engineering and Infrastructure 2020-2021 Procurement Plan - Saraji Road Pavement Rehabilitation Procurement Method

EXECUTIVE SUMMARY

This report requests an amendment to the approved Engineering and Infrastructure 2020/2021 Procurement Plan (Resolution No 6763) for the procurement method for delivery of the Saraji Road Pavement Rehabilitation Project.

OFFICER'S RECOMMENDATION

That the Committee recommends that Council:

1. **Approve the change for delivery of this project from Isaac Regional Council internal resources with wet plant hire to:**
 - a. **Procure and Appoint a Principle Contractor to undertake project delivery – through an advertised Open Tender process.**
 - b. **Procure and Engage a Contract Superintendent and Support Services through Local Buy arrangement LB279 for contract administration works.**
2. **Delegates the authority to the Chief Executive Officer to determine the successful tenderer for the works if valued under \$1m under delegation LGR88 – "Power to enter into a medium-sized contractual arrangement or large-sized contractual arrangement in accordance with a quote or tender consideration plan adopted by local government resolution" under Section 230(1) Local Government Regulation 2012 subject to the following conditions;**

-
- a. *The tender evaluation report be provided to all Councillors at the same time that the Chief Executive Officer is considering the report,*
 - b. *Should any Councillor (free of any conflict of interest or material personal interest) notify the Chief Executive Officer that the matter should be escalated for Committee consideration, the Chief Executive Officer shall not exercise his delegated authority to determine the tender and shall instead arrange for the matter to be included in the agenda for the next available Engineering and Infrastructure Standing Committee Meeting or Council Meeting,*
 - c. *Should the Chief Executive Officer consider that the tender evaluation gives rise to extraordinary or potentially contentious issues, the Chief Executive Officer shall not exercise his delegated authority to determine the tender and shall instead arrange for the matter to be included in the agenda for the next available Engineering and Infrastructure Standing Committee Meeting or Council Meeting,*
 - d. *The Chief Executive Officer shall report outcomes of his actions to the Engineering and Infrastructure Standing Committee.*
3. *Delegates the authority to the Engineering and Infrastructure Standing Committee to determine the successful tenderer for works valued under \$10m under delegation LGR88 – “Power to enter into a medium-sized contractual arrangement or large-sized contractual arrangement in accordance with a quote or tender consideration plan adopted by local government resolution” under Section 230(1) Local Government Regulation 2012 subject to the following conditions;*
- a. *The tender evaluation reports be provided to all Councillors at the same time that the Engineering and Infrastructure Standing Committee is considering the report,*
 - b. *Should any Councillor (free of any conflict of interest or material personal interest) notify the Chief Executive Officer that the matter should be escalated for Council consideration, the Engineering and Infrastructure Standing Committee shall not exercise its delegated authority to determine the tender and shall instead request the Chief Executive Officer to arrange for the matter to be included in the agenda for the next available Council Meeting,*
 - c. *Should the Engineering and Infrastructure Standing Committee resolve that the tender evaluation gives rise to extraordinary or potentially contentious issues, the Engineering and Infrastructure Standing Committee shall not exercise its delegated authority to determine the tender and shall instead request the Chief Executive Officer to arrange for the matter to be included in the agenda for the next available Council Meeting.*
4. *Delegates the authority to the Chief Executive Officer to negotiate, execute and vary contracts determined under delegation by the Chief Executive Officer or the Engineering and Infrastructure Standing Committee.*
-

- a. The tender evaluation reports be provided to all Councillors at the same time that the Engineering and Infrastructure Standing Committee is considering the report,
 - b. Should any Councillor (free of any conflict of interest or material personal interest) notify the Chief Executive Officer that the matter should be escalated for Council consideration, the Engineering and Infrastructure Standing Committee shall not exercise its delegated authority to determine the tender and shall instead request the Chief Executive Officer to arrange for the matter to be included in the agenda for the next available Council Meeting,
 - c. Should the Engineering and Infrastructure Standing Committee resolve that the tender evaluation gives rise to extraordinary or potentially contentious issues, the Engineering and Infrastructure Standing Committee shall not exercise its delegated authority to determine the tender and shall instead request the Chief Executive Officer to arrange for the matter to be included in the agenda for the next available Council Meeting.
4. Delegates the authority to the Chief Executive Officer to negotiate, execute and vary contracts determined under delegation by the Chief Executive Officer or the Engineering and Infrastructure Standing Committee.

Carried

5.6 North Goonyella - Compensation Agreement Variation

EXECUTIVE SUMMARY

BHP Mitsubishi Alliance has approached Isaac Regional Council to upgrade Mabbins Road to facilitate long term intermittent dragline shutdowns at Goonyella Riverside Mine. The report seeks to endorse principles for negotiation of the existing compensation agreement and seeks delegation to the Chief Executive Officer to negotiate, execute and vary the existing compensation agreement.

OFFICER'S RECOMMENDATION

That the Committee recommends that Council:

1. ***Endorse the Principles for dealing with BHP Mitsubishi Alliance and Peabody for the upgrade of Mabbins Road.***
2. ***Following the provision for Council to review and provide comment on the final draft agreement, delegate Authority to the Chief Executive Officer to negotiate, execute and vary the existing compensation agreement and subsequent deed of assignment and assumption.***

Resolution No.: E&I0455

Moved: Cr Sandy Moffat

Seconded: Cr Simon West

That the Committee recommends that Council:

- 1. Endorse the Principles for dealing with BHP Mitsubishi Alliance and Peabody for the upgrade of Mabbin Road.**
- 2. Following the provision for Council to review and provide comment on the final draft agreement, delegate Authority to the Chief Executive Officer to negotiate, execute and vary the existing compensation agreement and subsequent deed of assignment and assumption.**

Carried

PERCEIVED CONFLICT OF INTEREST

Cr Sandy Moffat declared a perceived conflict of interest for Report 5.7 Saraji South Hal Road Crossover – Compensation Agreement Variation as her husband is and employee of BHP who has been conducting training on Saraji South. Cr Moffat elected not to leave the room and to allow the Committee to vote on her participation.

Resolution No.: E&I0456

Moved: Mayor Anne Baker

Seconded: Cr Viv Coleman

That the Committee:

- 1. Agrees Cr Moffat can continue participation in the discussion and vote.**

Carried

5.7 Saraji South Haul Road Crossover - Compensation Agreement Variation

EXECUTIVE SUMMARY

BHP Mitsubishi Alliance has approached Isaac Regional Council to construct a haul road crossover across Golden Mile Road. The report seeks to endorse principles for negotiation of the existing compensation agreement and seek delegation to the Chief Executive Officer to negotiate, execute and vary the existing compensation agreement.

OFFICER'S RECOMMENDATION

That the Committee recommends that Council:

- 1. Endorse the Principles for dealing with BHP Mitsubishi Alliance for the Saraji South Haul Road crossover on Golden Mile Road.***

MEETING MINUTES

2. **Following the provision for Council to review and provide comment on the final draft agreement, delegate Authority to the Chief Executive Officer to negotiate, execute and vary the existing compensation agreement dated 6th October 2004.**

Resolution No.: E&I0457

Moved: Cr Simon West

Seconded: Cr Greg Austen

That the Committee recommends that Council:

- 1. Endorse the Principles for dealing with BHP Mitsubishi Alliance for the Saraji South Haul Road crossover on Golden Mile Road subject to including in the Principles, consultation to occur with key stakeholders including agricultural stakeholders.**
- 2. Following the provision for Council to review and provide comment on the final draft agreement, delegate Authority to the Chief Executive Officer to negotiate, execute and vary the existing compensation agreement dated 6th October 2004.**

Carried

PROCEDURAL MOTION:

Resolution No.: E&I0458

Moved: Cr Viv Coleman

Seconded: Cr Greg Austen

That the Engineering and Infrastructure Standing Committee closes the meeting to the public at 10.06am under *Local Government Regulations 2012 Section 254J (3) (g)* to deliberate on Confidential Report 5.8.

Carried

PRESCRIBED CONFLICT OF INTEREST

Cr Viv Coleman declared a prescribed conflict of interest for Confidential Report 5.8 Award IRCT2054-0820-2020 Design and Construct 16 Person Ensuite Accommodation as one of the tenderers is an associate and a previous employee of Cr Coleman.

Cr Coleman left the meeting room at 10.06am and did not participate in the discussions or vote for Confidential Report 5.8

PROCEDURAL MOTION:

Resolution No.: E&I0459

Moved: Mayor Anne Baker

Seconded: Cr Sandy Moffat

That the Engineering and Infrastructure Standing Committee open the meeting to the public at 10.12am.

Carried

CONFIDENTIAL REPORT

Closed under s254J (1) (g) negotiations relating to a commercial matter involving the local government for which a public discussion would be likely to prejudice the interest of the local government.

5.8 Award IRCT2054-0820-2020 Design and Construct 16 Person Ensuite Accommodation

EXECUTIVE SUMMARY

This report examines the responses received for Design and Construction of a 16 person Accommodation Facility in Moranbah and recommends awarding to the contractor providing the best value for money outcome for council.

OFFICER'S RECOMMENDATION

That the Committee recommends that Council:

- 1. Approve the awarding of RFT IRCT2054-0820-202 Design and Construct 16 Person Ensuite Accommodation to Marlee Construction for the sum of \$991,099.00 excl GST.*
- 2. Authorise the Chief Executive Officer to negotiate, execute and vary the contract.*

Resolution No.: E&I0460

Moved: Cr Simon West

Seconded: Cr Sandy Moffat

That the Committee under delegation:

- 1. Approve the awarding of RFT IRCT2054-0820-202 Design and Construct 16 Person Ensuite Accommodation to Marlee Construction for the sum of \$991,099.00 excl GST in accordance with the Engineering and Infrastructure Procurement Plan.**
- 2. Authorise the Chief Executive Officer to negotiate, execute and vary the contract.**

Carried

ATTENDANCE

Cr Viv Coleman returned to the meeting room at 10.13am

Cr Viv Coleman and Ms Brooke Maisey left the meeting room at 10.23am and returned at 10.26am

6. INFORMATION BULLETIN REPORTS

PROCEDURAL MOTION:

Resolution No.: E&I0461

Moved: Cr Viv Coleman **Seconded:** Cr Greg Austen

That the Committee adjourn the meeting for morning tea at 10.47am.

Carried

PROCEDURAL MOTION:

Resolution No.: E&I0462

Moved: Mayor Anne Baker **Seconded:** Cr Sandy Moffat

That the Committee resume the meeting at 11.00am.

Carried

ATTENDANCE

Cr Lyn Jones entered the meeting room at 11.00am

6.1

Engineering and Infrastructure Information Bulletin – December 2020

EXECUTIVE SUMMARY

The Engineering and Infrastructure Directorate Information Bulletin for December 2020 is provided for Committee review.

OFFICER'S RECOMMENDATION

That the Committee recommends to Council to:

- Note the Engineering and Infrastructure Directorate Information Bulletin for December 2020.***

Resolution No.: E&I0463

Moved: Cr Simon West

Seconded: Cr Sandy Moffat

That the Committee:

- 1. Note the Engineering and Infrastructure Directorate Information Bulletin for December 2020.**

Carried

Note: The Committee acknowledges and thanks Ms Pagean Bailey for her work noting that Council issues the second highest number of permits in Australia with the fastest response time.

Feedback on the playground consultation to be provided to Councillors at the Strategic Planning Day scheduled for 9 December 2020.

7. GENERAL BUSINESS

7.1 Cycle Network – Capricorn Street Clermont

Mayor Anne Baker requested an update on the section of the Cycle Network on Capricorn Street in Clermont.

Director Engineering and Infrastructure advised the Committee that a report will be presented to Council in January regarding the Cycle Network, reviewing the design with consideration be given to change pending outcome of further investigation.

7.2 Purchase of Unused Amenity Block

Cr Sandy Moffat received an enquiry from the Dysart Gun Club regarding purchasing an unused amenity block from Council.

Manager Corporate Properties and Fleet advised the Committee of the Council Disposal Policy and there may be an opportunity to purchase at auction in early 2021.

7.3 Response from Valkyrie Community

On behalf of the Valkyrie Community Cr Viv Coleman passed on thanks to the Committee for the progression on the Valkyrie Access Road.

7.4 Valkyrie Community Concern – Rats Tail

Cr Coleman advised the Committee of concern from the Valkyrie Community regarding the rock coming from Blue Mountain Road which has a known rat tail problem. The Community is concerned about the problem starting in the area

7.5 Advocacy for Quarries

Cr Coleman queried whether there is any advocacy planned for quarries due to the change in Mining Act –

Director Engineering and Infrastructure advised the Committee that an Officer is currently completing their SSE ticket which will enable Isaac Regional Council to be the SSE of Isaac sites.

7.6 Acknowledgement and Thankyou

The Chair, Cr Jane Pickels congratulated Officers on their efforts in the Movember challenge and money raised for this cause.

Cr Pickels thanked the Engineering and Infrastructure Committee and Officers for their hard work throughout a challenging year and for accepting Cr Pickels as the new Chair of the Engineering and Infrastructure Standing Committee. Cr Pickels made special mention to Mrs Sonja Swanton and Mrs Kylie Dowd for their work in the Engineering and Infrastructure Directorate.

Cr Pickels wished all a safe and relaxing Christmas and New Year and mentioned that she is looking forward to working with the Committee and Officers in 2021.

8. CONCLUSION

There being no further business, the Chair declared the meeting closed at 11.42am.

These minutes were confirmed by the Committee at the Engineering and Infrastructure Standing Committee Meeting held in Moranbah on Wednesday 10 February 2021.

.....
CHAIR

..... / /
DATE

MEETING DETAILS

Engineering and Infrastructure Standing Committee
Wednesday 10 February 2021

AUTHOR

Robert Perna

AUTHOR POSITION

Director Engineering and Infrastructure

5.1 ENGINEERING AND INFRASTRUCTURE 2020/2021 CAPITAL PROJECTS PROGRESS REPORT

EXECUTIVE SUMMARY

This report is to provide an update to the Engineering and Infrastructure Standing Committee and Council of the progress in delivery of the Engineering and Infrastructure 2020/2021 Capital Works Program.

OFFICER'S RECOMMENDATION

That the Committee recommends that Council:

- 1. Receive and notes the monthly Engineering and Infrastructure 2020/2021 Capital Projects Progress Report.**
- 2. Receive and notes works awarded under the 2020/2021 Engineering and Infrastructure Procurement Plan.**
- 3. Receive and notes the 2020/2021 Engineering and Infrastructure Procurement Plan Report (detailing local contractor content).**

BACKGROUND

Progressive updates of the financial and physical position of projects in the 2020/2021 Engineering and Infrastructure Capital Works program are required to ensure that Council is aware of the progress of and risk to the delivery of the program.

Engineering and Infrastructure has undertaken to report local content in contracts awarded through the Procurement plan.

IMPLICATIONS

The attached Engineering and Infrastructure 2020/2021 Capital Projects Progress Summary spreadsheet identifies the financial and physical position of all projects. A red flag indicates either a time or budget issue, yellow indicates the projects is of concern and green indicates no issues. Commentary is provided to briefly explain the position of projects. Where the risk is considered low or of insignificant impact to council or community no additional commentary is provided. Where risks are significant separate commentary is provided in the Engineering and Infrastructure Issues Report.

Compliance

To ensure that the Engineering and Infrastructure 2020/2021 Capital Works Program is achieved within the identified timeframes of the 2020/2021 financial year.

Per Resolution number 6763 (2020/2021 Engineering and Infrastructure Strategic Procurement Plan), the activities of the previous month's Procurement Plan under the Chief Executive Officer's delegation will be noted in this report.

Benefits

Council can see a monthly progress report detailing progress of projects in the Engineering and Infrastructure 2020/2021 Capital Program. This report communicates risks/failure/delays that have been identified within the Engineering and Infrastructure 2020/2021 Capital Works program.

CONSULTATION

- Director Engineering and Infrastructure
- Manager Infrastructure Planning and Technical Services
- Manager Corporate Properties and Fleet
- Manager Infrastructure, Parks and Recreation
- Manager Galilee and Bowen Basin Operations
- Department Coordinators

BASIS FOR RECOMMENDATION

To improve business within Engineering and Infrastructure Directorate by providing more appropriate and relevant reporting, transparency and a clear monitoring tool for Council. This report will help identify and communicate any project delays or possible project failures.

ACTION ACCOUNTABILITY

That the Managers and the Director of Engineering and Infrastructure oversee the scoping, procurement and the completion of the projects identified within the 2020/2021 Capital Projects Progress Summary spreadsheet. Furthermore, that the appropriate Managers and the Director of Engineering and Infrastructure are held accountable for the delivery of these project stages are completed within the identified timeframes.

KEY MESSAGES

That Council has open communication, oversight and transparency of the Engineering and Infrastructure 2020/2021 Capital Works Program, to ensure Isaac will have effective and sustainable infrastructure that supports the needs of the region's communities and economic sectors.

Report prepared by:

ROBERT PERNA
Engineering and Infrastructure

Date: 28 January 2021

Report authorised by:

GARY STEVENSON
Chief Executive Officer

Date: 4 February 2021

ATTACHMENTS

- CONFIDENTIAL Attachment 1 – 2020/2021 Capital Project Progress Summary Spreadsheet
- CONFIDENTIAL Attachment 2 – Subcontractor Utilisation Report

REFERENCE DOCUMENT

- Nil

PAGES 27 TO 34 HAVE INTENTIONALLY BEEN REMOVED DUE TO CONFIDENTIAL REASONS

MEETING DETAILS

Engineering and Infrastructure Standing Committee
Wednesday 10 February 2021

AUTHOR

Richard Madden

AUTHOR POSITION

Manager Infrastructure Planning and Technical Services

5.2 HEAVY VEHICLE AND CARAVAN SET DOWN AREA AND PROPOSED TRANSFER OF FUNDING

EXECUTIVE SUMMARY

This report is to advise Council that the proposed Heavy Vehicle Lay Down area and overnight rest area project in Moranbah is to be cancelled. In lieu of construction of a specific site the management of heavy vehicles parking in the town centre is to be controlled through development and implementation of appropriate Local Laws and the installation of signage and compliance measures. Currently Isaac Regional Council has no local parking law and this is to be developed.

It is proposed that the project funding for CW212912 Moranbah Heavy Vehicle Set Down Area be transferred to CW212923 Road Safety Audit Pro-active Treatment to increase the number of proactive safety projects.

OFFICER'S RECOMMENDATION

That the Committee recommends that Council:

- 1. Approves Project CW212912 Moranbah Heavy Vehicle Set Down Area be cancelled and removed from the 2020-2021 Capital Budget, and**
- 2. Approves the available funding on CW212912 be transferred to CW212923 Road Safety Audit Proactive Treatments.**

BACKGROUND

Funding for preparation of an engineering design for a heavy vehicle set down area was approved within the 2020/21 Capital works budget (CW212912- \$80,000). Various possible locations for the set down area were tabled and considered at the briefing session of Council in September 2020, where it was confirmed not to progress with the project. It is intended to restrict trucks and caravans parking overnight within the town centre precinct through development of Local Laws and compliance enforcement. Accordingly, the project funding is no longer required.

This report seeks to transfer the \$80,000 funding to project CW212923 Road Safety Audit Proactive Treatments.

The scope of CW212923 Road Safety Audit Proactive Treatment is for implementation of safety treatments around schools based on previous safety audits and/or complaints received. Currently \$50,000 is allocated to this project however there are additional works that can be undertaken should the \$80,000 be transferred. A

full list of the intended projects is attached to this report with the additional funding to be used for linemarking and signage through Nebo and installation of a bus shelter and signage in Clairview.

IMPLICATIONS

Cancelling this project requires action to be taken on developing an appropriate Local Law for parking to limit further issues associated with heavy vehicles parking in the town centre.

Transferring of the assigned funds to pro-active safety treatments will enhance the safety around school zones.

CONSULTATION

- Manager Infrastructure Planning and Technical Services
- Compliance and Integration Manager
- Manager Economy and Prosperity
- Capital and Project Program Manager
- Director Engineering and Infrastructure

BASIS FOR RECOMMENDATION

Control of heavy vehicles parking in the town centre can be enforced through the drafting of an appropriate local law.

Transferring of the savings to Proactive safety works around schools based on the priorities from previous Road Safety Audits is an effective use of funds.

ACTION ACCOUNTABILITY

The Manager Financial Services (CFO) to amend the 2020/2021 Capital Program with the removal of project CW212912 Heavy Vehicle Set Down Area and transferring available funding to CW212923.

The Manager Infrastructure Planning and Technical Services to plan and arrange the installation of proactive road safety treatments.

The Community Education and Compliance team to draft local parking laws for implementation.

KEY MESSAGES

The parking of heavy vehicles within the town centre can be controlled through development of local laws and this is the preferred method to address the issue. Diverting the savings from not constructing a specific parking site to safety works will improve safety around schools and this is considered an effective use of funds.

Report prepared by:

RICHARD MADDEN
**Manager Infrastructure Planning and Technical
Services**

Date: 29 January 2021

Report authorised by:

ROBERT PERNA
Director Engineering and Infrastructure

Date: 29 January 2021

ATTACHMENTS

- Attachment – 1 Proposed list of proactive treatments as identified through road safety audit

REFERENCE DOCUMENT

- Nil

PROPOSED LIST OF PROACTIVE TREATMENTS AS IDENTIFIED THROUGH ROAD SAFETY AUDITS

NO.	SAFETY TREATMENT	TOWN	STREET	REFERENCE	DETAILED SCOPE	APPROX COST ESTIMATE
1	Moranbah East State School (MESS) – Disable Parking and footpath	MBH	William Street	Request from MESS	Line Marking for parking lot, Construct concrete slab between existing footpath and kerb, relocate existing signs (in progress - not yet complete)	\$ 5,000.00
2	Kerb Ramp and connection to footpath – near Workers club	MBH	Bacon Lane	RSA-Moranbah Roads- Ref No 4	- Install Kerb Ramp to connect to existing footpath	\$ 4,000.00
5	Bus shelter and appropriate bus stop signage	C/VIEW	Colonial Drive	RSA Coastal A1	Install bus shelter 1.6km north of Bruce High way intersection, with “W8-Q03, AND TC9944 SIGNS	\$ 45,000.00
SUBTOTAL CAPITAL WORKS						\$ 54,000.00
3	Intersection control (STOP/GIVEWAY) for the side streets approaching Mills Avenue	MBH	Mills Avenue - intersections with connecting streets	RSA-Moranbah Roads- Ref No 20	Install STOP/GIVEWAY signs, Install STOP/GIVEWAY line marking (10nos - will provide more details on the locations to be installed)	\$ 10,000.00
4	Centreline marking at Hershel Street	CLM	Hershel Street	RSA-Clermont Roads- Ref No 4	- Provide centreline marking on Hershel Street from East Street Intersection to Tropic Street intersection	\$ 2,000.00
6	Nebo School Line Marking and Signage	NEBO		QPS URGENT REQUEST	Line marking, yield and “Children” signage	\$ 8,000.00
7	St Law School Signage	STL	Macartney Street	RSA Coastal	Pedestrian/bicycle, children signage. kerbing	\$ 8,000.00
8	Signage and intersection control	MBH	Various Streets	RSA MBH Ref 8, 9-11, 16,	Yield signage, line marking,	\$ 14,000.00
9	Drop-off zone poor delineation	CLM	Douglass Street	RSA CLM Ref 7	Line mark centre line, entire length, reline mark all faded marking	\$ 5,000.00
10	Road condition	CLM	Jelicoe Street	RSA CLM Ref 17	Line mark centre line over crest, provide guideposts around curve	\$ 9,000.00
11	Signage	CLM	French and Monash Courts	RSA CLM Ref 14	Provide new obstruction markers(D4-5) signs to indicate end of street AS PER MUTCD CI 4.6.7.2 part 2	\$ 4,000.00
12	Bus stop signage	CARMILLA	Music Street	RSA Coastal	Line marking, yield and “Children” signage	\$ 8,000.00
SUBTOTAL OPERATIONAL WORKS						\$ 68,000.00
SUBTOTAL ALL WORKS						\$ 122,000.00
Contingency						\$ 8,000.00
TOTAL						\$ 130,000.00

MEETING DETAILS

Engineering and Infrastructure Standing Committee
Wednesday 10 February 2021

AUTHOR

Sean Robinson

AUTHOR POSITION

Manager Galilee and Bowen Basin Operations

5.3 LOCAL GOVERNMENT ASSOCIATION OF QUEENSLAND ROAD TRANSPORT ADVISORY GROUP UPDATE

EXECUTIVE SUMMARY

This report seeks to provide an update on the activity of the Local Government Association of Queensland (LGAQ), Road Transport and Advisory Group (RTAG).

OFFICER'S RECOMMENDATION

That the Committee recommends that Council

- 1. Notes the meeting minutes of the LGAQ Road Transport and Advisory Group (RTAG) meeting held on the 3 December 2020.*
- 2. Notes the upcoming LGAQ RTAG meeting to be held on 11 February 2021.*

BACKGROUND

In accordance with Resolution 6886:

That Council:

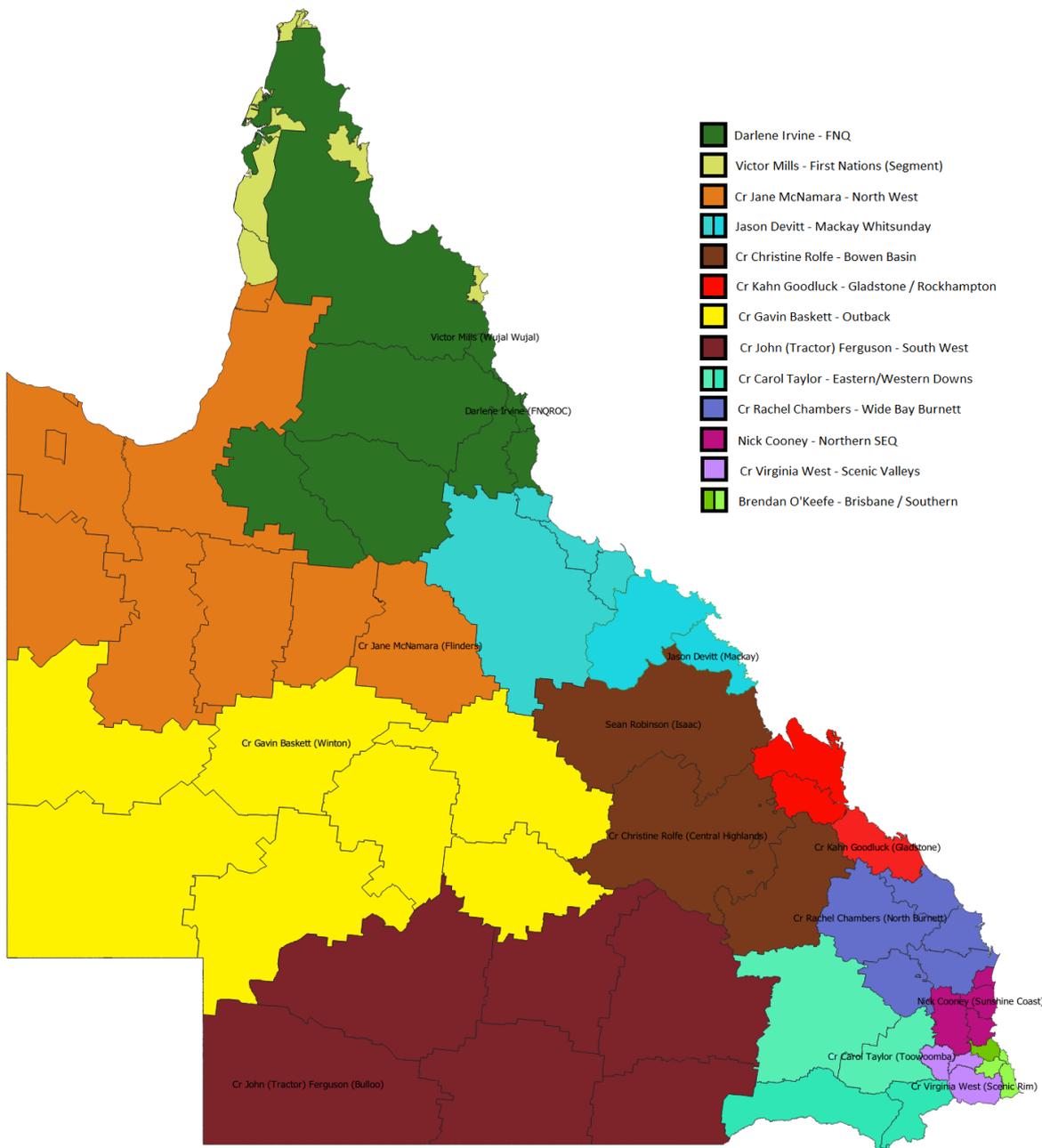
- 1. Endorse the nominations listed below to the following Local Government of Queensland (LGAQ) Advisory Groups:*
 - Director Planning, Environment and Community Services to the Climate Risk Management and Resilience LGAQ Advisory Group.*
 - Cr Gina Lacey to the Future Workforce LGAQ Advisory Group.*
 - Cr Kelly Vea Vea to the Regional and Economic Development LGAQ Advisory Group.*
 - Manager Waste Services to the Waste Management and Resource Recovery LGAQ Advisory Group.*
 - Director Water and Waste to the Water and Wastewater Management LGAQ Advisory Group.*
- 2. Endorse Mayor Anne Baker's nomination for any LGAQ Advisory Groups should she wish to nominate.*

Sean Robinson, Manager Galilee & Bowen Basin Operations was nominated by Mayor Anne Baker and subsequently accepted to participate on the Road Transport Advisory Group (RTAG).

The RTAG role is to:

1. Assist the Local Government Association of Queensland (LGAQ) to identify emerging issues of strategic importance to local government.
2. Make recommendations on strategic policy and advocacy priorities to the LGAQ Policy Executive.
3. Provide advice to LGAQ professional officers regarding emerging issues that require an urgent policy response.

The RTAG is comprised of Local Government Representatives including Elected Members and Council Officers across Queensland as represented below:



////////////////////////////////////

The group meets quarterly with the first meeting held on 3 December 2020. Further to the attached meeting minutes, attendees were required to identify the top three issues that were impacting the operation of the Road and Transport assets in their region. Following internal consultation, the below three points were nominated from within the Isaac Region:

- Exclusion of non-resident traffic for the Calculation of the Identified Roads Grant (Financial Assistance Grants).
- Exclusion of the impacts of light vehicles and Oversize Overmass vehicles as part of the Pavement Impact Assessment as described under DTMR's Guide to Traffic Impact Assessment.
- Opportunity for a cost recovery mechanism for Oversize Overmass permit assessment, approval and compliance management.

The next meeting is scheduled to be held on the 11 February 2021 with the main agenda item being the RTAG Advocacy Action Plan. The agenda is expected to discuss:

- RTAG Advocacy Action Plan
- Traffic Management at road construction works
- Heavy Vehicle Road Reform

IMPLICATIONS

Issues within the Isaac Region are able to be tabled at a State-wide forum routinely.

CONSULTATION

- Director Engineering and Infrastructure
- Chief Executive Officer
- Cr Pickels – Chair Engineering and Infrastructure Standing Committee

BASIS FOR RECOMMENDATION

Develop policies, strategic plans and processes to address local and regional road and transport issues, through continued advocacy and representation within the Roads Transport Advisory Group.

ACTION ACCOUNTABILITY

Manager Galilee and Bowen Basin Operations to continue to represent Isaac Regional Council on the Road Transport Advisory Committee.

KEY MESSAGES

Council will be a strong, ethical and effective advocate for the Isaac region, providing transparent and quality decision making, and efficient and cost-effective service delivery.

Report prepared by: SEAN ROBINSON Manager Galilee and Bowen Basin Operations Date: 25 January 2021	Report authorised by: ROBERT PERNA Director Engineering and Infrastructure Date: 29 January 2021
---	---

ATTACHMENTS

- Attachment 1 - RTAG Meeting Outcomes 3 December 2020 meeting

REFERENCE DOCUMENT

- RTAG Terms of Reference



Roads and Transport Advisory Group

MEETING OUTCOMES

Thursday 3 December 2020

9:30am – 12:00 pm

Microsoft Teams – Video Conference

Attendees: Cr Jane McNamara – Chair (Flinders)
Cr Rachel Chambers (North Burnett), Cr John (Tractor) Ferguson (Bulloo), Cr Gavin Baskett (Winton), Cr Christine Rolfe (Central Highlands), Cr Kahn Goodluck (Gladstone), Cr Carol Taylor (Toowoomba), Cr Virginia West (Scenic Rim), Jason Devitt (Mackay), Sean Robinson (Isaac), Victor Mills (Wujal Wujal), Nick Cooney (Sunshine Coast), Darlene Irvine (FNQROC), Brendan O’Keefe (Brisbane)
Lau Chean (LGAQ), Robert Chow (LGAQ)

Apologies: Nil

Agenda Item 1 - Welcome and Introductions

- The Chair, Cr Jane McNamara, welcomed attendees and general introductions were undertaken.
- There were no apologies.

Agenda Item 2 – Roles, Responsibilities and Terms of Reference

- The group discussed the Terms of Reference, including the roles and responsibilities.
- The Terms of Reference were endorsed by the group.

Agenda Item 3 – LGAQ Update

- Robert Chow’s presentation provided an update of the LGAQ current work program:
 - LGAQ’s Federal Advocacy
 - LGAQ’s State Advocacy
 - Heavy Vehicle National Law Review – Regulation Impact Statement – LGAQ Submission
 - LGAQ Annual Conference Motions
 - Strategic Local Government Asset Assessment Project – Collaboration
- Robert Chow provided an overview of current and emerging issues and opportunities.

ACTION:

1. *LGAQ to provide a copy of the update presentation slides to RTAG members*
2. *LGAQ to provide latest QTRIP update- <https://www.tmr.qld.gov.au/About-us/Corporate-information/Publications/Queensland-Transport-and-Roads-Investment-Program>*
3. *LGAQ seeking feedback from RTAG members on how LG is viewing/spending Local Roads and Community Infrastructure (LRCI) Program money?*
4. *LGAQ/RTAG to research how the road safety fund of approx. \$500m will be received/spent?*
5. *Add the need for business case studies to assist council prepare/get access to shovel ready projects including the need for a bucket of funding to plan detailed design for further discussion at future RTAG meetings.*
6. *Provide RTAG Members update of key project outcomes and progress from 2019 RTAG meetings.*

Agenda Item 4 – Members Issues

The chair asked members for their top three issues. Issues noted below:

Cr Jane McNamara – Chair (Flinders)

- Need to seal key corridors and connectors (concerns around road safety – HVs competing with tourists and other road users on narrow roads/unsealed)
- Single lane and narrow bridges on key freight routes and road safety concerns on those roads
- Promotion of E-mobility/Pedestrian and Cyclists in regional centres

Cr Rachel Chambers (North Burnett Regional Council)

- Varying levels of asset management data/information/knowledge across QLD councils. Makes it difficult to achieve state-wide planning of strategic networks or planning for funding over multiple years if councils don't fully understand/appreciate the demands of their own network.
- Lack of a funding bucket for lower order state roads outside of TIDS, which as we know isn't big enough for even our higher order local road network. We haven't had any great conversations around why this is the case, and what the TMR plan is to maintain them into the future.
- Sharing of information across the LG Sector. There are many doing fabulous work which should be shared freely. How do we do this?

Cr John (Tractor) Ferguson (Bulloo)

- Lack of capital road funding i.e. Warri Gate Road and right across South West QLD. There needs to be a 5-year plan for capital road funding so that council can budget and for employment. Shovel ready funding does not work here because we don't have the staff and it costs a substantial amount without committed funding.
- Gravel pits. Council is required to contact many departments just to get approval to extract gravel and all the onerous conditions required.
- TIDS not enough. It is the same each year.

Cr Christine Rolfe (Central Highlands)

- Asset assessment of road networks by councils, and data collection to inform all levels of government departments. We are all aware of the impact of such data as CSIRO TraNSIT – unlocking options for efficient logistics infrastructure in Australian agriculture.
- Continuing discussion of NHVR Oversize Overmass regulations and requirements - impact of Heavy Vehicles on roads built 50 years ago.
- Connectivity across the state road network – (e.g. QCNfibre) This would be continuation of a discussion paper from the previous advisory group.

Cr Virginia West (Scenic Rim)

- Funding the infrastructure shortfalls that most Council's face.
- DTMR not seeming to be willing to preserve future Road Corridors as they have in the past. Example Canungra By-pass SRRC
- Welcome the planning funding for a review of the infrastructure link for Freight to Bromelton. Note the need for this to continue as Bromelton is a SDA.

Cr Kahn Goodluck (Gladstone)

- An A-double heavy vehicle access route to the Gladstone Port from central and western Queensland.
- Link the inland rail to the Port of Gladstone
- Gladstone Port access road upgrade Stage 2 - Option B

Cr Carol Taylor (Toowoomba)

- Impact of Inland Rail due to the many road/rail and utility interfaces and other challenges to be overcome. Need to work with the Queensland State Government to leverage these opportunities this project brings, and upgrade associated State road and rail infrastructure (and similarly support local governments) to maximise the opportunities now and into the future.
- Heavy Vehicle (freight) Movement – there is a number of associated matters that both the State and Federal Governments need to further progress, namely:
 - Need for funding to renew and upgrade aging and low standard infrastructure to enable regional economies to prosper.
 - Support to 'First and Last Mile' initiatives to assist local governments to better manage the ever-increasing freight task.
 - Support implementation of Road User Charging to ensure local government receive an equitable share of transport revenue.
- Need to improve public transport in regional Queensland

Cr Gavin Baskett (Winton)

- Need to seal key connectors to roads to support tourism, freight and road safety
- Need for sole tendering – difficult to manage and sustain workforces without certainty of work
- Lobbying for extension of funding to ensure all work is delivered and that local workforces are sustained

Jason Devitt (Mackay)

- Condition of assets – particularly assets that encounter high heavy vehicle traffic
- Roads off Alignment issues
- Forward planning for what the transport network will look like in 10-15 years

Sean Robinson (Isaac)

- Exclusion of non-resident traffic for the Calculation of the Identified Roads Grant (Financial Assistance Grants)
- Exclusion of the impacts of light vehicles and Oversize Overmass vehicles as part of the Pavement Impact Assessment as described under DTMR's Guide to Traffic Impact Assessment
- Opportunity for a cost recovery mechanism for Oversize Overmass permit assessment, approval and compliance management.

Victor Mills (Wujal Wujal)

- WWASC due to the size of our road network, we receive minimal grant from TIDS, approx. 147k over 5 years, insufficient funds to carry out maintenance and upkeep of the road network, due to lack of funds the carriageways are at the point where they will become Capital works.

- WWASC is not a rateable Council, dependant on funding and can't meet some funding requirement such as 60/40% contribution by Council.
- Need to improve state-controlled network for better connectivity and road safety

Nick Cooney (Sunshine Coast)

- Issues stemming from growth with around 8,500 extra persons/year – Increased demand, leading to congestion.
 - Need for State Government investment in major infrastructure.
- Need for travel behaviour change: Council has an aspirational mode split of 70:20:10 (cars : active : public transport) Currently sits at 85:12:3. Council is currently developing a comprehensive mid to long term Travel Behaviour Change program which will need community and State Government buy-in. Otherwise we are heading for an unaffordable and unsustainable future investment in road infrastructure.
- Need to work with TransLink/TMR to offer viable alternatives to the car. A change to what and how public transport is provided is required, together with improved levels of service. Offering the same type and level of service is not working and a different mindset is required. Can't be one size fits all (Brisbane City versus regional centres)

Darlene Irvine (FNQROC)

- Current deficiencies on our heavy vehicle network – if you include LG roads it is \$531mil. From one TMR business case this looks to be a significant underestimation.
 - a. within the deficiencies you can bundle road safety issues with many sections above the average for fatalities/100mil VKT and hospitalisations/100 mil VKT, and
 - b. RMPC as that is a contributor to the deficiencies.
- Strategic Joint planning with TMR (it does appear the Fed Govt is helping with that, forcing RRTGs to agree on an investment strategy for ROSI corridor has meant TMR has had to come to the party with information previously not forth coming)
- In understanding our deficiencies, the difficult thing we are tackling as a region is prioritising where the funding should go first. Clinically, we can use our PPT or the BCA but this doesn't take into consideration things such as 'lifeline routes', 'recurrent flood rectification works', LG roads vs State Road investment, crash locations.

Brendan O'Keefe (Brisbane)

- Need for an E-mobility Strategy (Safety concerns around increased use of electric scooters etc.)
- Need for economic stimulus – BCC investing in a lot of major projects
- Need for Strategic Planning – Growth challenges

Next Meeting Date and Close

- Next Meeting date to be determined in due course noting timing of the pending State Budget and other key dates.

There being no further business, the Chair thanked all members for their attendance and closed the meeting at 11:35am.

MEETING DETAILS	Engineering and Infrastructure Standing Committee Wednesday 10 February 2021
AUTHOR	Sean Robinson
AUTHOR POSITION	Manager Galilee and Bowen Basin Operations

5.4 MANAGING THE IMPACTS OF LARGE RESOURCE PROJECTS ON LOCAL GOVERNMENT TRANSPORT INFRASTRUCTURE

EXECUTIVE SUMMARY

This report seeks to present the technical paper identifying the issues that are currently apparent in managing the impacts of Large Resource Projects on Local Government Transport Infrastructure.

OFFICER'S RECOMMENDATION

That the Committee recommends that Council

- 1. Notes the technical paper as presented at the Institute of Public Works Engineering Australasia Queensland State Conference.*
- 2. Endorses the use of the concepts to inform future advocacy and education regarding Resource Projects and associated impacts.*

BACKGROUND

The Isaac Regional Council covers an approximate area of 58,000km² and maintains over 3200km of sealed and unsealed road network. The extractive industry is a major economic driver for the community. A key component is the coal industry with 26 active coal mines, 1 under construction and an additional 5 projects in various stages of approval.

The Isaac Region gross coal output accounts for 55% of total coal output in Queensland. The consequence of this economic benefit is the impacts that need to be managed on the local and state road and transport network. The development of the Galilee Basin has extended the impact of the resource industry into an area of road network that previously was only fit for the purpose of limited agricultural traffic. The emerging thin seam mining technology is driving development of projects currently being considered as "Boutique Mines". These less than 2 million tonnes per annum mines are being established in areas of the Bowen Basin and the expected impact on the networks as they expand through construction into operational phases has never been included in long term planning.

The Isaac Regional Council is supportive of responsible planned development within the resource industry; however communities should not be negatively affected by resource projects. The introduction of the *Strong and Sustainable Resource Communities Act 2017* (Qld) has introduced two key concepts:

- The Cumulative Impact of a Project
- Nearby Impacted Resource Communities.

These concepts have prompted the need to adapt the way projects are assessed and impacts are mitigated while providing net benefit for the broader community.

While there are active signs of adaption following the introduction of the Resource Communities Infrastructure Fund, current funding models for State and Federal funding, remain limited in the consideration and mitigation of the impacts on resource communities including the type of traffic and the impact of a non-resident population.

The concepts included within this technical paper are applicable to all developments where an associated impact is required to be mitigated by agreement. This includes but not limited to extractive, renewable and gas projects.

IMPLICATIONS

Galilee and Bowen Basin Operations department to provide suitable resources to ensure future impacts are mitigated within Council's accepted risk profile

Galilee and Bowen Basin Operations to undertake assessment of existing agreements to establish resource requirements to ensure compliance.

CONSULTATION

- Director Engineering and Infrastructure
- Chief Executive Officer
- Senior Advisor
- Manager Governance and Corporate Services
- McCullough Robertson

BASIS FOR RECOMMENDATION

Develop policies, strategic plans and processes to address local and regional road and transport issues, through continued advocacy.

ACTION ACCOUNTABILITY

Director Engineering and Infrastructure and Manager Galilee and Bowen Basin Operations to continue to coordinate, assess and negotiate mitigation strategies in response to the impacts of resource industry.

KEY MESSAGES

Council will be a strong, ethical and effective advocate for the Isaac region, providing transparent and quality decision making, and efficient and cost-effective service delivery.

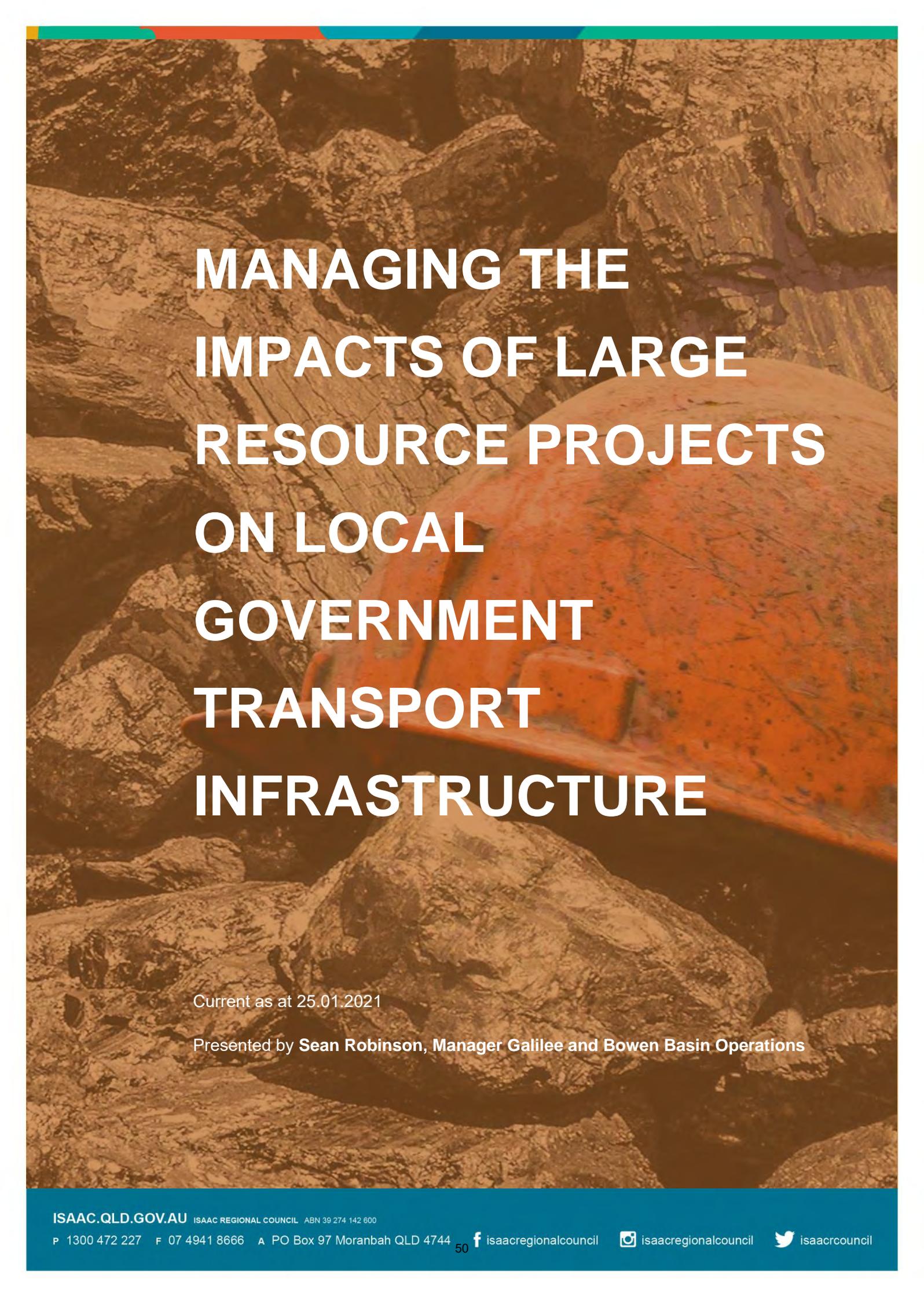
Report prepared by: SEAN ROBINSON Manager Galilee and Bowen Basin Operations Date: 27 January 2021	Report authorised by: ROBERT PERNA Director Engineering and Infrastructure Date: 29 January 2021
---	---

ATTACHMENTS

- Attachment 1 – Managing the Impacts of Large Resource Projects on Local Government Transport Infrastructure

REFERENCE DOCUMENT

Nil



MANAGING THE IMPACTS OF LARGE RESOURCE PROJECTS ON LOCAL GOVERNMENT TRANSPORT INFRASTRUCTURE

Current as at 25.01.2021

Presented by **Sean Robinson, Manager Galilee and Bowen Basin Operations**

TABLE OF CONTENTS

ABSTRACT	4
BACKGROUND	5
LEGISLATIVE FRAMEWORK	6
<i>State Development and Public Works Organisation Act 1971 (qld)[SDPWO act]</i>	6
<i>Environmental Protection Act 1995 (qld) [EP Act]</i>	6
<i>Mineral Resources act 1989 (qld)</i>	6
<i>Mineral and Energy Resources (Common Provisions) Act 2014 (Qld) [MERCp]</i>	7
<i>National Heavy Vehicle National Law 2012 (Qld)</i>	7
<i>Local Government Act 2009 (Qld)</i>	7
<i>Strong and Sustainable Resource Communities Act 2017 (Qld) [SSRC Act]</i>	7
CURRENT FUNDING AVAILABILITY	9
Rates	9
Financial Assistance Grants	9
Resource Communities Infrastructure Fund	9
CURRENT ASSESSMENT PRACTICES	10
Limitations and Risk	10
WHOLE OF PROJECT IMPACTS AND RISKS	12

Regional Impacts	12
Operational Impacts	12
Financial and Liability Impacts	14
MITIGATION	16
Short Term Impact	16
Long term impact	17
MONITORING FRAMEWORK	19
Existing Base Level monitoring	19
Proponent Owned Permanent Monitoring	19
Intelligent Transport System	19
CONCLUSION	20
REFERENCES	21

ABSTRACT

The Isaac Region is ideally situated to provide critical resources to feed power and energise the world. With 25 operating coal mines in the Bowen Basin, one under construction in the Galilee Basin and another five major projects at various stages of approval it is critical to understand the impact that a resource project may have on road and transport assets. Following the introduction of the *Strong and Sustainable Resource Communities Act 2017*(QLD), Council has had to adapt its assessment methodology and monitoring schedules to incorporate key concepts, particularly around mitigating cumulative impacts

BACKGROUND

The Isaac Regional Council covers an approximate area of 58,000km² and maintains over 3200km of sealed and unsealed road network. The extractive industry is a major economic driver for the community. A key component is the coal industry with 26 active coal mines, 1 under construction and an additional 5 projects in various stages of approval.

The Isaac Region gross coal output accounts for 55% of total coal output in Queensland. The consequence of this economic benefit is the impacts that need to be managed on the local and state road and transport network. The development of the Galilee Basin has extended the impact of the resource industry into an area of road network that previously was only fit for the purpose of limited agricultural traffic. The emerging thin seam mining technology is driving development of projects currently being considered as “Boutique Mines”. These less than 2 million tonnes per annum mines are being established in areas of the Bowen Basin and the expected impact on the networks as they expand through construction into operational phases has never been included in long term planning.

The Isaac Regional Council is supportive of responsible planned development within the resource industry; however communities should not be negatively affected by resource projects. The introduction of the *Strong and Sustainable Resource Communities Act 2017* (Qld) has introduced two key concepts:

- The Cumulative Impact of a Project
- Nearby Impacted Resource Communities.

These concepts have prompted the need to adapt the way projects are assessed and impacts are mitigated while providing net benefit for the broader community.

While there are active signs of adaption following the introduction of the Resource Communities Infrastructure Fund, current funding models for State and Federal funding, remain limited in the consideration and mitigation of the impacts on resource communities including the type of traffic and the impact of a non-resident population.

LEGISLATIVE FRAMEWORK

STATE DEVELOPMENT AND PUBLIC WORKS ORGANISATION ACT 1971 (Qld)[SDPWO Act]

A proponent of a project with one or more of the following characteristics may apply to have it declared a 'coordinated project' under the *SDPWO Act* if the project includes any of the following:

- complex approval requirements, involving local, state and federal governments
- significant environmental effects
- strategic significance to the locality, region or state, including for the infrastructure, economic and social benefits, capital investment or employment opportunities it may provide
- significant infrastructure requirements.

A coordinated project declaration does not imply government approval of, support for or commitment to the project in question.

Rather, it means the project requires a rigorous impact assessment involving whole-of-government coordination, either by a comprehensive Environmental Impact Statement (EIS) or a targeted Impact Assessment Report (IAR).

The declaration does not exempt the project proponent from the need to:

- obtain necessary development approvals
- comply with relevant planning and environment laws and planning instruments.

The Coordinator General's Report about the EIS may include conditions requiring road impacts to be addressed, including by way of an agreement with the relevant roads authority. These conditions can be critically important for the roads and other outcomes in the local government area. Council's preference is for a mechanism, such as an agreement supported by State conditions, that enables Council to deal directly with the proponent in responding to the impacts on Council's roads and other infrastructure.

ENVIRONMENTAL PROTECTION ACT 1995 (Qld) [EP Act]

A high-impact resource project may be required to be assessed through an EIS process under chapter 3, part 1 of the *EP Act*. Key triggers for large resource projects includes a requirement for the ore/coal removal to be greater than or equal to two million tonnes per annum. (Department of Environmental Science, 2019). Upon completion of the EIS process, there is an opportunity for a project to be conditioned regarding the level of impact that they may have on a local road including mitigation strategies.

With the introduction of boutique mining practices, where the production is generally less than the applicable trigger, there is no requirement to undertake any formal EIS assessment for the project. This imposes a risk to road and transport assets when either:

- The project is accessed by a lower order road, and/or
- When cumulatively considered with other adjacent resource projects.

Instead, local government must rely on other mechanisms, as discussed below, to respond to these impacts.

MINERAL RESOURCES ACT 1989 (Qld)

The *Mineral Resources Act 1989 (Qld)* provides opportunity for Local Government to be reimbursed for the loss of surface rights over land owned/controlled by the entity, including road or camping reserves, freehold land owned by Council. The limitation with this however is if the mining lease does not have a surface disturbance area impact over a road reserve, reserve in which the LGA is a trustee or land owned by LGA, there is no provision for the Local Government to negotiate for the mitigation of impacts under this legislation.

MINERAL AND ENERGY RESOURCES (COMMON PROVISIONS) ACT 2014 (Qld) [MERCp]

Section 26 of the *MERCp* provides context and guidance regarding the reimbursement of Local Governments for the impacts that a specific identified activity may have on the road, however this is limited to the impact of the notifiable road use (i.e. coal haulage on roads) only not the overall project impacts.

NATIONAL HEAVY VEHICLE NATIONAL LAW 2012 (Qld)

The National Heavy Vehicle Act provides opportunity that should a law provide for a fee, a Road Manager shall be able to apply a fee to undertake a route assessment. The State Legislation however is silent on the mechanism for calculating and applying the fee. This framework has the potential to assist in managing the impacts of extractive industry traffic, but it currently has limited teeth.

LOCAL GOVERNMENT ACT 2009 (Qld)

Section 72 'Assessment of impacts on roads from certain activities' of the *Local Government Act 2009* (Qld) states, where a local government considers a particular activity *is having, or will have, a significant adverse impact on a road*:

The local government may require the entity that is conducting the activity to provide information, within a reasonable time, that will enable the local government to assess the impact of the activity on the road.

After assessing the impact, a Local Government may require the entity to carry out work or to pay an amount as compensation for the Impact.

The section is limited in that a regulation must prescribe an activity for this section, the *Local Government Regulation 2012* (Qld) currently provides no detail on prescribed activity.

STRONG AND SUSTAINABLE RESOURCE COMMUNITIES ACT 2017 (QLD) [SSRC ACT]

The introduction of the *SSRC Act* in 2017 has introduced key concepts which have framed the evolution in assessment of Large Resource Project impacts including road and transport impacts. These key concepts principally are:

- Assessing the cumulative impacts (Office of the Coordinator General, September 2020)
- Introduction of nearby Regional Communities.

The *SSRC Act* provides guidance on the impact assessment, mitigation and provision of net benefit to nearby regional communities, when considering social impacts are changes in one or more of the following:

- People's way of life – how they live, work and play;
- Their culture – shared beliefs, values and customs;
- Their community – cohesion, stability, character, services and facilities;
- Their political systems – participation and how decisions are made;
- Their environment – air and water quality, availability and quality of food, dust and noise, safety and sanitation, access to and control over resources;
- Their health and wellbeing – physical, mental and spiritual, not just absence of disease;
- Their personal and property rights – economic impact, disadvantage and violation of civil liberties;
- Their fears and aspirations – perceptions about safety and fears for future and future of their children. (Source: adapted from Vanclay 2003)



It may then be understood that a change in the condition of and/or congestion of the surrounding road and transport can easily influence any of the above. With the introduction of a Nearby Regional Communities under the *SSRC Act*, Local Governments need to be strategic in planning the broader transport network to ensure there is no disadvantage to residents of the applicable communities when seeking employment from Large Resource Projects.

Council has to date been at the forefront in its advocacy for the development and implementation of the *SSRC Act*. This includes that the opportunity for genuine choice on where an employee decides to base themselves while employed at a large resource project needs to be from the beginning of the recruitment process. Policies and opportunity need to be reactive enough that allow for an employee to change their living arrangements throughout their term of employment, In the Isaac region, this includes the provision of proponent owned housing stock. With this however comes with a degree of uncertainty regarding the overall project impacts and as such the assessment and monitoring methodology needs to suit

CURRENT FUNDING AVAILABILITY

RATES

As part of the Isaac Regional Council 2020-21 Annual Budget (Isaac Regional Council, 2020), rating categories have been included for coal mining industries where a rate is calculated based on the land valuation and number of employees and /or contractors employed at the project.

It is noted however that rates revenue derived by a Local Government relate to its assets as a whole with rates applicable to resource projects considered to be cash flow associated with Council's broader assets and services supplied. (Ernst & Young, 2015)

FINANCIAL ASSISTANCE GRANTS

Local Governments are required to make a submission to the Australian Bureau of Statistics including key metrics of performance across the Local Government Area. These metrics are then utilised to calculate the annual Financial Assistance Grants that is received by a Local Government. Financial Assistance Grants are split into two categories of which both are untied and may be used for any legitimate Council purpose:

- General Purpose Grant,
- Identified Roads Grant
 - The identified road grant should be allocated to local governing bodies as far as practicable on the basis of the relative needs of each local governing body for roads expenditure and to preserve its road assets. In assessing road needs, relevant considerations include length, type and usage of roads in each local governing area.

Included in these metrics is the length of road network maintained by the Local Government, categorised by traffic volume across urban and rural areas. The recent introduction (2019/20 submission) of heavy vehicle multipliers indicates a level of adaption of the funding model to account for impacts associated with heavy industry. (Queensland Local Government Grants Commission, 2019)

However there still remains factors which result in Local Governments becoming reliant on third party contributions including:

- The provision of population statistics to calculate the Identified Roads Grant causes a misrepresentation by not accounting for the traffic impacts associated with non-resident population;
- While multipliers identify heavy vehicles similar to classes identified under the *Austrroads Guide to Traffic Monitoring*, it does not specifically address the impacts associated with Oversize/ Overmass dimension vehicles;
- The decision under recent Federal budgets since 1995 to limit the indexation and associated overall value of the grant available to Local Governments across Australia.

RESOURCE COMMUNITIES INFRASTRUCTURE FUND

In 2020, the Queensland Government announced the establishment of the Resource Communities Infrastructure Fund. The program is to be funded by State Government and Resource Proponents. The fund provides for \$100m over a three-year period, specifically for resource communities. The risk with this fund given the limited value is that resource proponents may see this as an offset contribution towards the impacts associated with their projects rather than the fund being utilised to fund existing legacy infrastructure shortfalls that have resulted from over 50 years of cumulative impacts or providing genuine benefit for Resource Communities.

CURRENT ASSESSMENT PRACTICES

Current assessment of traffic impacts is guided by the Department of Transport and Main Roads *Guide to Traffic Impact Assessment* [“Guide”]. The Guide follows six key principles in evaluating the impacts of a resource project as follows:

1. Development must not compromise safety on the State Controlled Network;
2. Development should seek to achieve no worsening to safety or infrastructure condition and no net worsening to efficiency across the impact assessment area;
3. Development should seek to adopt a mitigation hierarchy (in order of precedence) avoiding, managing and mitigating impacts;
4. Development access locations and permitted turning movements are consistent with the function and access limitation of the road being accessed;
5. Development proponents are responsible for all access and frontage works;
6. Development proponents are responsible for all works required to connect out of sequence development to the current and future State Controlled Network while not compromising the implementation of planned transport infrastructure.

LIMITATIONS AND RISK

Data reliance

Local Government is wholly reliant on the accuracy of the information/modelling included within the Traffic Impact Assessment prepared by the proponent. This risk is mitigated by the requirement for a Registered Professional Engineer of Queensland to sign off on the final version of the Traffic Impact Assessment, however there still remains a risk linked to various assumptions that need to be made within the early stages of the project modelling.

Light vehicle impact

While the SSRC Act eliminates the opportunity for a 100% Fly in-Fly Out [FIFO] workforce, the workforce should be provided genuine choice to relocate and live in the region. When provided with genuine choice there will always be some element of non-resident workforce and the location and travel requirements/impacts for this non-resident workforce should be considered. For example, historically in the Isaac Region, of 26 operating mines a portion of each workforce live in the Mackay-Whitsunday Region. The cumulative impact of light vehicles travelling before and after rostered days on has not fully been accounted for when proponents have undertaken their Traffic Impact Assessment and subsequently is resulting in a deteriorating asset in which the related resource proponent is not required to contribute and mitigate.

Overall net efficiency

The concept of no reduction in net efficiency of the network allows for individual elements of the road and transport network to reduce in efficiency as a result of a resource project (Department of Transport and Main Roads, 2018). This reduction in efficiency results in a number of unintended consequences including:

- Road user frustration;
- Road user fatigue;
- Delays to heavy vehicles including livestock movement.

These factors all impact the overall safe operation of the transport network and may also be considered social impacts. It is noted that the first principle of the Guide is that the project should not compromise the safety of the transport network.

Pavement Impact Assessment (PIA)

The basis of the calculation of the contribution of a proponent impact as a result of accelerated degradation of the State Controlled Assets, is calculated utilising the Standard Axle Repetitions (SAR) combined with the Freight Axle Mass Limits Investigation Tool (FAMILT) to calculate an overall cost contribution for the life of the project. (Department of Transport and Main Roads, 2018) Further to the discussion above regarding the non-resident workforce and associated light vehicles, the current PIA methodology excludes the impact of light vehicles.

One of the key transport impacts associated with the resource industry is the necessity for Oversize/Overmass loads. While evolving technology and transport configurations is emerging to limit the individual axle mass for the required combination, the overall load, particularly on structures is increasing as industry develops. This impact is not currently accounted for in the 10 Austroads Classes utilised when calculating the overall project SAR.

While extensive work has been undertaken across the State Controlled Network to develop, quantify and support the outputs of the current methodology, similar work has not been undertaken on much, if not at all for the Local Government network. This creates a knowledge gap in how to consistently address a projects impact on Local Government road and transport assets

Considering the various limitations identified above, alternate arrangements need to be undertaken to ensure that Local Government roads are not negatively impacted as a result of resource projects including but not limited to:

- Short term maintenance contributions;
- Long term upgrade strategy and maintenance contributions;
- Pre and post dilapidation surveys including delivery of remediation works;
- Allocation and direction of maintenance responsibilities.

WHOLE OF PROJECT IMPACTS AND RISKS

REGIONAL IMPACTS

Nearby Regional Communities

The *SSRC Act* has introduced the concept of Nearby Regional Communities, whereby resource projects are to employ, or not discriminate against, people from Nearby Regional Communities. The definition of a Nearby Regional Community unless determined otherwise under the discretion of the Coordinator General is, a town that has a population more than 200 people and is within a 125km radius of the main access to the project (*Sch. 1 SSRC Act*).

Proponents of new resource projects need to ensure that the development of the Traffic Impact Assessment is directly integrated with the workforce modelling required as part of the Social Impact Assessment.

For existing resource projects, State and Local Governments need to work strategically with Proponents to ensure the transport links from Nearby Regional Communities to a project are safe and effective in order to achieve the true objective of the *SSRC Act*.

Non-resident workforce

For the non-resident workforce identified as part of the workforce modelling, the Proponent should consider the travel requirements and the subsequent impacts that the contingent of workforce requires, this may include:

- Private vehicle travel before and after rostered days on;
- Impact of additional bus movements on the broader regional network;
- Impact of additional flights on existing airport operations.

OPERATIONAL IMPACTS

Use of appropriate legal instruments to address impacts

Isaac Regional Council employs a suite of legal instruments negotiated between Council and resource proponents to address the impacts road and transport network impacts of a resource project. These legal instruments are utilised to recognise the impact and outline the rights and obligations of each party with respect to identified impacts. The nature of the agreement is dependent on the legislative framework, level of risk and level of impact associated with the project.

Definition of project traffic

To ensure the impacts from the project are identified holistically across the community, including the road and transport assets, a vital requirement is a clear understanding of what constitutes project related traffic. The definition adopted by Isaac Regional Council is:

Project Traffic means the aggregate of all vehicle movements on Roads generated by the construction and operation of the Project, including but not limited to:

- Light Vehicles;*
- Heavy Vehicles;*
- vehicles for access to and from site;*
- workforce buses;*
- private vehicles;*
- construction deliveries;*
- mining equipment deliveries;*
- heavy wide loads;*
- fuel deliveries;*

- j) *hazardous materials deliveries;*
- k) *service vehicles; and*
- l) *OSOM Vehicles.*

For the purposes of this definition, the Roads are specifically identified by name and chainage length.

Scope of Works

The scope of the works will depend on the level of impact predicted and the status of the current road; regardless however the base supporting guidelines are able to be consistently applied.

Safety

If a road is to remain in an unsealed state, a key risk associated with repeated heavy vehicle loading is the surface condition and excess dust. Local Governments should seek to include applicable dust mitigation provisions when establishing the scope of works required. An inclement weather clause should also be considered with applicable measurable triggers that allow the protection of the road and transport assets during times of wet weather.

Maintenance

The adoption of the Department of Transport and Main Roads Routine Maintenance Guidelines including the Intervention Level and Response Times has allowed Isaac Regional Council to consistently identify and manage the maintenance requirements of resource project impacted roads. It must be noted that these guidelines should be accompanied by an Asset Maintenance Management Plan in order to provide unsealed surface intervention requirements e.g. roughness.

Upgrade

Upgrade works need to be clearly defined and understood by all parties to ensure that there is no ambiguity. Dependant on the level of traffic impacts, the guiding documents used by Isaac Regional Council for Unsealed upgrades are:

- Capricorn Municipal developmental Guidelines (CMDG);
- DTMR Route Assessment Guidelines for Multicombination Vehicles.

Under the CMDG, the trigger point relevant to Isaac Regional Council for a road to be upgraded from unsealed to sealed is 100 vehicles per day (Capricorn Municipal Development Guidelines, 2020)^(OBJ).

Key design standard documents for the upgrade on a sealed road include -

- CMDG;
- Austroads Guide to Road Design.

Key criteria that should be explicitly identified to ensure there is no misinterpretation by either party include:

1. Design Speed;
2. Flood Immunity;
3. Any variations to the default standards under the road standard e.g. kerb and channel

With the identification of design speed, the Local Government should be clear as to the responsibility to provide for the applicable road reserve to cater for the design of the road required. Generally, this would be the Proponent's responsibility however Local Governments may potentially assist under legislative powers.

Delivery of Works

When considering the delivery of works, including the responsible parties, the Local Government should reflect upon its ability to resource the delivery of the works. Required resources include:

- Construction Resources – water including pavement materials;
- Monitoring and compliance requirements;
- Construction Resources.

Construction Resources

Local Governments should consider the resources required to undertake and deliver the works including the current climatic conditions specific to that region. Given the current climatic conditions and an intent to avoid any form of agency relationships, Isaac Regional Council has included within current agreements that where a proponent is required to undertake works on a road, that Council does not consent to the proponent accessing water as an agent of Council as a constructing authority under the exemption provided within *section 99* of the *Water Act 2000* (Qld).

In order to limit liability and manage associated risk regarding access to and management of gravel pits, Council has further identified that the proponent is not able to extract material from its registered gravel pits.

Monitoring compliance with obligations

Upon the execution of the agreement, the level of resourcing required to monitor the delivery and compliance of the proponent, will be determined by a number of factors including:

- Development timeframe for the project;
- Construction methodology and responsibility;
- Identified risk of the project assessed in accordance with the Local Government's Enterprise Risk Framework.

Project Change

The expected duration of large resource projects is generally beyond the 10 - 50 year period with some extending as far as greater than 60 years, it cannot be expected that the impacts in 60 years time with the change in technology and community needs. Accordingly, the agreement should contain a mechanism that allows for project change. This can include a quantifiable trigger which is actioned when it is identified that a road not previously contemplated as being impacted is subsequently impacted by the project, allow for terms of further contribution and upgrade to become applicable to the proponent.

Recognising the very low levels of background traffic on the remote regional roads, Isaac Regional Council has identified and accepted a deviation from the 5% included within the DTMR Guide to Traffic Impact Assessment and has identified a trigger of 20% increase over the background traffic for a sustained period of two months. This has been identified in an effort to provide a level of reasonableness and certainty and to avoid excessive unwarranted contractual administration.

FINANCIAL AND LIABILITY IMPACTS

Allocation of Responsibility

Where a single resource project is impacting an identified road, it is acceptable to assume that all responsibility for the impact is that of the proponent. However, when there are multiple projects in differing stages of development/operation impacting the same road, an equitable method of calculating and apportioning the cost of undertaking mitigation measures needs to be established. This is currently carried out by Isaac Regional

Council through various means, however, most commonly this is through measurement by short term traffic counters. This is a cost effective method but limited to measuring the impact directly adjacent to the project point of access and does not account for seasonal fluctuations in traffic numbers throughout the year, a risk to both proponent and the road authority. That said, where it is observed that a fluctuation may be due to a change in project operation or a more intensive, short term change of operations, either the project change provisions or additional, stand-alone provisions can be employed.

Depreciation

Isaac Regional Councils Accounting Policy is to measure infrastructure assets on the revaluation basis (at fair value). Council then uses depreciated replacement cost as its valuation technique when estimating fair value.

Following receipt of external advice, Isaac Regional Council presented its position to Queensland Audit Office and Queensland Treasury that a proponent should be required to pay a depreciation contribution to Council, particularly where the road would not otherwise be upgraded on Council's planning horizon. After extensive review and evaluation, it was identified that the position was both reasonable and responsible.

The inclusion that the proponent shall make an annual depreciation contribution for a constructed asset throughout the life of the project is a key concept in ensuring the general rate payer is not impacted by developments, works and upgrades necessitated by a resource project. The major supporting ideologies of this concept include:

- Council would not have considered upgrading the asset based on current usage;
- Councils major revenue stream being rates and levies relate to its assets as a whole;
- Rates applicable to the user of the asset are considered cashflows in respect to the broader Council assets and services supplied not directly applicable to a specific road.

If this contribution was not included, the cost of recognising the differential depreciation replacement value for the upgraded asset would be deferred and split among all of the ratepayers within the Local Government Area as part of its General Rates.

Insurance and indemnity

Isaac Regional Council has utilised a suite of standard clauses relating to liability indemnities and insurance obligations and largely considers these clauses to outline a non-negotiable position. These obligations relate specifically to circumstances where there is an identified impact on the road and proposed works, upgrade or maintenance obligations built into an agreement. Simply, these clauses support Council to maintain a risk adverse position, particularly where a risk is identified as connected with a particular resource project. Generally, the indemnity clauses require the resource company to indemnify Council for upgrade and maintenance works undertaken, any other obligations under the agreement. In certain circumstances the indemnities outlined exist beyond the particular period relevant to the document.

The insurance clauses are independent of the indemnity obligations. Generally, the public liability insurance obligations are a requirement for evidence of insurance from a reputable insurer and of a value relative to the risk and value of works. Specific clause guides the types of insurance applicable and specific requirements, inclusions and exclusions required in the policy. Notably, Isaac Regional Council prefers a policy clause that specifically names Council as an insured enabling Council to deal directly with the resource company's insurer. This position emanates the requirements of Council's liability insurer for a phrase that Council is a named insured.

It is important that provision be made for evidence of compliance with the insurance provisions to provide certainty that obligations are being met and thus a local government is protected in the manner intended.

MITIGATION

In order to mitigate the impacts of large resource projects, Local Governments need to enter into applicable agreements with proponents the nature and composition of the agreement and mitigation strategies varies dependent on the level of impact and the foreseeable duration of the project and resulting impacts.

SHORT TERM IMPACT

Sealed Road

While the Road Authority generally retains control of maintenance and is subsequently reimbursed by the proponent, impacts may be mitigated through the implementation of:

- Road Safety Audit;
- Routine Joint inspection;
- Pre and Post dilapidation audits;
- Road use/Traffic Management Plans.

The proponent would be responsible for implementing any measures and undertaking any works associated with mitigating the project impact.

Key terms for inclusion would be:

- Ability to cease the project activity during times of inclement weather:
 - For heat, the provision to cease project impacts or provide additional mitigation strategies when the temperature is expected to exceed 45 degrees, as has been representative of the Isaac Region's climate;
- Emergency maintenance – The ability for a Road Authority to undertake emergency repairs caused by the project and have those costs reimbursed;
- Monitoring requirements to confirm the level of impact;
- Security – Financial security, by either bank guarantee or cash funds, should be held against the proponent with Council having the ability to draw down if the proponent does not reimburse applicable costs.

Unsealed Road

Short term impacts on unsealed roads can be mitigated through two main avenues:

- Road Authority retains maintenance control and costs are reimbursed;
- Maintenance Responsibilities are transferred to the applicable project proponent.

Care needs to be taken when assessing the identified avenue, particularly if Council is to retain control. Consideration of whether the applicable resources exists within the Council to both undertake the work and monitor the condition of the asset throughout the period of impact. This is particularly relevant in a region the size of the Isaac Region where some unsealed roads require a full days travel to inspect. Upon confirmation of the applicable responsibility the following should be considered and included to inform the terms of the agreement:

- Road Safety Audit;
- Routine Joint inspection;
- Pre and Post dilapidation audits;
- Road use/Traffic Management Plans.

Key terms for inclusion would be:

- Ability to issue a direction that the project related traffic on an identified road cease during times of inclement weather:
 - For heat, the provision to cease project impacts or provide additional mitigation strategies when the temperature is expected to exceed 45 degrees as has been representative of the Isaac Region’s climate;
 - For wet weather, identifying an applicable Frequency/Duration from the IFD tables prepared for the location by the Bureau of Meteorology. Isaac Regional Council has identified a storm greater than Q2 (50%AEP) and 5 minutes in duration;
- Emergency maintenance – The ability for a Local Government to undertake emergency repairs caused by the project and have those costs reimbursed;
- Monitoring requirements to confirm the level of impact;
- Security – Financial security, by either bank guarantee or cash funds, should be held against the proponent with Council having the ability to draw down if the proponent does not reimburse applicable costs;
- If there are significant upgrades required, consideration needs to be given to the ongoing depreciation requirements or a requirement that the proponent shall reinstate the road to the condition prior to the project impacting the asset.

LONG TERM IMPACT

Existing Sealed Road

Where it has been identified that a project shall have an impact on an existing sealed road, the impacts may generally be mitigated through the implementation of a number of techniques within the agreement including:

- Routine monitoring to establish the quantum of the impact when compared to non-project traffic volumes;
- Regular Road Safety Audits throughout the impact;
- Routine joint inspections to quantify the expected work to be undertaken during the upcoming period.

Key objective maintenance standards should be established such as including the DTMR Routine Maintenance Guidelines with the scope of work being applicable for the full extent of the road corridor.

Key terms for inclusion would be:

- Ability to cease the project activity during times of inclement weather:
 - For heat, the provision to cease project impacts or provide additional mitigation strategies when the temperature is expected to exceed 45 degrees as has been representative of the Isaac Region’s climate;
- Emergency maintenance – The ability for a Road Authority to undertake emergency repairs caused by the project and have those costs reimbursed;
- Monitoring requirements to confirm the level of impact, including via permanently installed traffic monitoring cameras or traffic counters or period traffic counts undertaken at specified intervals;
- Security – Security should be held against the proponent with Council having the ability to draw down if the proponent does reimburse applicable costs.

Upgrade Required

Where a road expected to be impacted by a resource project will require an upgrade to a road, the timing will initially be driven from a commercial aspect by the proponent. However, Local Governments need to critically identify an acceptable level of risk that balances the proponent’s commercial requirements, while not compromising the road safety for general road users. While the road remains unsealed, impacts can be mitigated through two main avenues:

- Road Authority retains maintenance control and costs are reimbursed;
- Maintenance Responsibilities are transferred to the applicable project proponent.

Care needs to be taken when assessing the identified avenue, particularly if Council is to retain control, whether the applicable resources at Council are available to both undertake the work and monitor the condition of the asset throughout the period of impact. This is where permanently installed traffic monitoring cameras can assist. Upon confirmation of the applicable responsibility, the following should be considered and included to inform the terms of the agreement:

- Road Safety Audit;
- Routine Joint inspection;
- Road use/Traffic Management Plans.

Key terms for inclusion would be:

- Ability to cease the project activity during times of inclement weather:
 - For wet weather, identifying an applicable Frequency/Duration from the IFD tables prepared for the location by the Bureau of Meteorology. Isaac Regional Council has identified a storm greater than Q2 (50%AEP) and 5 minutes in duration;
- Emergency maintenance – The ability for a Local Government to undertake emergency repairs caused by the project and have those costs reimbursed;
- Monitoring requirements to confirm the level of impact;
- Security – Financial security, by either bank guarantee or cash funds, should be held against the proponent with Council having the ability to draw down if the proponent does not reimburse applicable costs.

Within the agreement, clearly defined design and construction standards should be identified to ensure there is no ambiguity. Once the road is upgraded, the impacts may generally be mitigated through the implementation of a number of techniques within the agreement including:

- Routine monitoring to establish the quantum of the impact when compared to non-project traffic volumes;
- Regular Road Safety Audits throughout the impact;
- Routine joint inspections to quantify the expected work to be undertaken during the upcoming period.

Key objective maintenance standards should be established such as including the DTMR Routine Maintenance Guidelines with the scope of work being applicable for the full extent of the road corridor.

Key terms for inclusion would be:

- Ability to cease the project activity during times of inclement weather:
 - For heat, the provision to cease project impacts or provide additional mitigation strategies when the temperature is expected to exceed 45 degrees as has been representative of the Isaac Region's climate;
- Emergency maintenance – The ability for a Road Authority to undertake emergency repairs caused by the project and have those costs reimbursed;
- Monitoring requirements to confirm the level of impact;
- The Proponent shall be required to make an annual depreciation contribution to cover the costs of the asset value in accordance with the Local Governments Accounting Policy;
- Security – Financial security, by either bank guarantee or cash funds, should be held against the proponent with Council having the ability to draw down if the proponent does not reimburse applicable costs.

MONITORING FRAMEWORK

EXISTING BASE LEVEL MONITORING

Base level monitoring includes the use of tube counters and other similar methodologies. These often are installed intermittently as part of a rolling program or as part of a targeted assessment. These methodologies are able to capture a snapshot of the impact and require extensive analysis to identify impacts related to a specific project. The data is also generally restricted to the asset directly adjacent to the project.

PROPONENT OWNED PERMANENT MONITORING

Isaac Regional Council has established standard conditioning within its agreements with resource projects that there is a requirement for the proponent to install permanent traffic monitoring devices at key areas of risk. These monitoring devices may include cameras as well. A base assumption within the agreement is that any increase above the accepted baseline traffic volumes is assumed to be project related. The data from the fixed monitoring devices is routinely reported to Council by the proponent.

The potential for multiple projects impacting a road provides a complexity and increases the data analysis to accurately define what portion of the increase is related to the project. While this methodology provides an expanded level of monitoring it is unable to capture unauthorised project changes outside of the identified at risk road assets. Concerns with this model include that the Council does not have access to the raw data which may enable further analysis.

INTELLIGENT TRANSPORT SYSTEM

In order to account for the cumulative impact that multiple projects are having on the local government controlled road network, a concept is currently being investigated to identify the feasibility for the installation of an Intelligent Transport System. The system, by way of point to point cameras installed at resource project access points onto a road reserve and on key strategic links, will allow the automatic tracking of a project's impact across the broader road and transport network. Additionally, such a system will improve data accuracy with respect to overall traffic monitoring and achieve a reduction in the requirement for detailed data analysis.

The overall intent of this system will allow for an accurate and equitable representation of the cumulative impact of resource projects across the region. Options currently being explored are either through partnership with governing bodies such as Department of Transport and Main Roads or Australian Roads Research Board or through the development of a bespoke Isaac Regional Council specific system.

CONCLUSION

While legislation is in place to provide mitigation to the impacts of the resource industry on nearby infrastructure, there is still identified areas where unless a local government has a clear detailed understanding of the project and associated impacts, there are opportunities for Proponents to cause unintended impacts with the associated risk eventually being transferred across to the general rate payer. This includes but not limited to:

- Deteriorating road and transport assets;
- Increase in social impact to community;
- Financial responsibility for the ongoing maintenance, upgrade and renewal of assets that are only required for an identified resource project.

These risks are generally influenced by limited application and assessment of the true impact that a resource project may have on a nearby regional community including the surrounding road and transport assets. Local Governments have limited control on the influences and the risk is generally determined by the State & Federal Government in calculating grant assistance or the Proponent in the presentation of an accurate Traffic Impact Assessment.

Local Governments can however be proactive in their response as the identified risks become apparent by ensuring;

- Road and Transport Asset Registers are accurate
- A level of proactiveness in the monitoring of base level traffic on both existing resource impacted roads and across its broader region
- Ensuring that the traffic impact assessment provides for the full project impact of the resource project and is directly linked to the Social Impact Assessment including its workforce modelling
- Having clear and established development and design standards that do not allow for differential interpretation

REFERENCES

- Capricorn Municipal Development Guidelines, 2020. *D2 Pavement Design Guidelines*, s.l.: s.n.
- Department of Environmental Science, 2019. Criteria for environmental impact statements for resource projects under the Environmental Protection Act 1994. [Online] [Accessed 2020 September 2020].
- Department of Transport and Main Roads, 2018. *Guide to Traffic Impact Assessment*, Brisbane: Department of Transport and Main Roads.
- Department of Transport and Main Roads, 2018. *Guide to Traffic Impacts Assessment Practice Note: Pavement Impact Assessment*, Brisbane: Department of Transport and Main Roads.
- Ernst & Young, 2015. Accounting Treatment of arrangement between ##### and Isaac Regional Council. s.l.:s.n.
- Isaac Regional Council, 2020. *2020-2021 Annual Budget*, s.l.: s.n.
- Queensland Local Government Grants Commission, 2019. *Annual Report 2018*, Brisbane: Department of Local Government, Racing and Multicultural Affairs.

MEETING DETAILS

Engineering and Infrastructure Standing Committee
 Wednesday 10 February 2021

AUTHOR

Robert Perna

AUTHOR POSITION

Director Engineering and Infrastructure

5.5 ENGINEERING AND INFRASTRUCTURE PROJECTS FOR CONSIDERATION FOR INCLUSION IN THE LOCAL ROADS AND COMMUNITY INFRASTRUCTURE GRANT AND THE BUILDING BETTER REGIONS FUND

EXECUTIVE SUMMARY

This report identifies a number of candidate projects from the Engineering and Infrastructure Director for council's consideration for submission to the Local Roads and Community Infrastructure grant funding and the Building Better Regions Fund.

OFFICER'S RECOMMENDATION

That the Committee recommends that Council:

- 1. Considers the following list of projects, in conjunction with lists recommended by other Standing Committees, for inclusion in Council's submission for the Local Roads and Community Infrastructure Phase 2 Grant.**

Engineering and Infrastructure projects for consideration for Local Roads and Community Infrastructure funding			
Title	Description	Estimate	Comment on "readiness"
Clairview	Upgrade of interior of Amenities Block (toilet suites, painting, change table, hooks, rolls, locks, guttering, fascia board, new urinal etc)	\$60,000	21/22 PAG bid
Footpath Extension - Dysart	Footpath along the Dysart Middle mount road between Graham Drive and Queen Elizabeth drive	\$315,000	Typical section, relatively easy to develop documents. PAD bid prepared
Lake Elphinstone	Solar Lighting at Amenities Block and Entrance Points (6 in total) Shade Structure 7mx7m and 2 x picnic tables and BBQ	\$110,953	21/22 PAG bid
Moranbah and Middlemount	Fencing around sporting fields and top-dressing fields	\$200,000	Chain wire fence around eastern sporting precinct and bollard and chain around Middlemount. Top dress fields
Moranbah Footpaths	Construction of a footpath along Grosvenor Drive from Isaac Way to Cunningham Way	\$270,000	Typical section, relatively easy to develop documents.
Capella Street upgrade program	Continuation of footpath upgrades along Capella street Clermont - footpath, pram ramps and public art	\$540,000	Continuation concept plan for Capella St upgrade. 2x blocks at \$200K each and some public art

Regional	Flagtrax Banner system	\$84,000	Installation of Flagtrax system to allow promotional banners to be installed on lighting poles. Significantly reduces the risk of installing
	Total	\$1,579,953	
	Funding available	\$1,579,953	
	Difference	\$0	

2. **Considers the following list of projects, in conjunction with lists recommended by other Standing committees, for inclusion in Councils' submission for Round 5 of the Building Better Regions Fund.**

Proposed identified projects for BBRF list TOURISM			
Title	Description	Estimate	Comment
Upgrade of Carmila Camping/caravan sites	Upgrade of Water Tank and Tank Stands x 2 at Hardstand Caravan Parking Provide Solar lighting Amenities Upgrade / installation Continuation of demarcation/delineation fencing Walking trails Construct all weather roads and formalise entry Signage and visitor information boards Environmental "buffer" plantings	\$2,900,00	This substantially implements the master plan
Proposed identified projects for BBRF list INFRASTRUCTURE			
Title	Description	Estimate	Comment
Peakvale Road upgrade of floodway at Drummond Creek	Upgrade of the remaining floodway between Clermont and Theresa creek dam. Improves immunity to tourist destination. Existing structure is in poor condition and needs replacement	\$1,800,000	Design Complete – shovel ready
New Accommodation 52 Utah Street	Construction of new units at 52 Utah street to provide executive unit accommodation to address housing shortage in Moranbah	\$1,200,000	Duplication of existing units at 50 Utah Street
Construct new floodways along unsealed networks	Improved access and reduced maintenance after rain events - 20 sites @ \$95,000 each average. Various roads, various locations.	\$1,900,000	Standard design profile, prioritise listing available.
	Total – Infrastructure and Tourism Projects	\$7,800,000	
	Council Contribution	\$3,900,000	
	BBRF Contribution	\$3,900,000	

BACKGROUND

The Queensland government has provided Isaac Regional council with a 100% funded grant totalling \$1,579,953 for improvements to road and community infrastructure under the Local Roads and Community Infrastructure grant (LRCI). Eligible works include general roadworks to footpaths, park facilities and other community infrastructure. Master planning and studies are not eligible. The Engineering and Infrastructure Directorate have provided a list of projects for the Standing Committee to consider for submission to the full council so a prioritised program can be developed across all Directorates. Critically project must be delivered by 30 December 2021 so projects must be substantially "shovel ready" or be relatively simple to design to meet the construction completion deadlines. Projects nominated include road, park and community

infrastructure and are included in the attached spreadsheet. The list below includes projects to the value of the full grant and alternate projects for the Standing Committee to consider should they deem them a higher priority. It is acknowledged that other Directorates will have projects for consideration and potentially not all projects will be from the Engineering and Infrastructure Directorate. Consideration was given to providing an allocation for sealing of unsealed roads and/or realigning short sections of unsealed road to improve the safety and amenities for the residents that are close to the road however councils policy position is still being developed and the submission requires nomination of locations. This will be considered in future submissions. The selected projects are either projects that are being proposed as part of this years PAG submissions (yet to be approved) or continuation of implementation of recognised master plans. The PAG projects concepts have been determined through evaluation of direct community request, requests made by the community through a councillor and through asset management/ strategic planning practices that identified a need. Specifically the Capella street upgrade program and the Carmila facility Upgrade have resulted from community engagement undertaken during the master planning process.

Engineering and Infrastructure projects for consideration for Local Roads and Community Infrastructure funding			
Title	Description	Estimate	Comment on "readiness"
Clairview	Upgrade of interior of Amenities Block (toilet suites, painting, change table, hooks, rolls, locks, guttering, fascia board, new urinal etc)	\$60,000	21/22 PAG bid
Footpath Extension - Dysart	Footpath along the Dysart Middle mount road between Graham Drive and Queen Elizabeth drive	\$315,000	Typical section, relatively easy to develop documents. PAD bid prepared
Lake Elphinstone	Solar Lighting at Amenities Block and Entrance Points (6 in total) Shade Structure 7mx7m and 2 x picnic tables and BBQ	\$110,953	21/22 PAG bid
Moranbah and Middlemount	Fencing around sporting fields and top-dressing fields	\$200,000	Chain wire fence around eastern sporting precinct and bollard and chain around Middlemount. Top dress fields
Moranbah Footpaths	Construction of a footpath along Grosvenor drive from Isaac way to Cunningham Way	\$270,000	Typical section, relatively easy to develop documents.
Capella Street upgrade program	Continuation of footpath upgrades along Capella street Clermont - footpath, pram ramps and public art	\$540,000	Continuation concept plan for Capella St upgrade. 2x blocks at \$200K each and some public art
Regional	Flagtrax Banner system	\$84,000	Installation of Flagtrax system to allow promotional banners to be installed on lighting poles. Significantly reduces the risk of installing
	Total	\$1,579,953	
	Funding available	\$1,579,953	
	Difference	\$0	

Other projects for consideration			
Glenden	Upgrade irrigation at madden oval (currently manual irrigator used)	\$215,000	Has the dual purpose of assisting Water and waste "use up" waste water
Upgrade unseal floodway's	Construction of new concrete invert crossing on a number of unseal roads (6No)	\$600,000	Location to be based on agreed priority list. This amount can be increased or decrease to suit budget requirements. Approx. 970 sites at approx. \$95,000 each
Moranbah	Ted Rolfe oval lighting upgrade and connection to cloudmaster	\$200,000	Allows for lighting to be turned on and off automatically and upgrade to resolve issue of black outs under high demand

The Australia government has opened round 5 of the Building Better Regions Fund (BBRF). It is a \$200M nationwide grant aimed at driving economic growth and building stronger regional communities. Notably the grant has \$100M isolated for tourist related projects. Eligible projects can receive between \$500K and \$1M from the grant on a 50/50 base. The Engineering and Infrastructure Director has nominated projects in both the Tourism category and the Infrastructure category. Projects will be evaluated by the Federal Government on merit. There is no set limit per council.

Proposed identified projects for BBRF list TOURISM			
Title	Description	Estimate	Comment
Upgrade of Carmila Camping/caravan sites	Upgrade of Water Tank and Tank Stands x 2 at Hardstand Caravan Parking Provide Solar lighting Amenities Upgrade / installation Continuation of demarcation/delineation fencing Walking trails Construct all weather roads and formalise entry Signage and visitor information boards Environmental "buffer" plantings	\$2,900,000	This substantially completes the master plan
Proposed identified projects for BBRF list INFRASTRUCTURE			
Title	Description	Estimate	Comment
Peakvale Road upgrade of floodway at Drummond Creek	Upgrade of the remaining floodway between Clermont and Theresa creek dam. Improves immunity to tourist destination. Existing structure is in poor condition and needs replacement	\$1,800,000	Design Complete – shovel ready
New Accommodation 52 Utah Street	Construction of new units at 52 Utah street to provide executive unit accommodation to address housing shortage in Moranbah	\$1,200,000	Duplication of existing units at 50 Utah Street
Construct new floodways along unsealed networks	Improved access and reduced maintenance after rain events - 20 sites @ \$95,000 each average. Various roads, various locations.	\$1,900,000	Standard design profile, prioritise listing available.
Total – Infrastructure and Tourism Projects		\$7,800,000	
Council Contribution		\$3,900,000	
BBRF Contribution		\$3,900,000	

IMPLICATIONS

The LRCI grant is 100% subsidy so has not impact on councils' capital budget however it must be expended by 30 December 2021 so it will require careful review of programs to ensure delivery. The impact on operational budgets is not expected to be significant for the nominated projects with some project likely to deliver operational savings.

The BBRF is a 50/50 split so council will need to fund 50% of all nominated projects. The BBRF is over a 2-year period which allows council to spread its cash contribution over a number of financial years. The 2-year period also allows for larger projects with a design lead in time to be submitted (ie design year 1 and construct year 2). Long term the upgrade of the Carmila facility is likely to attract additional users and this will increase the demand on the use of amenities, water etc. However, this should be offset by increases in revenue from users. Construction of new Floodways and replacement of the Drummond creek floodway should reduce the operational maintenance cost.

CONSULTATION

Projects have been discussed with the Executive Leadership team.

BASIS FOR RECOMMENDATION

The nominated projects are required by council and fit the eligibility criteria for the respective funds.

ACTION ACCOUNTABILITY

Once approved the Director of Engineering and Infrastructure is accountable for ensuring any projects submitted by council and subsequently approved by the funding authority are delivered to the budgets within the timeframes.

KEY MESSAGES

Council in combination with the Queensland State Government and the Australian Federal government are investing in our communities to provide valuable infrastructure and enhance our regional communities.

Report prepared by: ROBERT PERNA Director Engineering and Infrastructure Date: 3 February 2021	Report authorised by: GARY STEVENSON Chief Executive Officer Date: 4 February 2021
---	---

ATTACHMENTS

- Attachment 1 – FINAL Report Carmila Beach Development Plan

REFERENCE DOCUMENT

- Drummond Creek Design Plans and Report

Carmila Beach Landscape Development Plan



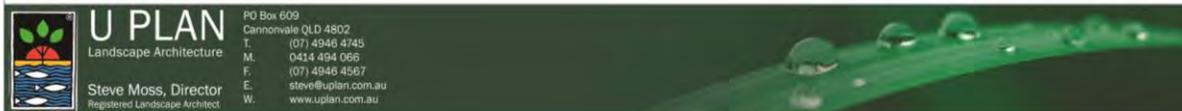
Carmila Beach – much enjoyed and challenged yesterday and today.



U PLAN
Landscape Architecture

Steve Moss, Director
Registered Landscape Architect

PO Box 609
Cannonvale QLD 4802
T. (07) 4946 4745
M. 0414 494 066
F. (07) 4946 4567
E. steve@uplan.com.au
W. www.uplan.com.au



Introduction

Introduction

In June 2017 Isaac Regional Council engaged U PLAN Landscape Architects to prepare a Development Landscape Master Plan for the Carmila Beach Reserve.

This brief report represents the results of this project.

Acknowledgements.

U PLAN Landscape Architects must acknowledge and thank Shane Bisseker and Glynn Mihan of Isaac Regional Council for their advices and direction throughout this project. Glynn's assistance with some extras photographs is also appreciated.

The historical photographs related to Carmila Beach presented on the front cover were sourced from the internet, and various Queensland archive sources including the State Library.

Table of Contents

Section 1 – Planning Context and Vision Statement

Overview
Isaac Regional Council Managing Agency
Site Significance and Planning Context
Summary of Trends in Camping in Queensland
Creating and effecting Change
Project Vision

Section 2 – Landscape Development Master Plan

Overview
Landscape Development Master Plan Summary
Carmila Beach Village
Carmila Beach Day Use Parkland and Trails
Carmila Beach Information Node
Carmila Coastal Walking Trail Loop
Carmila Beach Boat Ramp and Parking
Overnight stay Arrival, Orientation and Registration
Roadways and access
Environmental and Recreational Buffers
RV and large Van Campsites
Camper Trailer Campsites
Tent Campsites
End of Reserve – Day Use only
Toilet Facilities including Dump Point
Waste Management
Solar Powered Lighting
Natural Vegetation and Revegetation
Signage Hierarchy and System
Complementary Development

Section 3 – Implementation and Management

Overview
Implementation Program
Maintenance
Community Consultation and Engagement
Enforcement
Communications including Internet
Managing Peak Visitation
Pets
Fires
Natural Resource Management (Pest & Weed Management)
Revenue and Budgets
Marketing and Promotion

Landscape Concept Plans

The following Plans are included within this report.

Carmila Village Overview
Day Use Master Plan
RV and Larger Van (Typical) Concept Plan
Camper Trailer (Typical) Concept Plan
Tent/ Car only (Typical) Concept Plan
End of Reserve & Carmila Coastal Walk

Section 1 – Planning context and Vision Statement

Overview

Carmila Beach Village, Day Use area and Camping Ground is located at the eastern end of Carmila Beach Road, approximately 75 kilometers south of Sarina.

The Day Use area including a (small) boat ramp, park and playground and the camping areas are with the Carmila Beach Reserve (Lot 56 on MC70 and Lot 63 on MC434. A Gazetted Esplanade (30m wide) borders the high water mark extent of the Reserves.

This very linear Beach Reserve follows the Coral Sea coast for approximately 2 kilometers and as a consequence camping and other activities have occurred adjacent to the beach accessed along a single primary track inter connected with an ad hoc and informal series of undefined sandy tracks and expanses.

Camping along this reserve is popular with travelers and visiting locals from the region. The popularity of camping here, the diversity and size of towed or motorized camping accommodation (RV's, Large Van to Camper Trailers and tents) as resulted in much damage and illegal expansion of areas accessed by campers.

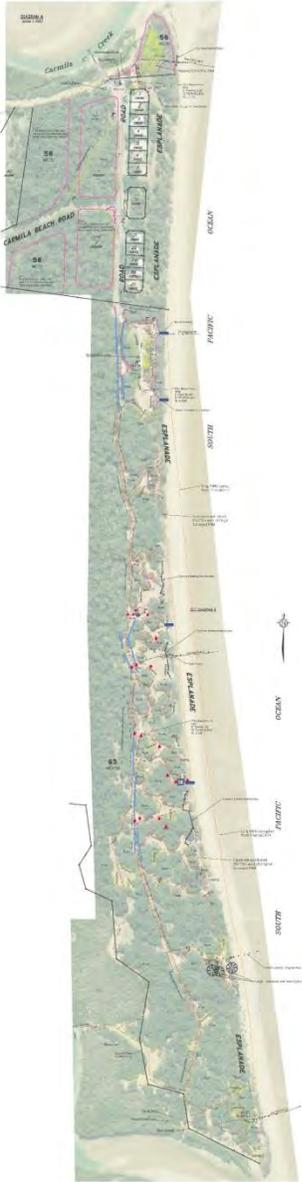
This valuable Council and environmental asset is under significant pressure and requires definitive on ground and administrative action to reverse the current and evident deterioration.

Late March 2017, Severe Cyclone Debbie further unleashed destruction throughout this and other fragile coastal Reserves. The High Water Mark is now approximately 30m west of its pre cyclone surveyed location. Vegetative debris from the cyclone pushed well into the low coastal dune areas.

Refer Project Plan, as follows.



Prepared for Isaac Regional Council by U PLAN Landscape Architects (Nov 2017)



SOURCE: Isaac Regional Council

CARMILA BEACH PROJECT PLAN

 <p>U PLAN Landscape Architecture</p> <p>Steve Moss, Director Registered Landscape Architect</p>	PO Box 609
	Cannonvale QLD 4802
	T. (07) 4946 4745
	M. 0414 434 066
	F. (07) 4946 4567
E. steve@uplan.com.au	
W. www.uplan.com.au	



Isaac Regional Council Managing Agency

The Beach Reserve is zoned Open Space or Rural, and primarily owned and managed by Isaac Regional Council. A number of discrete Reserves around the Village area are the responsibility of the Department of Mines and Natural Resources.

Isaac Council operates an internet based booking service for this Reserve, however on site numbers seem not to equate with the volume of payments, an issue exacerbated by the on line booking system being in an area with identified poor or intermittent internet access.

Identification of the Reserve as being managed by Isaac Regional Council is ad hoc and minimal. In addition no camping site or zones are identified, and there is little information regarding appropriate use and behavior within the Reserve.

The extent of Ranger or Managing Agency engagement with people camping, fishing and otherwise enjoying the Reserve is minimal. The majority of Council's most evident current role is maintenance, and with other groups, support of occasional revegetation initiatives through provision of fencing and plant materials.

Site Significance and Planning Context

Across the geographic diversity of Isaac Regional Council the Carmila Beach Reserve provides a special place to visit within 'The Isaac Coast'. In contrast to the places along 'The Mining Trail' and 'The Great Inland Way' the 5 coastal all offer an up close to nature and the environmental experience.

The southern section of the Coastal Reserve is a designated Turtle nesting site (source?). As such lights and especially uncontrolled 4WD beach access, as commonly occurs pose a significant threat and potential impact. Closure of the 4WD tracks to the southern end of this Reserve is proposed, the exception being for Management and Emergency vehicles.

Council in recognising the significance of the Carmila Coastal Reserve for its conservation values, requested that a 'Conservation Advice Statement' be prepared by Reef Catchments. The Conservation Advice identifies that areas of Remnant vegetation existing throughout the Reserve including critically endangered Regional Ecosystem (R.E.8.2.2). The Advice states that the 'major threat to vegetation in the coastal zone is manual removal by campers'. The Advice goes onto discuss pollution (including human waste), fires, weed invasion, ad hoc access and damaged infrastructure, issues of destruction of wildlife habitat and erosion and climate change.

The practical and open assessment of the deteriorating condition of the Coastal Reserve as stated in the Conservation Advice concludes with four key areas of recommendation namely signage to detail best camping practices, development of a management plan for camping locations, the designation of camping and non camping zones, and upgrading the northern (day use) recreational facilities.

This Development Plan report and accompanying plans incorporates all the recommendations of the Conservation Advice.

As Reserve Managers today the challenge for Council is to maintain the natural qualities of these places and accommodate changing trends and forms of site use and visitation.

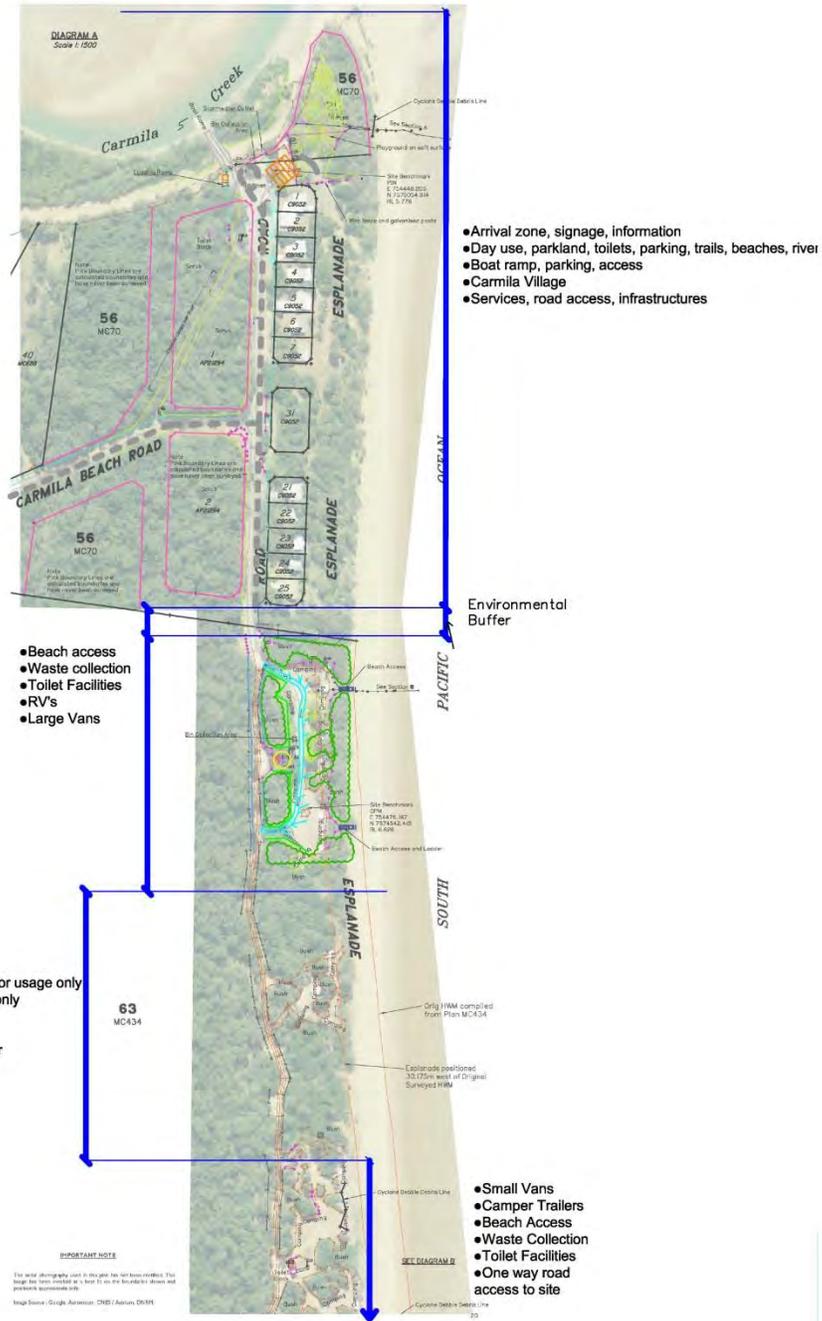
Into the future:

To retain and enhance this Reserve into the future by repairing some of the impacts, a maximum number of designated camping sites is proposed.

Most importantly three key camping zones or designated areas (by camping type (eg camper trailers, or RVs) have been recommended for the Reserve. Each zone is separated by an environmental and no development or active use buffer. Each zone also has accessible key items of service and infrastructure (only) including a toilet, solar lighting, a waste collection facility and defined clear nodes of beach access. Each separate zone is also identified by way of a clear designated colour signage system.

A number of areas are also recommended for permanent closure (the southern section near the designated Turtle nesting sites), and some areas recommended for general closure but maybe opened only during identified peak visit periods, eg Easter. These Peak Period areas should also not be reopened until required re vegetation works has been completed, and vehicle access identified and sites clearly defined.

Refer to Activity Zones with Environmental Buffer plans as follows.

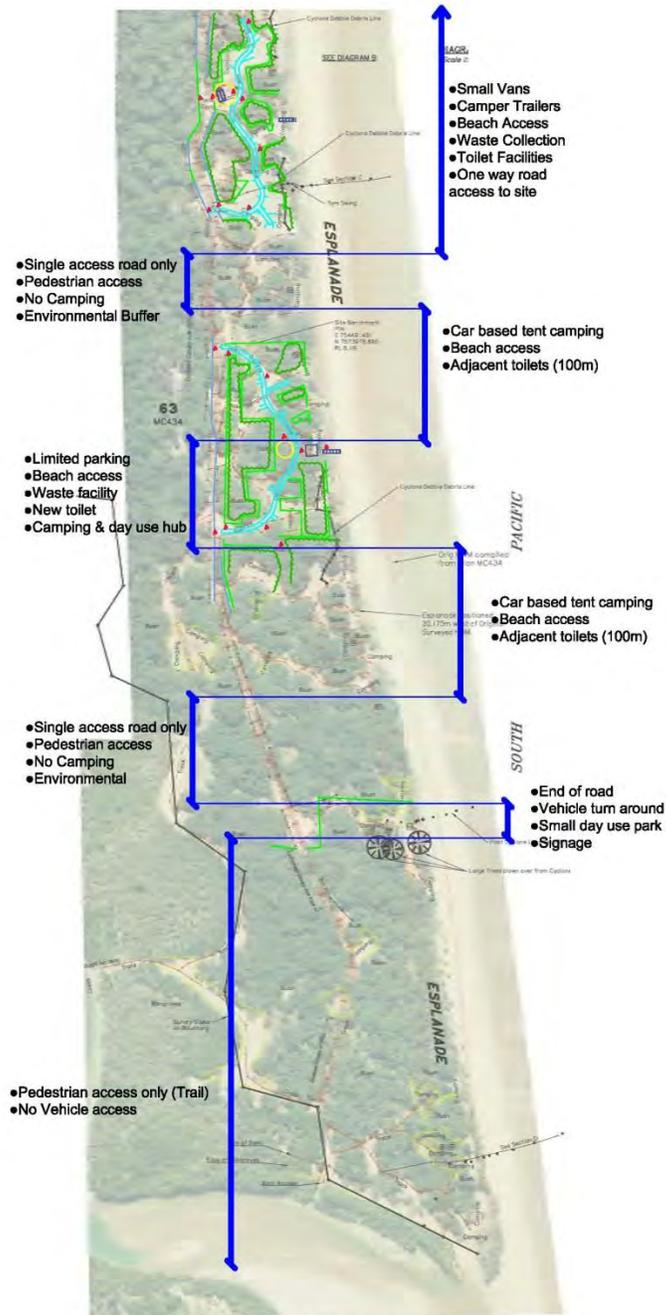


CARMILA BEACH PROJECT PLAN Activity Zones with Environment Buffers



U PLAN
Landscape Architecture
Steve Moss, Director
Registered Landscape Architect

PO Box 609
Cannonvale QLD 4802
T: (07) 4946 4715
M: 014 494 066
F: (07) 4946 4567
E: steve@uplan.com.au
W: www.uplan.com.au



CARMILA BEACH PROJECT PLAN Activity Zones with Buffers



U PLAN
Landscape Architecture

Steve Moss, Director
Registered Landscape Architect

PO Box 629
Cannonvale QLD 4802
T: (07) 4946 4745
M: 0414 494 066
F: (07) 4946 4567
E: steve@uplan.com.au
W: www.uplan.com.au



Summary of Trends in Camping in Queensland

There are a number of Government reports that discuss the emerging trends with regard to camping in Queensland. One such report is the ‘Queensland camping options toolkit 2014, and helpful planning guide for local Government and others.

The toolkit summarises a few important trends that are highly relevant to Carmila Beach.



Guiding principles

This toolkit is designed to help local governments effectively manage camping alternatives in their communities and provide tourists with a more predictable approach to non-commercial camping across Queensland. The overarching principle is to grow the drive tourism market in Queensland through developing and promoting a wide variety of camping options. In short, Queensland needs to meet the needs of an ever-widening range of markets from families to grey nomads, from international backpackers to four-wheel drive enthusiasts and everyone in between.

Throughout the industry and community consultation, five core principles emerged (see below). The managers of public and private camping sites across Queensland need to ensure the sites are safe places to camp, are in healthy environments where impacts are minimised, offer quality experiences and are developed with the local community and industry in mind.

Finally, and most importantly, the decisions that support the development of new facilities need to be made in a transparent process with accountability for cost and benefit.

<p>Safe places</p> <p>Manage all places where visitors stay overnight in a way that does not compromise visitor safety. This is achieved through effective design and adherence to a common set of principles for compliance that apply equally to the public and private sector. The camping options offered should not compromise the safety or enjoyment of local residents.</p>	<p>Encourage innovation</p> <p>Seek to meet the needs of the broadest range of consumers by finding innovative solutions that support local businesses and thriving local economies without compromising visitor safety or the protection of natural assets. This approach needs to be explained to visitors so they understand and become ambassadors for the Queensland way of camping.</p>
<p>Healthy environments</p> <p>Manage all places where visitors are encouraged to stay overnight in a way that ensures the health and wellbeing of the people staying in them and also ensures environmental values are not compromised.</p>	<p>Quality experiences</p> <p>Offer quality camping experiences to a broad range of markets, and enforce the rules for illegal camping to ensure those offering a quality experience are not impacted by those who choose to break the rules.</p>

Transparency

Make decisions about where and when local governments engage in the support and/or provision of camping options in consultation with industry and the community, adopting an open and transparent approach.

This toolkit is designed recognising travellers could adopt a 'leave no trace' philosophy. This provides an opportunity to review the base infrastructure for both commercial and non-commercial camping grounds, recognising a trend towards 'self-containment', which provides some flexibility in the way Queensland delivers camping options.

What does the future hold?

The emergence of two markets

The future of camping appears to have two main directions:

- a market looking for greater comfort and facilities that provide for their needs, including a growing family market
- a market looking to keep it simple and keep the cost down.

The majority of consumers of the camping lifestyle are generally **demanding better facilities and a higher standard of accommodation**, whether in park cabins or in their own caravan or motorhome. They also wish to be able to experience non-degraded natural and constructed landscapes, and are more environmentally conscious.

Across the state the camping market is forecast to increase by between 70 000 visitors (TFC forecast) and 224 000 visitors (2020 stretch target) by 2020.

Simple wants and needs

Many visitors are just looking for:

- a dump point (with toilets if possible) and a tap to refill freshwater tanks
- a welcome and an appreciation of their business (so a friendly, hospitable town atmosphere is a must-have, especially for RV tourists)
- good tourism information that clearly shows all attractions and facilities (ideally with facilities easily accessible and open 7 days a week)
- short-term parking close to the general shopping area
- somewhere to park and stay longer term that is safe and quiet but slightly away from the main population.

Source: Balfour Consulting, 2010

Creating and effecting Change

Based on the extent of documented significant and widespread site deterioration across the Carmila Beach Reserve, significant use pressure and growing demand two clear responses are required.

Firstly a response to demonstrate a strong site management presence through information, signage and on going enforcement, secondly a very evident and dramatic change in site layout and presentation of the day use, camping and other areas.

These two types of response both management and on site response are required in order to change behavior (especially of existing/repeat visitors), and to clearly direct/inform and lead new visitors to the appropriate zones and camp sites.



Project Vision

The project vision for the Carmila Beach Development Landscape Plan is to:

“To provide a sustainable and highly natural environment as the setting for a quality and valued camping and outdoor recreational experience for regional residents, travelers and tourists visiting Carmila Beach and the surrounding Isaac Coast.”

Section 2 – Landscape Development Master Plan

Overview

The resultant Landscape Development Plans have been developed in consultation with Council Officers. The plans display the spatial intent of the details and recommendations of this Master Plan report.

Landscape Development Master Plan Summary

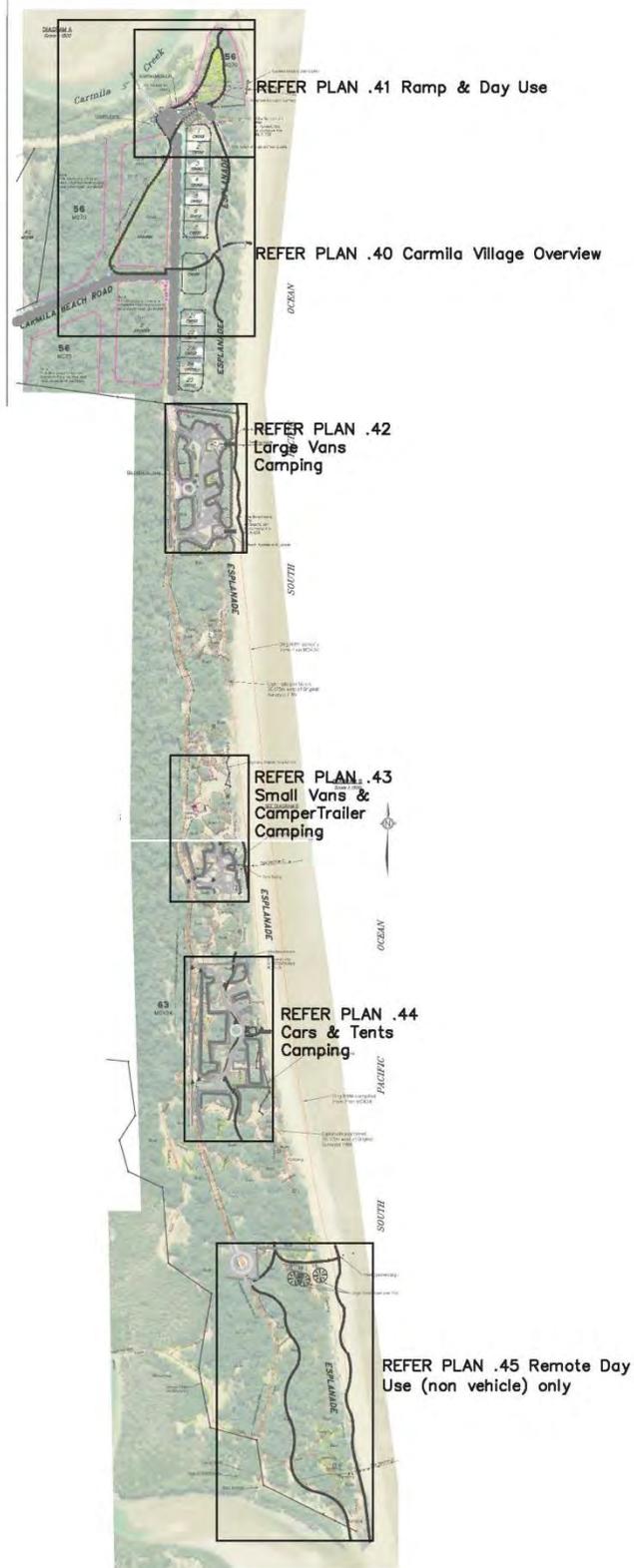
Key themes and outcomes of the Master Plans include:

- Creating a low key coastal camping setting and experience, not a commercial van park,
- Providing a minimum of 30 and preferably up to 40 (in total) high quality bush style campsites
- Ensuring that a full range of camper types are accommodated including RV, Large Van, Camper Trailers and Tents.
- Providing better spaced (more private) and larger sites to accommodate modern campers while clustering camp sites around existing infrastructure and service nodes (toilets, waste facility, solar lighting). Power and water is not to be provided to any camp sites
- Establishing environmental buffers between each camper type zone and other site land uses
- Improving and clustering services and infrastructure points.
- Upgrading the existing boat ramp with improved road, turn around and parking provision. Rationalize the waste and fish cleaning facilities.
- Providing some limited opportunity for group camping
- Undertaking a major program of track closure, revegetation and camp site development and definition
- Undertaking an on going program of re vegetation along the immediate fore dune and beach edge zone
- Reviewing and implementing an improved program and range of Visitor and Reserve user documentation to both promote the facilities and experience of the Reserve, but also provide advice and guidelines regarding appropriate (and some new) behaviors and practices.

- Providing improved internet connectivity especially within the Day use and arrival areas to site
- Investigating the long term location and option of a Reserve Caretaker in Residence
- Developing the opportunity to rest and restore areas and create Peak Period only camp sites
- Relocating the Dump Station facility to a more accessible location for both use and maintenance.
- Upgrading the Day Use facilities in the northern park including a looping beach access track, additional shelters and dedicated park access car park
- Providing improved access and uniform signage defining all beach access points, and critically each camping zone and all camp sites
- Implementing an improved system of camp site booking and management
- Undertake regular and ad hoc management visits and patrols to the Reserve to both educate and enforce appropriate usage and behaviors.

The landscape plans:

The following pages outline in text, graphics and sketches further details of the Development Master Plan by specific area or site item. A summary of the key plan areas defined is as follows:



PLEASE NOTE:

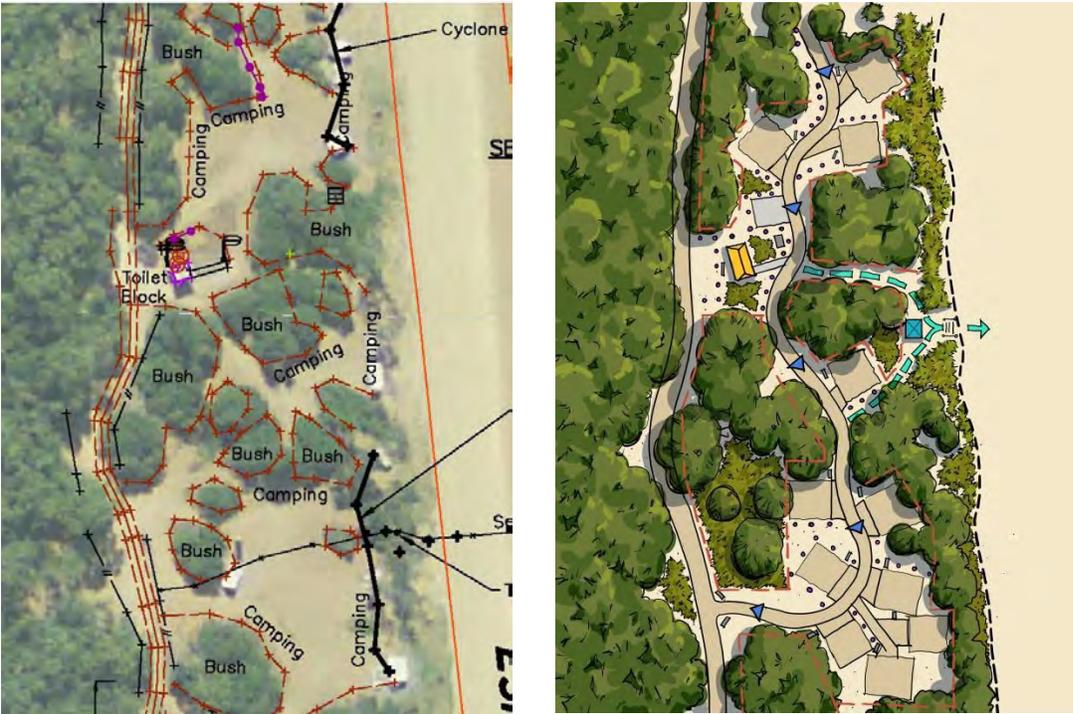
As illustrated on the following pages all the Concept plans are based as accurately as possible on the site survey and aerial photograph resources prepared and provided by Council. It is important to note the plans and details are still conceptual, and it is recommended that more detailed construction or works focused plans be prepared as a basis for accurate costings and specific site works.

The aerial and site survey base, presented to the left is clearly evident in the prepared concept plans on right.

RV and Larger Van Zone

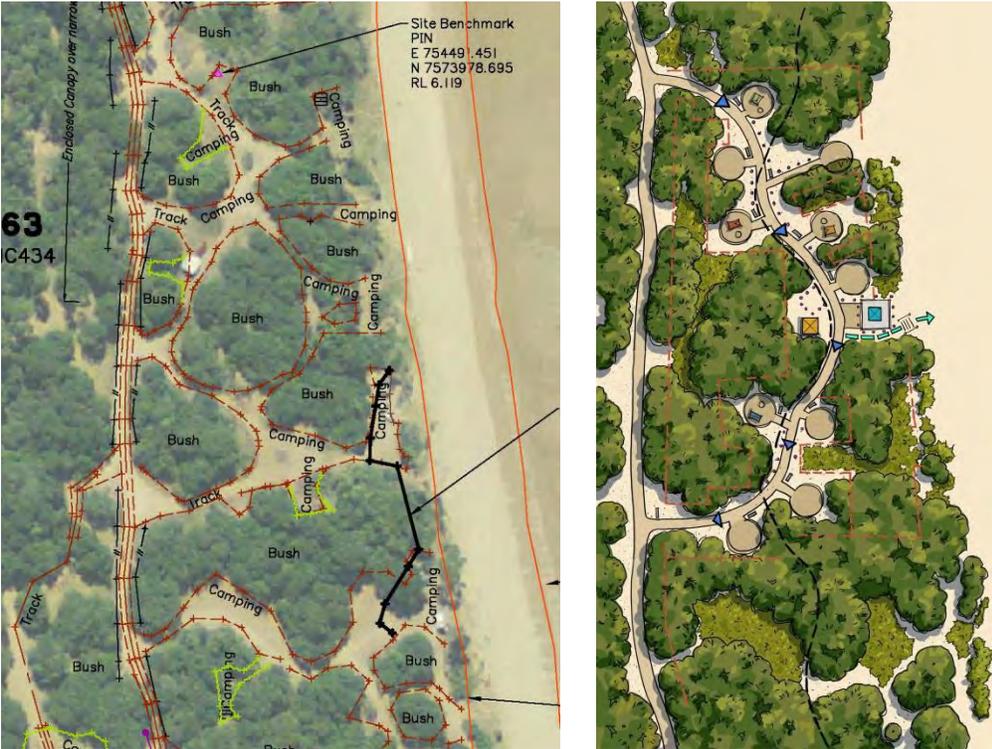


Camper Trailer Zone



Source: IRC survey plan on aerial photograph

Tent Zone



Source: IRC survey plan on aerial photograph

Carmila Beach Village

The ‘Village’ area consists of twelve private lots, private and informal beach houses are the dominant form of development. The main access road permits access to the properties which are bordered then on the beach side by the Esplanade Reserve. The vegetation through this reserve is reasonably intact and respected.

The Development plan seeks to establish an informal walking track through this Reserve to the rear of these properties and above the beach zone.

Clear signage including destination identification and some themed street tree plantings creates a cost effective opportunity in the future to casually develop the Village while retaining its essential low key and informal character.



Carmila Beach Day Use Parkland and Trails

To the northern end of the Carmila Beach Reserve is a popular coastal park with some existing shelters, play equipment and established beach access

A new walking trail is proposed to loop around this Parkland area, connecting with the beach access point, the proposed Carmila Coastal Walk and loop around along the top of the embankment above the creek. Over time additional trees and native coastal vegetation should be planted generally around the borders of this park.

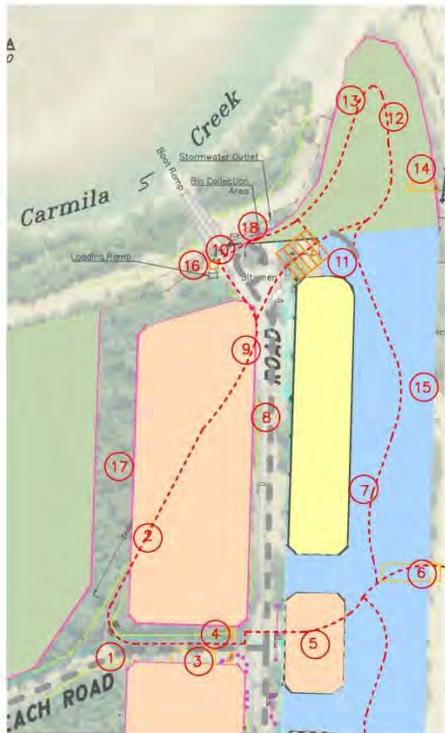
The current undefined area of asphalt and gravels at the road end will be upgraded to establish a formalized 12 bay carpark for day use visitors.

The upgrade concept plan also allows the opportunity to improve drainage, infrastructure, extent of signage and bollards.

It is recommended that following community consultations, an engineering review and further design development of the road and the day use parking area be undertaken.

Further details please refer to the Carmila Beach Overview

Prepared for Isaac Regional Council by U PLAN Landscape Architects (Nov 2017)



- LEGEND
- IRC Managed Public Park—Day use & open spaces
 - Car parking
 - Walking Trails
 - Access Road
 - Village (Private) Properties
 - IRC managed Esplanade Coastal Reserve
 - DMNR Open Space

- 1 Main road entry and point of arrival to Carmila Beach Village & surrounds. Establish clear location or destination signage (Carmila Beach), and IRC management identification. Improve definition of carriageway and minimise verges
 - 2 Future option to close existing tree canopied road through DMNR reserve, and convert to interpreted walking and cycle trail only
 - 3 Proposed location of relocated sewage Dump Point facility, with associated roadside parking and safe zone
 - 4 Second tier of Carmila Beach destination signage, and clear directional signage. Short term option of map and activity location overview signage and/or brochure.
 - 5 Future small information centre set in coastal bushland. Focus point for community programs and environmental awareness. Trail head for access to linear coastal walk and immediate beach access. Small carpark and unisex toilet facility also proposed.
 - 6 Managed beach access including signage and clear pathway definition. Design to allow emergency vehicle access only
 - 7 Linear coastal walk along coastal Esplanade reserve. Trail to be developed in stages from Carmila Creek Day Use area to southern creek (approx. 2.0 kilometres to south)
 - 8 Carmila Road maintain and enhance. Designate areas suitable for small trailer and carparking along western (inland) verge
 - 9 Improve efficiency of boat preparation standing area, and parking associated with toilet facility
 - 10 Boat ramp, primarily vehicle access, parking and surrounds to be improved
 - 11 Clearly defined and improved Day Use (only) car parking area, promoting access to walking trails and existing coastal parkland
 - 12 Upgrade coastal parkland
 - 13 Proposed coastal and top of creek embankment walking trail look around Day Use area and parkland
 - 14 Managed beach access including signage and clear pathway definition.
 - 15 Staged re vegetation works to occur in consultation with adjacent property owners
 - 16 Option of small look out platform (Check role and use of loading ramp?)
 - 17 Unused road reserve through coastal vegetation
 - 18 Incorporate improvements to existing waste facility, storm water management and other service and infrastructure elements in Landscape Master plan
- NOTE: Refer further detailed Landscape Master Plan for Day Use and boat ramp areas



CARMILA BEACH PROJECT PLAN Carmila Village Overview



U PLAN
Landscape Architecture
Steve Moss, Director
Registered Landscape Architect

PO Box 809
Cannonvale QLD 4802
T. (07) 4946 4745
M. 0414 494 086
F. (07) 4946 4567
E. Steve@uplan.com.au
W. www.uplan.com.au

Carmila Beach Information Node

At the visual termination, and key arrival and orientation point on approach to Carmila Village is located a designated Open Space Reserve, currently managed by DMNR. This site is ideally located for future development of a low key tourist and visitor information Kiosk, a small roadside short term parking area and additional coastal bushland picnic area with shelters.

As the use developed a single unisex toilet facility would also be recommended.

Designed and designated access to the beach would also be provided from this visitor orientation area, including pedestrian access to the proposed Carmila Coastal Walking Trail.

In the longer term this highly visible and accessible lot within the coastal Reserve would also be ideally located for the establishment of a Caretakers or On Site Managers residence and office.

With careful road turnaround definition this focus area should also be the location of strong and consistent wireless internet connection, if the on line internet access camp site payment and booking system continues.



Carmila Coastal Walking Trail loop

Commencing at the northern Day Use park area, following the Esplanade Reserve, and extending for approximately 2 kilometers to the southern creek, and informal coastal walking trail is proposed. The Trail would be sign posted with consistent arrows and distances and some environmental interpretation at key points and views. The gentle graded trail would adopt a meander course through the coastal vegetation, passing with minimal conflict through each camping zone, and offer beach access connections, and a return along the beach or back through the vegetated dune system. The track surface would be combinations of mulch or sand, using discrete totem style signage to assist with way finding and route definition as required.

Carmila Beach Boat Ramp and Parking

The boat launching ramp will also be improved by way of a formalized turn around area, and boat preparation (short term) standing zone. It is recommended that vehicles and empty trailers be encouraged to park along the (inland/ western) side of the main Village roadway. The upgrade concept plan also allows the opportunity to improve drainage, infrastructure and waste management facilities.

It is recommended that following consultations, an engineering review and further design development of the access road and turn around areas be undertaken.



Further details please refer to the Concept Development Plan- Ramp and Day Use Area



- 1 Main road within Carmila Beach Village. Establish clear location or destination signage (Carmila Village Day Use Area), and IRC management identification
- 2 Trail head for access to short looping coastal walk around park and along upper edge of nearby creek. Also provides immediate beach access using existing path and barriers.
- 3 Clearly defined and consolidated day use only gravel car park
- 4 Managed beach access including signage and clear pathway definition. Design to allow emergency vehicle access only
- 5 Start of linear coastal walk along coastal Esplanade reserve. Trail to be developed in stages from Carmila Creek Day Use area to southern creek (approx. 2.0 kilometres to south)
- 6 Designate areas suitable for small trailer and carparking along western (inland) verge of Carmila Road
- 7 Improve efficiency of boat preparation standing area, and parking associated with toilet facility
- 8 Boat ramp, primarily vehicle access, parking and surrounds to be improved
- 9 Upgrade the existing coastal parkland in terms of locational and IRC management signage, additional seating, recreational shelter, re vegetation works, and re alignment of an improved bollard and barrier system reflecting the new layout or design. A further and more detailed Landscape Master Plan specific to this area is suggested
- 10 Proposed coastal and top of creek embankment walking trail look around Day Use area and parkland
- 11 Staged re vegetation works to occur in consultation with adjacent property owners
- 12 Option of small look out platform (Check role and use of loading ramp?)
- 13 Incorporate improvements to existing waste facility, storm water management and other service and infrastructure elements

CARMILA BEACH PROJECT PLAN Ramp & Day Use

 <p>U PLAN Landscape Architecture</p> <p>Steve Moss, Director Registered Landscape Architect</p>	<p>PO Box 609 Cannonvale QLD 4802</p>
	<p>T. (07) 4946 4745</p>
	<p>M. 0414 434 066</p>
	<p>F. (07) 4946 4567</p>
	<p>E. steve@uplan.com.au W. www.uplan.com.au</p>



Overnight stay Arrival, Orientation and Registration

In the short and longer term an improved (and obvious) point of arrival to the Carmila Beach Reserve is fundamental.

Clear signage, including identification of Isaac Council as managing Agency should be prominent and well landscaped.

Reliable internet connection should also be established if the current internet/remote based method of registration is preferred and continued

Visitors need information on arrival.

It is recommended that a new colourful (2 sided) brochure be provided free of charge for all visitors on arrival. The brochure could be housed in an ‘all weather’ box, and should advise people where to camp by Zones. The publication should also explain both the reasons for, and the new required behaviors and camping practices that will ensure the longevity of the Reserve and its threatened environment.

The brochure and other information would also be available via Council’s website, and through regional outlets and businesses including for example at the Carmila Service Station on the Carmila Beach Road and Bruce Highway intersection.

Roadways and access

Critical to the success of implementing any of the recommendations and intent of this Landscape Development Plan and report is the community acceptance of, and Council’s ability to rationalize the maze of vehicle access tracks by successfully closing and revegetating all unwanted and diversionary tracks.

The rationale and urgency of undertaking these changes must be promoted, some closures will need significant resistant strength, enforcement should undertaken, and the benefits and gains or success promoted to show the ‘gains achieved through some initial pain’.

Design details will need to be developed to establish appropriate barrier system, track rehabilitation methods, and retained track upgrade/consolidation specifications.

Within the Carmila Village area there is an option to close to vehicles the current tree lined narrow road that runs diagonally through a conservation/open space reserve from the first ‘Y’ intersection through to near the existing day use area toilet block. Closure of this alignment to vehicles could create a shady shared walking and cycle track, linked to other tracks proposed throughout the Reserve.



Prepared for Isaac Regional Council by U PLAN Landscape Architects (Nov 2017)

This closure also has the great benefit of bringing all vehicle traffic forward to the main 'T' intersection where Reserve Entry and Orientation signage can be well established. This approach and inter section is also aligned with a small Reserve recommended as a the location for a future Information shelter, track trail commencement point, and key point of camper information and registration.

Environmental and Recreational Buffers

Between each Camper type zone there are a series of fenced and defined environmental buffer zones. These areas require removal of all tracks and current camping activity and staged and managed revegetation. In the future these areas may appropriately be reopened to accommodate camping in peak periods, only after the revegetation works have been completed and established. These peak period (only) camping areas would also require defined access and site identification and management.

Refer to the previous Carmila Beach Overview.

RV and large Van Campsites

A minimum width (3 – 4m) one way consolidated vehicle access track or road will lead into and through the designated RV and larger Van zone. Clear signage at both entry and exit will advise on vehicle travel.

The signage for each camping type will be uniquely coloured and each ‘reverse in access’ camp site will be clearly numbered and identified with signage of the consistent zone colour.

Eight (8) only designated large vehicle and/or large Van camping sites will be established.

A general minimal allocation of 8 x 14 metres per site is proposed. In all cases fencing and bollards to define this space will respond to both existing vegetation locations, and be aligned to demonstrate site usage and vehicle orientation in particular.

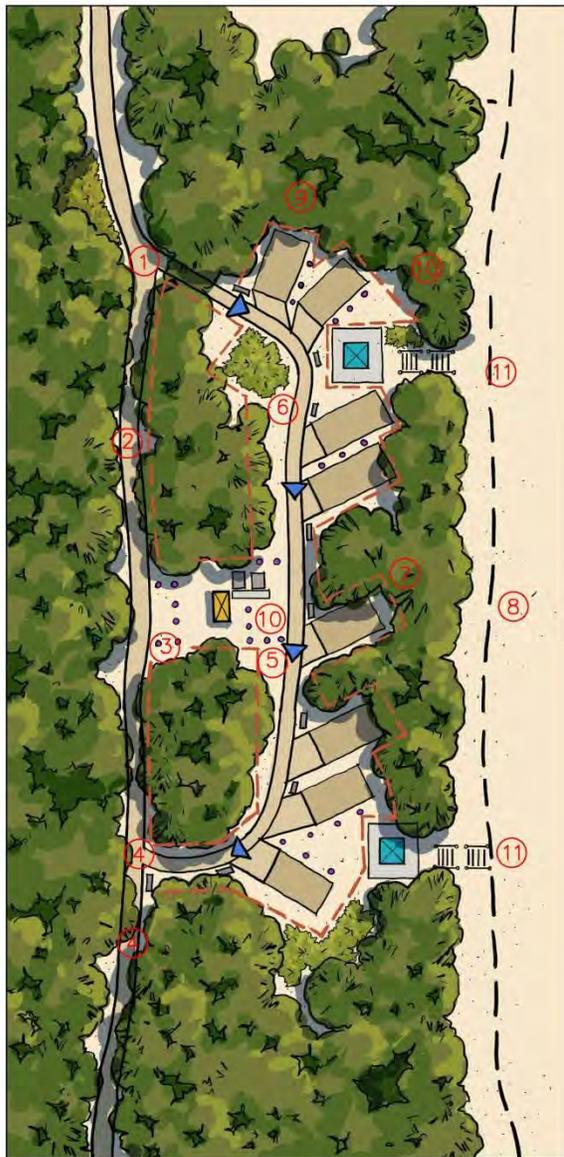
Along the main Reserve sandy access road (two way) adequate passing areas will be provided, and the existing pole and wire fence designation of protected re vegetation and no access areas will be maintained and progressively installed to new priority areas. Alongside the main access road, and adjacent to the existing toilets a two bay designated short term parking (visitor) zone will be established with bollards.

The existing toilet facilities will be retained and the surrounds upgraded and defined. A service small waste unit will be established in a defined space, and solar powered lighting provided. No tap water will be available other than associated with toilet facilities, and none of the sites will be powered. One significant factor influencing the number of recommended sites is the distance of the sites from the toilet and other facilities. All sites will be within approx.. 50 metres of the centrally located existing toilets

Fires will not be permitted within this zone.

The two informal points of existing beach access will be retained and upgraded with complaint signage, Reserve information and clear pathway definition.

Further details please refer to the Concept Development Plan- RV Zone



LEGEND

- Consolidated sand one way access roadway (average 4m width)
- Designated, consolidated and uniquely numbered large van/vehicle sites (8 x 14m) with consolidated access apron from access road
- Clearly defined toilet, waste collection, solar lit services node for location (all sites within 70m max from facility node)
- Carmila Coastal Walk pathway system (1.5 - 2.0m wide, limited signage where required)
- Existing site bollards, retained where feasible, and remove and realigned as required to clearly define new structured spaces
- Key camp usage zone signage including colour coded location /permitted use signage, directional signage, beach access signage and individual site numbered signage
- Pedestrian beach access
- Designated re vegetation areas - all defined with low visual impact fencing & advisory signage
- Existing re vegetation pole and wire fencing system, retained and connected to new barriers as nominated
- Designated Beach access node including small shelter, information, location identification, defined beach access way, safety, casual seating and clear spatial definition (bollards)

- 1 One way road point of access into designated RV and larger Van (SB define?) location. Clear location and IRC management identification. Improve definition of carriageway and minimise verges
- 2 Main sandy access road (two way) along linear reserve. Ensure adequate passing areas are provided, and maintain and upgrade existing pole and wire fence designation of protected re vegetation and no access areas.
- 3 Designated passing or short term park (visitor) zone, all with bollards
- 4 Exit only road intersection, signed and bollard protected
- 5 Edge and define facilities node retaining toilet, provide serviced waste management, and solar powered lighting (no tap water available other than associated with toilet facilities)
- 6 On a location by location basis some open areas of sand or other should be retained to allow occasional small boat trailer parking, or overflow vehicle parking. All these areas must be defined with a bollard system, most importantly aligned to demonstrate appropriate use and orientation
- 7 Existing pockets of existing trees where possible are retained and protected
- 8 Protect and minimise use, and access to the fore dune areas
- 9 Maximise vegetation buffer in zone towards private property
- 10 Evaluate and remove unnecessary and out of theme signage. Retain enforcement signage, as required
- 11 Retained existing beach access including signage and clear pathway definition. Emergency vehicle access only (TBD)

Implementation:

Generic landscape design details are provided to define location and construction specifics for the range of landscape infrastructure and site elements referred to on these plans.

The layout of all spaces and elements must also respond the unique attributes of each space or activity allowing adjustments in response to a tree, landform, or other site location specific feature or circumstance.

U PLAN offers on site layout or set out services to maximise design intent and ensure maximum site responsiveness for all our projects.

CARMILA BEACH PROJECT PLAN Large Vans—Camping



U PLAN
Landscape Architecture
Steve Moss, Director
Registered Landscape Architect

PO Box 609
Cannonvale QLD 4802
T. (07) 4946 4745
M. 0414 494 066
F. (07) 4946 4567
E. steve@uplan.com.au
W. www.uplan.com.au



Artist impression of typical new site



Prepared for Isaac Regional Council by U PLAN Landscape Architects (Nov 2017)

Camper Trailer Campsites

A minimum width (3 – 4m) one way consolidated vehicle access track or road will lead into and through the designated Camper Trailer zone. Clear signage at both entry and exit will advise on vehicle travel, and the nature of permitted vehicle types

The signage for each camping type will be uniquely coloured and each ‘reverse in access’ camp site will be clearly numbered and identified with signage of the consistent zone colour.

Approximately twelve (12) only designated Camper Trailer camping sites will be established.

A general minimal allocation of 10 x 10 metres per site is proposed. In all cases fencing and bollards to define this space will respond to both existing vegetation locations, and be aligned to demonstrate site usage and vehicle orientation in particular. This always results in a larger area being available per site.

Along the main Reserve sandy access road (two way) adequate passing areas will be provided, and the existing pole and wire fence designation of protected re vegetation and no access areas will be maintained and progressively installed to infill gaps and protect new priority areas. Alongside the main access road, and adjacent to the existing toilets a two bay designated short term parking (visitor) zone will be established, signed and defined with bollards.

The existing toilet facilities will be retained and the surrounds upgraded and defined. A service small waste unit will be established, and solar powered lighting provided. No tap water will be available other than associated with toilet facilities, and none of the sites will be powered.

It is recommended that the Sewage Dump Point station currently located here, be relocated to a more serviceable and accessible location, near to the Reserve entry/exit.

One significant factor influencing the number of recommended sites is the distance of the sites from the toilet and other facilities. All sites will be within approximately 100 metres of the centrally located existing toilets

Fires will not be permitted within this zone.

Within this and the other camping zones, a few small areas adjacent to the zone access, should be left open and retained for small boat and trailer storage.

The single existing beach access point, located near to the toilet facilities and central to the proposed Camper Trailer zone layout, will be retained and upgraded with complaint signage, Reserve information and further clear pathway definition.

Existing areas of coastal vegetation will be enhanced through protective fencing and infill local species plantings.

Further details please refer to the Concept Development Plan- Camper Trailer Zone



- 1 Entry to one way road point of access into designated camper trailer zone located to north. Clear location and IRC management identification is provided
- 2 Sewage dump point facility relocated to near entry of Carmila Beach Village, refer other plans
- 3 Designated passing or short term park (visitor) zone, all with bollards
- 4 Main sandy access road (two way) along linear reserve. Ensure adequate passing areas are provided, and maintain and upgrade existing pole and wire fence designation of protected re vegetation and no access areas.
- 5 Exit only road intersection, signed and bollard protected
- 6 Edge and define facilities node retaining toilet, provide serviced waste management, and solar powered lighting (no tap water available other than associated with toilet facilities)
- 7 On a location by location basis some open areas of sand or other should be retained to allow occasional small boat trailer parking, or overflow vehicle parking. All these areas must be defined with a bollard system, most importantly aligned to demonstrate appropriate use and orientation
- 8 Existing pockets of existing trees where possible are retained and protected
- 9 Protect and minimise use, and access to the fore dune areas
- 10 Evaluate and remove unnecessary and out of theme signage. Retain enforcement signage, as required
- Emergency vehicle access only (TBD)
- 11 Option of group clustered sites

Implementation:

Generic landscape design details are provided to define location and construction specifics for the range of landscape infrastructure and site elements referred to on these plans.

The layout of all spaces and elements must also respond the unique attributes of each space or activity allowing adjustments in response to a tree, landform, or other site location specific feature or circumstance.

U PLAN offers on site layout or set out services to maximise design intent and ensure maximum site responsiveness for all our projects.

LEGEND

-  Consolidated sand meandering access roadway (one way and average 3 - 4m width)
-  Designated, consolidated and uniquely numbered camper trailer sites (nom. 10 x 10m) with consolidated min width access apron from access road
-  Clearly defined toilet, waste collection, solar lit services node for location (all sites within 70m max from facility node)
-  Carmila Coastal Walk pathway system (1.5 - 2.0m wide, limited signage where required)
-  Existing site bollards, retained where feasible, and remove and realigned as required to clearly define new structured spaces
-  Key camp usage zone signage including colour coded location /permitted use signage, directional signage, beach access signage and individual site numbered signage
-  Connecting pathways lead to designated Beach access
-  Designated re vegetation areas - all defined with low visual impact fencing & advisory signage
-  Existing re vegetation pole and wire fencing system, retained and connected to new barriers as nominated . Series of gaps within existing fencing system are fenced around high use and activity nodes
-  Shelter, information, location identification, defined dune access way, safety, casual seating and clear spatial definition (bollards)

CARMILA BEACH PROJECT PLAN Camper Trailer-Camping

New vehicle bollard system to define camping spaces



U PLAN
Landscape Architecture
Steve Moss, Director
Registered Landscape Architect

PO Box 609
Carnonvale QLD 4802
T. (07) 4946 4745
M. 0414 494 066
F. (07) 4946 4567
E. steve@uplan.com.au
W. www.uplan.com.au



Artist impression of typical new site



Tent Campsites

A minimum width (3 – 4m) one way consolidated vehicle access track or road will lead into and through the designated tent only camping zone. Clear signage at both entry and exit will advise on vehicle travel, and appropriate usage.

The signage for each camping type will be uniquely coloured and each camp site will be clearly numbered and identified with signage of the consistent zone colour.

Approximately 10 - 12 only designated tent and single vehicle (only) camping sites will be established.

A general minimal allocation of 10 x 8 metres per site is proposed. In all cases fencing and bollards to define this space will respond to both existing vegetation locations, and be aligned to demonstrate site usage and vehicle orientation in particular.

Along the main Reserve sandy access road (two way) adequate passing areas will be provided, and the existing pole and wire fence designation of protected re vegetation and no access areas will be maintained and progressively installed to new priority areas.

New environmental friendly toilet facilities will need to be established, and the surrounds defined. A service small waste unit will also be established, and solar powered lighting provided. No tap water will be available other than associated with toilet facilities, and none of the sites will be powered. One significant factor influencing the number of recommended sites is the distance of the sites from the toilet and other facilities. All sites will be within approximately 60 meters of the centrally located new toilets.

Fires will only be permitted within this zone within clearly defined

A new single existing beach access point, located near to the new toilet facilities and central to the proposed Tent Camping zone layout, is proposed. The beach access point will require complaint signage, Reserve information and clear pathway definition.

Further details please refer to the Concept Development Plan- Tents only Zone



LEGEND

- Consolidated sand meandering access roadway (one way and average 3 - 4m width)
- Designated and uniquely numbered car based tent sites (nom. 10m radius) with consolidated min width access apron from access road
- Clearly defined toilet, waste collection, solar lit services node for location (all tent camp sites within 70 - 80m max from facility node)
- Carmila Coastal Walk pathway system (1.5 - 2.0m wide, limited signage and only where required)
- Existing site bollards, retained where feasible, and remove and realigned as required to clearly define new activity spaces
- Key camp usage zone signage including colour coded location /permitted use signage, directional signage, beach access signage and individual site numbered signage
- Connecting pathways lead to single designated Beach access
- Designated re vegetation areas - all defined with low visual impact fencing & advisory signage
- Existing re vegetation pole and wire fencing system, retained and connected to new barriers as nominated. Series of gaps within existing fencing system are fenced around high use and activity nodes
- Shelter, information, location identification, defined dune access way, safety, casual seating and clear spatial definition (bollards)

- 1 Entry to one way road point of access into designated based camping (tent only) zone. Clear location and IRC management identification is provided
- 2 Designated passing zone, all with bollards
- 3 Main sandy access road (two way) along linear reserve. Maintain and upgrade existing pole and wire fence designation of protected re vegetation and no access areas.
- 4 Exit only road intersection, signed and bollard protected
- 5 Edge and define new small facilities node containing enviro. toilet, serviced waste management, and solar powered lighting (no tap water available other than associated with toilet facilities)
- 6 On a location by location basis some open areas of sand or other should be retained to allow occasional small boat trailer parking, or overflow vehicle parking. All these areas must be defined with a bollard system, most importantly aligned to demonstrate appropriate use and orientation
- 7 Existing pockets of existing trees where possible are retained and protected
- 8 Protect and minimise use, and access to the fore dune areas
- 9 Clearly confine camp site zone to defined extents by establishing strong fence partitions at extents
- 10 Emergency vehicle access only (TBD)
- 11 Option of group or clustered tent sites

Implementation:

Generic landscape design details are provided to define location and construction specifics for the range of landscape infrastructure and site elements referred to on these plans.

The layout of all spaces and elements must also respond the unique attributes of each space or activity allowing adjustments in response to a tree, landform, or other site location specific feature or circumstance.

U PLAN offers on site layout or set out services to maximise design intent and ensure maximum site responsiveness for all our projects.

CARMILA BEACH PROJECT PLAN Tent based camping



U PLAN
Landscape Architecture
Steve Moss, Director
Registered Landscape Architect

PO Box 609
Cannonvale QLD 4802
T: (07) 4946 4745
M: 0414 494 066
F: (07) 4946 4567
E: steve@uplan.com.au
W: www.uplan.com.au



Artist impression of typical new site



Prepared for Isaac Regional Council by U PLAN Landscape Architects (Nov 2017)

End of Reserve – Day Use only

The main Reserve sandy access road terminates at the start of this southern section of the Reserve.

A small Day Use only carpark is provided, and an easy to use turnaround road structure must be established.

Council will need to negotiate this significant change especially with regional and local fishers who have for years access the southern creek system through this roadway.

The southern section of the Reserve has significant environmental qualities and is under major threat from over use and unmanaged beach vehicle access.

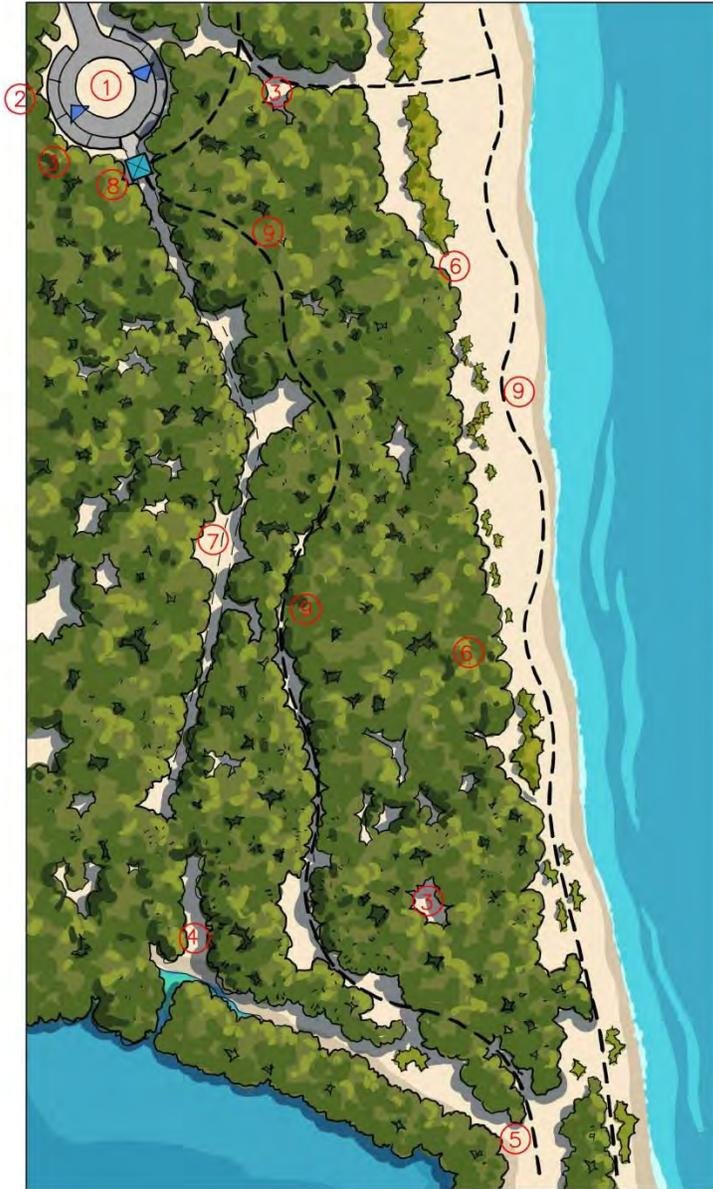
Signage, strong barriers and enforcement and Council management presence will also required.

The existing pole and wire fence designation of protected re vegetation and no access areas must be maintained and progressively installed to this new priority area.

A new single existing beach access point, located across from the road termination point is proposed. This beach access point will also require complaint signage, Reserve information and clear pathway definition.

The Carmila Beach Coastal walk loops through this section of the Reserve.

Further details please refer to the Concept Development Plan- End of Reserve – Day Use only



- 1 End point and turn around area of main sandy access road (two way) along linear reserve from Carmila Village. Maintain and upgrade existing pole and wire fence designation of protected re vegetation and no access areas.
- 2 Provide day use parking (8 spaces) around cul de sac or at adjacent and clearly defined node
- 3 No camping is permitted beyond the turn around
- 4 No boat launching access or facilities are permitted beyond the turn around
- 5 No 4WD or other vehicles permitted on beach or south of the closure.
- 6 Protect and minimise use, and all access to the fore dune areas
- 7 Existing track alignment is retained to minimal extent for management and emergency vehicle access only. Access is via steel (solid and strong) locked gates with extensive side fence sections at both ends of transect
- 8 Small information kiosk
- 9 The Carmila Coastal walk loops around here in a 1 kilometre bush, riparian and beach walk circuit

Implementation:

Generic landscape design details are provided to define location and construction specifics for the range of landscape infrastructure and site elements referred to on these plans.

The layout of all spaces and elements must also respond to the unique attributes of each space or activity allowing adjustments in response to a tree, landform, or other site location specific feature or circumstance.

CARMILA BEACH PROJECT PLAN End of Park–Day Use

 <p>U PLAN Landscape Architecture</p> <p>Steve Moss, Director Registered Landscape Architect</p>	<p>PO Box 609 Cannonvale QLD 4802 T: (07) 4946 4745 M: 0414 494 066 F: (07) 4946 4567 E: steve@uplan.com.au W: www.uplan.com.au</p>	
--	---	--

Toilet Facilities including Dump Point

There are three existing toilet facilities within the Reserve, two within the coastal camping areas and one adjacent to the Day Use and boat ramp area. Access and visibility of this facility could be improved.

The two facilities within the camping areas are to be retained, and have become the central node around which the new camp zone designs have been created. The new camp site designations spread out from these facilities to a max of 60 – 80m to ensure they are within an acceptable distance from each site. In addition where a beach access point is required, these have also been aligned close to the more inland position of the toilet facilities.

These two existing facilities need urgent site works to improve their appearance, access and use, and maintenance.

Based on the same central location intent within all the proposed camping zones, a new eco friendly toilet facility will be required within the tent camp zone.

The Sewage Dump Point station currently located within the proposed Camper Trailer zone, is recommended for relocation to a more serviceable and accessible location immediately adjacent to Carmila Beach Road, near to the Reserve entry/exit. Refer to the Carmila Village Overview Plan



Waste Management

It is suggested that both general waste and recycled waste receptacles be sited adjacent to the toilet facility within each camping zone. The bins require regular servicing, and may need additional bins or servicing in busier times.

Solar Powered Lighting

It is recommended that all toilet facilities within the camping zones be equipped with activated solar powered lights for safety and ease of use, and display minimal lighting to assist with way finding from within the camping zones

Natural Vegetation and Revegetation

It is vital to protect and progressively work towards the re establishment of this coastal and threatened vegetation.

Signage Hierarchy and System

The Reserve requires a revised and new signage hierarchy and system, an issue key to the successful implantation of the Landscape Development Plan.

As a minimum the following signage systems are required:

- Carmila Beach Village Entry with IRC identification as management Agency

- General Directional signage especially to Day Use area, and to Camping Zone Arrival/Orientation area

- Carmila Beach Day Use Area Entry sign

- Camping Zone Arrival/Orientation signage with internet connectivity and information regarding access, use, capacity of the three Camping zones (by colour)

- RV and large Van Camping Zone identification featuring a large totem (Blue sign), and a matching (smaller) totem sign with each sites unique number

- Identical totem Camper Trailer (Dark Grey), and Tent Camp zone (Green) signage system

- Revegetation in Action and rationale signage

There are also a series of enforcement and compliance or regulatory signs which Council should re assess and implement to the required minimum

Complementary Development

A small food and supplies kiosk, an on Site Manager, environmental, fishing or other guided tours are all options that should be encouraged and given consideration into the future.

Section 3 – Implementation and Management

Overview

This section of the Report provides a guide regarding a range of tasks, issues and opportunities recommended to assist Council manage the Reserve into the future and implement the recommendations of this report.

It is suggested a Carmila Beach Working Group be established to focus action and facilitate an open discussion and decision process of a range of professional opinions and expertise. Community contribution could be also engaged within this process.

Implementation Program

To implement the works and tasks identified in this Report a staged and costed program should be developed.

Some tasks will be easily achieved through Council's on going and current maintenance and other programs.

Other tasks, such as the on site works will require further planning and design. It is suggested however that extensive plans are not required in many instances, as camper site zones layout definitions can for example, be best done on site with professional guidance and support.

Maintenance

On going maintenance is essential and further resourcing will be required.

A maintenance presence achieves two immediate goals, namely the condition and appearance of all facilities will be improved, and if issues emerge, these will be quickly addressed and fixed, eg rubbish removal. The second goal is that a greater profile, level of visitation, enforcement and visibility will have many education and 'creating change' benefits.

Community Consultation and Engagement

There has been no community consultation in the development of this report.

Into the future a program of community information and engagement will be important to ensure community support, and or acceptance of the necessary changes within the Reserve.

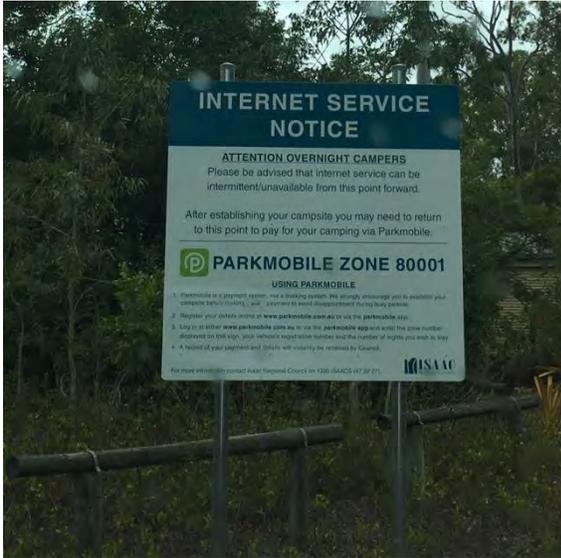
Enforcement

As the Reserve is developed, and the new site layouts implemented, some visitors may not respect the changes and the urgency and importance (long term) of these changes.

Council will be required to issue notices, and fines for inappropriate actions, such as illegal tree clearing for camp fires, and various waste (sewage) disposal actions. Such practices are still very common and rapidly leading to the further deterioration of this Reserve.

Communications including Internet

The Reserve currently experiences ‘patchy’ and in many areas no wireless internet connection. Within the Day Use and Village areas, internet connection exists but is unreliable. This may not be an issue for many visitors once enjoying their camping experience, however Council’s reliance on an internet based camp site booking and payment system requires evaluation and improvement. It is anticipated that annual camp night numbers based on received payments, as compared with actual visitation numbers would be at variance.



Managing Peak Visitation

The Carmila Beach Reserve experiences peak visitation periods throughout the year, as do most camping and recreational reserves across the State.

Implementing this Development Plan will mean for a number of years (3- 5 years), that the Reserve will not be able to accommodate visitors in these peak periods. Alternative reserves and other options will need to be identified, and people advised before or in planning their trip.

The proposed total site numbers of (RV - 8 , Camper Trailer - 12, and Tent sites - 10) should accommodate average night year round visitation , but will not accommodate visitor numbers experienced over Christmas and Easter holiday periods.

Pets

It is proposed that dogs will continue to be permitted, subject to on lead requirements of Council

Fires

It is proposed that fires not be permitted with in RV and Large Van camper zone

One or two defined fire paces within the Camper Trailer zone will be provided for shared use

Small fire places will be provided within 50% of the tent site zone, and randomly spread throughout.

Prepared for Isaac Regional Council by U PLAN Landscape Architects (Nov 2017)

The collection of firewood will not be permitted within the coastal Reserve; firewood can either be bought, or will need to be sourced beyond the Reserve.

Natural Resource Management (Pest & Weed Management)

A structured, urgent and expansive program of revegetation works, integrated with a pest and weed management plan is required.

Revenue and Budgets

Based on the proposed Implementation Plan a costed Plan of Development should be developed.

Opportunities for increased revenue, grants and other funding initiatives should also be identified and obtained.

Marketing and Promotion

The Reserve, both Day Use facilities and Camping Zones also require revised promotional materials. IRC has some excellent publications, and web site information including for example the “Experience Isaac” package.

Additional information is required specific to Carmila Beach Reserve to advise Visitors regarding the booking and payment system, and will be required in the future regarding the proposed new designated camper zones, and rationale for these improvements.

Information is also required for travelers and should be available at major arrival points eg the Carmila Service Station complex on the Bruce Highway.

Thank you

Steve Moss
U PLAN Landscape Architects



U PLAN
Landscape Architecture

Steve Moss, Director
Registered Landscape Architect

PO Box 609
Cannonvale QLD 4802
T: (07) 4946 4745
M: 0414 494 066
F: (07) 4946 4567
E: steve@uplan.com.au
W: www.uplan.com.au



PAGES 119 TO 133 HAVE INTENTIONALLY BEEN REMOVED DUE TO CONFIDENTIAL REASONS

MEETING DETAILS

Engineering and Infrastructure Standing Committee
Wednesday 10 February 2021

AUTHOR

Robert Perna

AUTHOR POSITION

Director Engineering and Infrastructure

6.1 ENGINEERING AND INFRASTRUCTURE INFORMATION BULLETIN – FEBRUARY 2021

EXECUTIVE SUMMARY

The Engineering and Infrastructure Directorate Information Bulletin for February 2021 is provided for Committee Review.

OFFICER'S RECOMMENDATION

That the Committee:

- 1. Notes the Engineering and Infrastructure Directorate Information Bulletin for February 2021.**

BACKGROUND

The attached Information Bulletin for February 2021 provides an operational update for Committee review on the Engineering and Infrastructure Directorate.

IMPLICATIONS

Any specific implications or risks will be outlined in the Information Bulletin.

CONSULTATION

Engineering and Infrastructure Directorate Staff.

BASIS FOR RECOMMENDATION

This is an information only report.

ACTION ACCOUNTABILITY

Information only report.

KEY MESSAGES

Operational update to Elected Members.

Report prepared by: ROBERT PERNA Director of Engineering and Infrastructure Date: 28 January 2021	Report authorised by: GARY STEVENSON Chief Executive Officer Date: 4 February 2021
--	---

ATTACHMENTS

- Attachment 1 – Engineering and Infrastructure Information Bulletin – February 2021

REFERENCE DOCUMENT

Nil

DATE: February 2021

ENGINEERING AND INFRASTRUCTURE

DIRECTORATE HIGHLIGHTS

- Parks crews have been working extra hours to try and control the grass growth after good rains during January.
- Similarly, the roads crews have been repairing sections of roads damaged during the wet weather.
- This has involved many extended hours to ensure that residents can have safe access and our towns are kept tidy. The tireless effort of the work crews is appreciated.
- The ongoing work for preparing PAG submissions for next year's Capital Budget process continues.
- The recent legal ruling on Goondiwindi vs Tait has necessitated a detailed examination of the Road teams processes to ensure councils liability exposure is limited. This work is ongoing.

INFRASTRUCTURE

PREVIOUS MONTH'S ACHIEVEMENTS:

Minor Works completed:

- Pothole patching on various roads including Dysart and Middlemount town streets, Dysart-Clermont, Valkyrie, Saraji, Mt Stuart-Bedford Weir and Golden Mile Roads
- Vegetation clearing on Mt McLaren, Kenlogan, Laglan, Russell Park Road and Peakvale Road.
- Roadside slashing on Braeside, Airstrip, Saraji, Dysart-Clermont and Huntley Roads
- Roadside furniture installation including Manly Access Road
- Drainage protection on Turrawulla Road

Maintenance Grading:

- Laglan Road
- Salt Bush Park Road
- Turrawalla Road
- Joe Lodge Road
- Barmount Road
- Barmount South Road
- Lotus Creek Road

- Rileys Crossing Road
- May Downs-Carfax Road

Resheeting:

- Wuthung Road CH3.84 -10.17 – Commenced

RMPC:

- Monthly road defect inspections
- Pothole patching and edge break repairs throughout region including Peak Downs Highway (eastern end), Dysart-Middlemount, Fitzroy Developmental, May Downs and Marlborough-Sarina Roads
- Roadside slashing commenced on Clermont-Alpha Road and Peak Downs Highway
- Guide-post replacement on Gregory Developmental Road, Gregory Highway and western end of Peak Downs Highway

Capital Works:

- CW182485 – Sarchedon Drive – Waiting on bollards and guard rail to be installed in mid-February
- CW212929 – Dysart Town Entry Signage - Complete
- CW192678 – Pasha Road Pave and Seal – Rectify drainage issues between CH 4.20 - 8.40. to be completed early April

Emergent Works:

- Local roads were inspected, and defects logged following heavy rainfall in December/January
- Emergency grading at patches on Pioneer Road and Albro Road to make road trafficable
- Various road closures and continued monitoring of river heights due to flooding
- Desilted floodways on Isaac River, Dysart-Clermont and Huntley Roads following heavy rainfall
- Callout where a truck unhitched and damaged the pavement on Fitzroy Developmental Road

PREVIOUS MONTH'S ISSUES:

- Mechanical failures on plant and equipment
- Personnel resourcing through illness, injuries, resignation and leave reduction
- Many staff on leave over Christmas period and due to extended sick leave
- Ticketed/licensed employees for maximum versatility and production
- Lack of available contractors for plant hire and works in Central Region

FINANCIAL REPORT: Infrastructure East

Operational Result From Period 1 - 7, 2021

Manager Infrastructure East



Operational Result From Period 1 - 7, 2021

Manager Infrastructure East

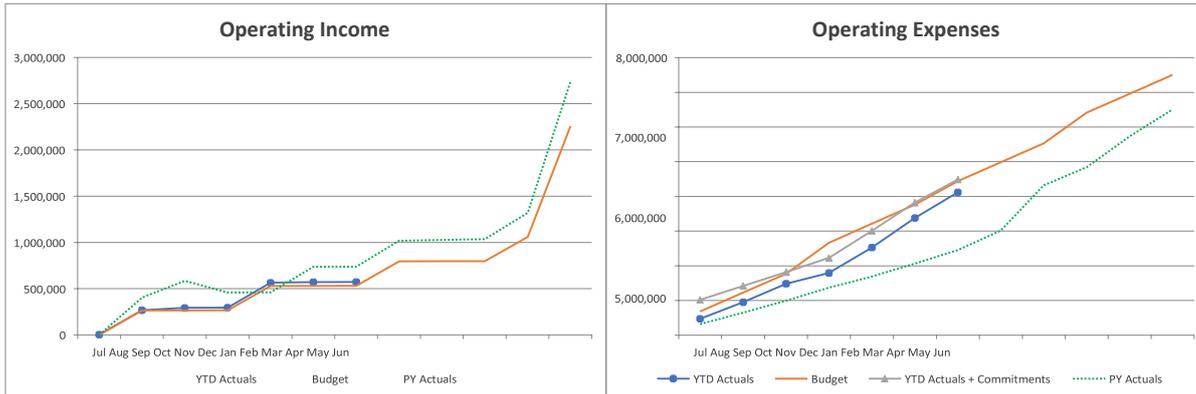
- < Budget
- < 5% over Budget
- > 5% over Budget

Detail at M4 Level (Full Number)							
Cost Centre	Description	YTD Actuals	Commitments	YTD Actuals + Commitments	YTD Budget	Annual Revised Budget	Remaining Revised Budget
Operational Income		0	0	0	0	0	0
Operational Expenses							
1053	Manager Roads & Urban Services	139,958	0	139,958	153,456	265,518	125,560
2128	Roads & Town Assets - Glenden	42,871	7,570	50,441	83,287	144,017	93,576
2132	Roads & Town Assets - Nebo	139,289	3,651	142,941	134,949	233,574	90,633
2133	Roads & Town Assets - Rural (North)	561,045	23,541	584,585	722,035	1,250,011	665,425
2140	Works Administration - Nebo	24	0	24	0	0	(24)
2149	Urban Misc Works - Nebo	1,264	0	1,264	0	0	(1,264)
3165	Boat Ramps - East	562	0	562	1,389	2,408	1,847
3186	Urban Misc Works - Dysart	66	0	66	0	0	(66)
3199	Roads & Town Assets - East	38,341	4,212	42,553	45,110	77,986	35,432
3254	Floating Plant - Middlemount	(0)	170	170	0	0	(170)
3267	Roads & Town Assets - Rural East	568,056	49,274	617,330	573,401	990,226	372,896
4190	Urban Misc Works - Moranbah	20,347	1,451	21,798	0	0	(21,798)
		1,511,822	89,869	1,601,691	1,713,628	2,963,739	1,362,048
Surplus/(Deficit)		(1,511,822)	(89,869)	(1,601,691)	(1,713,628)	(2,963,739)	(1,362,048)
Full Cost Recovery		0	0	0	0	0	0
Operating Surplus/(Deficit) less Full Cost Recovery		(1,511,822)	(89,869)	(1,601,691)	(1,713,628)	(2,963,739)	(1,362,048)

Infrastructure West

Operational Result From Period 1 - 7, 2021

Manager Infrastructure West



Operational Result From Period 1 - 7, 2021

Manager Infrastructure West

- < Budget
- < 5% over Budget
- > 5% over Budget

Detail at M4 Level (Full Number)							
Cost Centre	Description	YTD Actuals	Commitments	YTD Actuals + Commitments	YTD Budget	Annual Revised Budget	Remaining Revised Budget
Operational Income							
1382	Roads Assets – Central	3,544	0	3,544	0	0	(3,544)
3505	Work camp inmate program - Clermont	6,087	0	6,087	6,417	11,000	4,913
4193	Roads & Town Assets - Rural (West)	31,281	0	31,281	0	0	(31,281)
9022	Private Works Revenue - Isaac	6,459	0	6,459	0	0	(6,459)
9242	Grant/Subsidy - Road Entitlement FAG	524,734	0	524,734	524,734	2,246,650	1,721,917
		572,105	0	572,105	531,150	2,257,650	1,685,545
Operational Expenses							
1071	Regional Manager's Office - IPR	388,294	11,000	399,294	382,015	662,382	263,088
1178	Private Works Expenditure - Isaac	9,183	600	9,783	0	0	(9,783)
1250	Roads & Town Assets - Clermont	232,208	11,161	243,370	309,229	535,030	291,660
1352	Roads West Capitalised Internal Costs	237,549	0	237,549	152,955	265,121	27,573
1382	Roads Assets – Central	1,099,655	193,936	1,293,590	601,773	1,039,562	(254,028)
3190	Roads & Town Assets - Dysart	177,389	10,970	188,359	252,771	437,732	249,373
3225	Roads & Town Assets - Middlemount	128,348	2,794	131,142	152,581	264,186	133,043
3256	Works Administration - Dysart	762	0	762	0	0	(762)
3257	Floating Plant - Dysart	650	0	650	0	0	(650)
3505	Work camp inmate program - Clermont	53,524	557	54,081	46,841	81,116	27,035
4174	Urban Misc Works - Clermont	10,838	0	10,838	0	0	(10,838)
4180	Roads & Town Assets - Moranbah	663,838	46,673	710,511	798,155	1,235,402	524,892
4193	Roads & Town Assets - Rural (West)	949,360	91,782	1,041,142	1,554,572	2,662,959	1,621,817
4254	Co-ordinator Infrastructure West	161,910	109	162,019	192,307	318,302	156,284
		4,113,507	369,582	4,483,089	4,443,200	7,501,791	3,018,702
Surplus/(Deficit)		(3,541,402)	(369,582)	(3,910,984)	(3,912,050)	(5,244,141)	(1,333,157)
Full Cost Recovery							
2845	Corp O'Heads & NCP Costs - Private Works	29,984	0	29,984	29,984	51,402	21,417
		29,984	0	29,984	29,984	51,402	21,417
Operating Surplus/(Deficit) less Full Cost Recovery		(3,571,387)	(369,582)	(3,940,969)	(3,942,034)	(5,295,543)	(1,354,575)

DEVIATION FROM BUDGET AND POLICY:

Nil to Report

OPERATIONAL PLAN / BUSINESS PLAN – EXCEPTION REPORTING

Not Applicable

NEXT MONTH'S PROGRAM:

Minor Works

- Rest area servicing
- Routine maintenance works
- Road inspections and defect logging
- Contract awarded for Tree clearing on Peakvale, Laglan, Kenlogan and Mt McLaren Roads
- Noxious weed control on local roads
- Pothole patching on various roads including Dysart-Clermont, Mt Stuart-Bedford Weir, Saraji and Golden Mile Roads and as required
- Roadside furniture and signage replacement across the region including Pioneer, Degulla, Lou Lou Park, Bygana, Elgin, Laglan, Mt Stuart-Bedford Weir, Grasstree and Waltham Roads
- Depth marker installation program on local roads
- Street Sweeping of Dysart Township

Maintenance Grading

- Western grading program to be finalised following completion of DRFA works
- Lizzie Creek Road
- Turrawulla Road
- Joe Lodge Road
- Connors River-Collaroy Road
- May Downs-Carfax Road
- Barwon Park Middlemount Road

Resheeting

- Wuthung Road – CH 3.89 – 10.17 – continuation
- Turrawulla Road – Ch 59.75 – 75.00 – commencement of works

Capital Projects

- CW192678 – Pasha Road Pave and Seal – Drainage works to be completed
- CW212891 – Rural Rehabilitation Program – Procurement to be completed
- CW212892 – Saraji Road Pavement Rehabilitation - Procurement to be completed

RMPC

- RMPC inspections / defect backlogging ongoing
- Rest area and truck stop servicing
- Pothole patching across region including Gregory Developmental Road, Peak Downs Highway, Dysart-Middlemount, Fitzroy Developmental and May Downs Roads and Gregory Highway
- Roadside slashing on Gregory Highway, Gregory Developmental Road, Dysart-Middlemount Road and Peak Downs Highway (eastern end)
- Roadside furniture as required across the region

DEVELOPING INITIATIVES / ISSUES:

- This month saw the position of Coordinator Infrastructure filled internally following interview process with a re-structure of personnel responsible for both coordinating East & West Regions. Current vacancy of Technical Officer Project Management is currently advertised to be backfilled.
- Staff shortage, due to current vacancies and also staff being on long term sick leave, we have struggled to get suitable staff from labour hire to assist in the backfilling. We are continuing to work with P&P to source suitable applicants.
- E&I Infrastructure roads team is currently reviewing Councils current inspection and defect backlog process of IRC local roads and RMPC Contract with the intent of assessing further improvements to align with objectives approved in Councils Strategic Asset Management Plan (SAMP) .

CLERMONT WORK CAMP

PREVIOUS MONTH'S ACHIEVEMENTS:

The Clermont Bowls club ramp is complete and has had the big thumbs up from members and public alike. The club has engaged the work camp to install a concrete walkway from the road-side gate to the ramp, further enhancing access for people.

The CCHAOSI ladies have been successfully moved out then back into the lovely new office space with much thanks for extra sets of hands for the heavy lifting.

Our permanent saleyard inmate continues to thrive learning some great new skills and developing some great relationships with not only staff members but members of the community, these relationships are pivotal to successful reparation and rehabilitation.

////////////////////////////////////

The workcamp spent some time in the Christmas rotation building a chook pen and re-doing some veggie gardens. The prisoners also cleaned out and re-set the tool shed and prepared our equipment for the pending January vegetation surge.

Prisoner numbers have increased to ten with the easing of COVID-19 restrictions.

A media piece is to be released in the Clermont Rag shortly highlighting our achievements for the December 2020 and January 2021 rotation.

The work camp was thrilled to receive amazing recognition in the Motorcycling Queensland's monthly magazine.

Recognition plaques have been placed at clubs as we complete major works.

Community works which have been undertaken include:

- Clermont Bowling Club – Complete
- Permanent inmate at saleyards
- Semi-permanent inmate at Historical Centre
- CCHAOSI move
- Kindy maintenance
- Work Camp maintenance

PREVIOUS MONTH'S ACHIEVEMENTS:

Nil to Report

PREVIOUS MONTH'S ISSUES:

Nil to Report

FINANCIAL REPORT:

Nil to Report

DEVIATION FROM BUDGET AND POLICY:

Nil to Report

OPERATONAL PLAN / BUSINESS PLAN – EXCEPTION REPORTING

Nil to Report

NEXT MONTH'S PROGRAM:

- Race Club internal clean and paint
- Inmate to Saleyards
- Inmate to Museum. Preparation for new exhibition.
- Vegetation control for all sites

DEVELOPING INITIATIVES / ISSUES:

- Equipment wear and tear – Some new equipment has been purchased which is making an amazing difference to the efficiency of the work also the morale of the inmates. Equipment register and tool engraving.
- Management of weather influences and exposure. Tool box talk conducted about snake awareness and general house cleaning.

PARKS AND RECREATION

PREVIOUS MONTH'S ACHIEVEMENTS:

The period of rain in late December and early January caused a rapid flush of new growth which had Parks staff battling to keep abreast of the mowing in open spaces and the emergence of weeds. Staff have worked overtime to keep the area under control.

In Glenden, the Dalton amenities underwent an electrical audit and 20 new lightbulbs were fitted. Over the Christmas break Glenden Parks assisted W & W with machinery to keep pace with mowing tasks.

On the Coast, call-outs over the Christmas period included two for the Clairview amenities, two for potholes on the highway, water over the road and one for a tree across the highway. One particular staff member on the coast has been thanked for his ongoing willingness to respond to calls for assistance and to attend the urgent requests with a smile.

CAPITAL PROJECTS

Moranbah Town Square water feature upgrade –The final design is expected in the last week of January, after which the process for demolition and construction can begin. Councillors and stakeholders will be consulted further as the project now unfolds.

Moranbah Clements Street median landscape improvements project is at a BOQ stage (Bill of Quantities), which will be completed in early February, leading to contractors being sought for the irrigation installation and landscaping. Councillors will be updated and consulted regarding further information about the proposed landscaping prior to going to market.

Final consultation is underway for the Playground upgrade projects and once complete contracts will be awarded.

Lake Elphinstone watertank replacement is complete and awaiting final inspection and sign-off.

On the Coast, Carmila sportsground hard shelter is currently being manufactured, with an envisaged completion date of 31 May. The Clairview backup generator slab and switchboard has been installed with the generator being on back order (no ETA as yet).

In Clermont, the planned new public amenity for netball at the sports ground is at the stage of tender receipt and currently has a planned build date of mid-February 2021. Parks is being assisted with this project by the PECS Capital & Project Program Manager.

In Dysart, power for lighting and irrigation at Lions Park still awaits a connection by Ergon.

In Middlemount, light poles have arrived for the tennis courts, soil tests have been completed and results are awaited.

HEALTH & SAFETY

Communication with staff about the Brisbane lockdown situation has been topical around the region, with updates on directions from the Chief Health Officer (public health).

Flyers have been distributed to provide education regarding bladder and bowel health.

The Moranbah depot underwent a safety audit and a cleanup of the depot on 14 January.

In Nebo, H & S attended a toolbox meeting on 14 January to present on the topic of 'your working environment and 'hazards'.

In Glenden, hepatitis vaccinations are in progress.

On the Coast, a private vehicle was damaged by a stone during mowing operations – staff were educated on the requirement to be aware of surroundings and stop mowing when there is potential for damage.

PREVIOUS MONTH'S ISSUES:

Vandalism appears to have increased in general across the region over this period, with damage to the Dysart Centenary Park disabled/accessible toilet cubicles, smashed bottles in the picnic setting and a damaged refuse bin enclosure.

The Dysart Centenary Park BBQ's and lighting have been plagued by electrical issues and will need significant electrical work undertaken.

The Binda Park playground in Moranbah has again been vandalised/damaged and the area has been made safe whilst awaiting repairs.

In Moranbah, a break in the BMA raw water line feeding the Apex Park toilets (red bucket) unfortunately led to the closure of the amenity block over the holiday period, with temporary portable toilets being provided in the interim. BHP have provided Council with their proposal to install an underbore (Moranbah access road) to provide a new waterline – an envisaged completion date is being sought.

In Glenden, plumbing issues are being experienced at Maddern Oval amenities.

On the Coast, wet weather conditions has resulted in a halt to mowing tasks in some locations due to sodden ground – these areas are left to dry-out prior to mowing continuing.



Vandalism in Centenary Park, Dysart

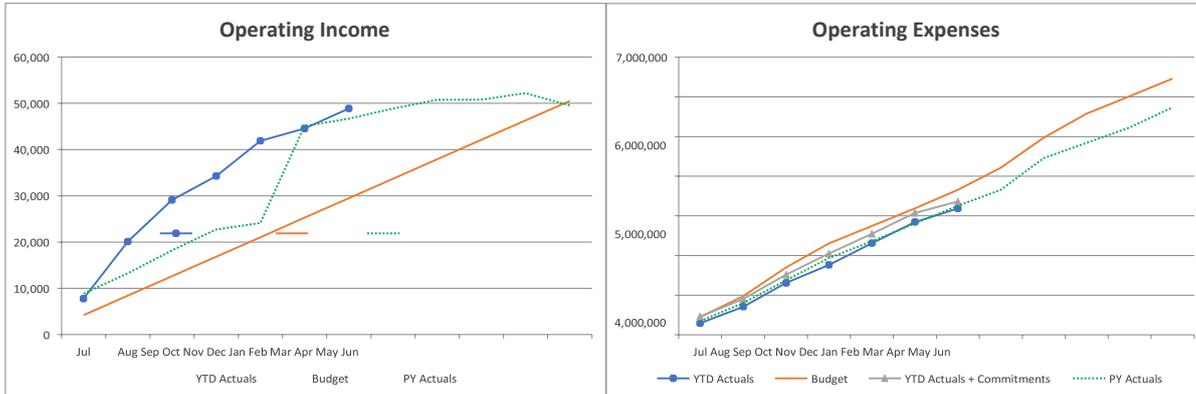


Vandalism at Binda Park, Moranbah

FINANCIAL REPORT:

Operational Result From Period 1 - 7, 2021

Manager Parks and Recreation



Operational Result From Period 1 - 7, 2021

Manager Parks and Recreation

- < Budget
- < 5% over Budget
- > 5% over Budget

Detail at M4 Level (Full Number)							
Cost Centre	Description	YTD Actuals	Commitments	YTD Actuals + Commitments	YTD Budget	Annual Revised Budget	Remaining Revised Budget
Operational Income							
9094	Coastal Camping Fees - East	37,810	0	37,810	20,417	35,000	(2,810) ●
9267	Sportsgrounds Fees - Nebo	231	0	231	292	500	269 ●
9431	Sportsgrounds Fees - Clermont	1,749	0	1,749	2,917	5,000	3,251 ●
9464	Sportsgrounds Fees - Moranbah	6,463	0	6,463	2,917	5,000	(1,463) ●
9691	Sportsgrounds Fees - Recreation Reserve St Lawrence	2,625	0	2,625	2,917	5,000	2,375 ●
		48,877	0	48,877	29,458	50,500	1,623
Operational Expenses							
1055	Regional Mgr's Office - Community Facilities	259,531	0	259,531	277,862	531,765	272,234 ●
2082	Rec Area - Lake Elphinstone - Glenden	38,363	15,668	54,031	32,708	56,262	2,231 ●
2117	Public Conveniences - Glenden	15,555	276	15,830	5,174	8,954	(6,877) ●
2125	Parks, Gardens & Reserves - Glenden	288,859	2,544	291,404	364,809	654,714	363,310 ●
2131	Recreation Facilities - North	25,235	329	25,564	20,511	35,937	10,373 ●
2143	Parks, Gardens & Reserves - Nebo	185,563	91	185,654	242,269	428,507	242,853 ●
2169	Parks, Gardens & Reserves - Rural North	5,406	91	5,497	2,414	4,338	(1,159) ●
2203	Depreciation Expense - Park Furniture	159,165	0	159,165	152,747	261,852	102,687 ●
2613	Public Conveniences - Nebo	6,522	0	6,522	2,833	5,037	(1,484) ●
3179	Public Conveniences - Dysart	18,682	1,715	20,397	8,752	15,477	(4,921) ●
3181	Recreation Facilities - Dysart	123,410	946	124,356	55,686	98,729	(25,627) ●
3187	Parks, Gardens & Reserves - Dysart	252,377	3,147	255,523	315,698	559,824	304,300 ●
3197	Recreation Facilities - St Lawrence	40,006	36,657	76,663	28,058	48,480	(28,183) ●
3198	Recreation Facilities - East	24,309	7,493	31,802	21,984	39,053	7,251 ●
3223	Sportgrounds Skatepark - Middlemount	5,518	2,317	7,835	0	0	(7,835) ●
3224	Recreation Facilities - Middlemount	65,493	109	65,602	47,278	84,479	18,877 ●
3230	Parks, Gardens & Reserves - Middlemount	237,297	413	237,710	296,496	525,738	288,028 ●
3262	Parks, Gardens & Reserves - East	136,417	6,760	143,177	145,840	258,983	115,807 ●
3274	Parks & Garden Assets - Middlemount	771	0	771	8,201	14,210	13,439 ●
3622	Public Conveniences - Middlemount	10,726	0	10,726	17,383	30,092	19,365 ●
3624	Public Conveniences - East	56,248	30,423	86,671	38,755	66,633	(20,038) ●
4162	Public Conveniences - Clermont	52,985	0	52,985	30,115	52,164	(821) ●
4164	Recreation Facilities - Clermont	52,289	384	52,672	81,976	143,900	91,228 ●
4170	Parks, Gardens & Reserves - Clermont	362,275	2,951	365,226	500,214	871,102	505,876 ●
4186	Parks, Gardens & Reserves - Moranbah	567,393	43,912	611,305	683,664	1,189,343	578,038 ●
4610	Recreation Facilities - Moranbah	83,003	2,380	85,383	206,439	356,749	271,366 ●
4611	Public Conveniences - Moranbah	24,943	13,144	38,086	66,880	115,137	77,051 ●
6706	Write Off NCA - Land & Improvements	52,768	0	52,768	0	0	(52,768) ●
6708	Write Off NCA - Park Furniture	34,731	0	34,731	0	0	(34,731) ●
		3,185,840	171,747	3,357,587	3,654,747	6,457,458	3,099,871
	Surplus/(Deficit)	(3,136,963)	(171,747)	(3,308,710)	(3,625,289)	(6,406,958)	(3,098,248)
Full Cost Recovery							
2833	Corp O'Heads & NCP Costs - Parks, Gardens & Cemetry	(3,079,804)	0	(3,079,804)	(3,079,804)	(5,279,664)	(2,199,860) ●
		(3,079,804)	0	(3,079,804)	(3,079,804)	(5,279,664)	(2,199,860)
	Operating Surplus/(Deficit) less Full Cost Recovery	(57,159)	(171,747)	(228,906)	(545,485)	(1,127,294)	(898,388)

INFORMATION BULLETIN

DEVIATION FROM BUDGET AND POLICY:

Not Applicable

OPERATIONAL PLAN / BUSINESS PLAN – EXCEPTION REPORTING

Not applicable

NEXT MONTH'S PROGRAM:

Not applicable

DEVELOPING INITIATIVES / ISSUES:

Recruiting staff for Glenden is still a concern with a number of position advertised and not filled.

GALILLEE AND BOWEN BASIN OPERATIONS

PREVIOUS MONTH'S ACHIEVEMENTS:

Mining Agreements

Continued negotiation on

- Futura
 - Pipeline Licence
 - Notifiable Road Use
- BHP
 - Red Hill Road Impact Assessment
 - Options analysis report is being finalised for presentation to Council in the February Breifing Session
 - Golden Mile Haul Road Cross Over
- Pembroke
 - Infrastructure Agreement
 - Compensation Agreement – executed
 - A request to reduce the amount of compensation is currently being reviewed
- Vitrinite
 - Further approval of Saraji Road realignment design
 - Informal notification of intention to vary notifiable road use agreement
 - This includes an extension of time for the Notifiable Road Use and a varied location

Project Delivery

- Moranbah Access Road
 - Works Complete
- LRCI Footpaths
 - Works Commenced in Dysart 18 January 2021 and expected to be complete in April School Holidays
- STIP footpaths
 - RFQ's awarded, construction expected to be complete April
- DRFA
 - The provision of water has allowed construction works to recommence and expected completion to be early May 2021

PREVIOUS MONTH'S ISSUES:

Adani Mining

- Utilisation of unapproved Roads
- Ongoing dispute resolution process with respect to Flood immunity
- Stakeholder concerns regarding dust and impacts to homesteads adjacent to Elgin Road

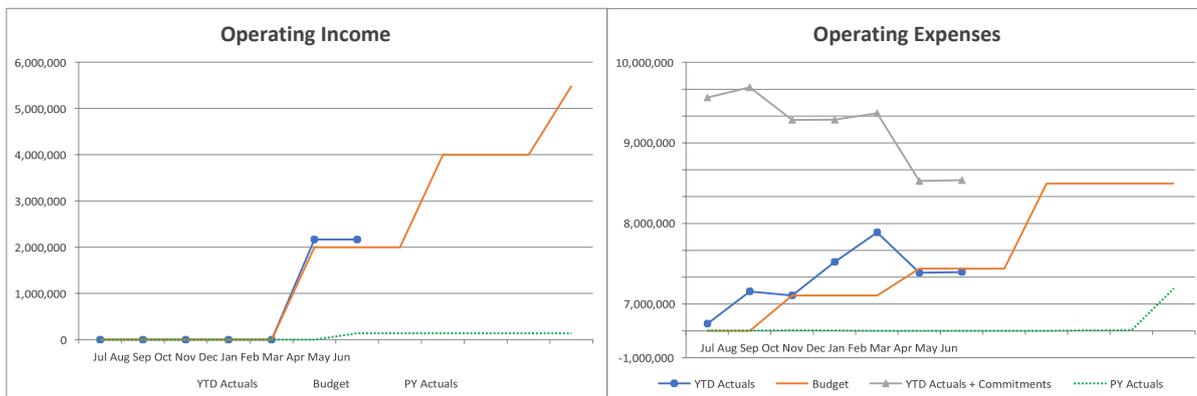
Peabody Energy

- Community concern identified regarding the potential closure of Ellensfield Road
 - Council Officers are investigating the history to establish the intent of the original construction and to inform recommended.

FINANCIAL REPORT:

Operational Result From Period 1 - 7, 2021

Isaac Corporate Flood Damage



Operational Result From Period 1 - 7, 2021

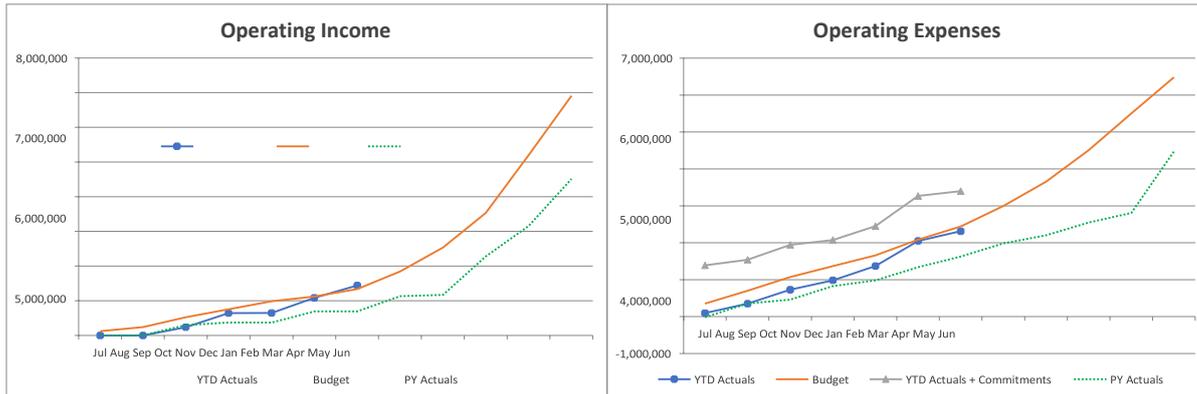
Isaac Corporate Flood Damage



Detail at M4 Level (Full Number)							
Cost Centre	Description	YTD Actuals	Commitments	YTD Actuals + Commitments	YTD Budget	Annual Revised Budget	Remaining Revised Budget
1385	NDRRA Event Mar 2019 Cyclone Trevor	2,164,958	0	2,164,958	2,000,000	5,487,453	3,322,495
		2,164,958	0	2,164,958	2,000,000	5,487,453	3,322,495
1385	NDRRA Event Mar 2019 Cyclone Trevor	2,185,138	3,421,569	5,606,707	2,317,000	5,487,453	(119,254)
1396	2021 Jan Heavy Rainfall Event	1,678	0	1,678	0	0	(1,678)
		2,186,816	3,421,569	5,608,385	2,317,000	5,487,453	(120,932)
	Surplus/(Deficit)	(21,858)	(3,421,569)	(3,443,427)	(317,000)	0	3,443,427
		0	0	0	0	0	0
	Operating Surplus/(Deficit) less Full Cost Recovery	(21,858)	(3,421,569)	(3,443,427)	(317,000)	0	3,443,427

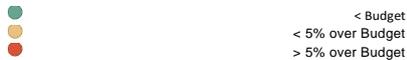
Operational Result From Period 1 - 7, 2021

Bowen Basin and Galilee Operations



Operational Result From Period 1 - 7, 2021

Bowen Basin and Galilee Operations



Detail at M4 Level (Full Number)							
Cost Centre	Description	YTD Actuals	Commitments	YTD Actuals + Commitments	YTD Budget	Annual Revised Budget	Remaining Revised Budget
1393	TMR Project	0	0	0	58,065	1,800,000	1,800,000
1600	Galilee Basin Operations	514,284	0	514,284	496,416	1,400,997	886,714
3211	RMPC Expenditure - Isaac	928,223	0	928,223	782,500	3,710,000	2,781,777
		1,442,507	0	1,442,507	1,336,980	6,910,997	5,468,491
							Operational Income
							1,800,000
							886,714
							2,781,777
							Operational Expenses
							(15,725)
1252	Adani Project	19,839	768	20,607	2,816	4,882	1,797,492
1393	TMR Project	2,508	0	2,508	150,000	1,800,000	2,894
1600	Galilee Basin Operations	1,004,134	489,642	1,493,776	818,835	1,496,670	1,301,262
3211	RMPC Expenditure - Isaac	1,285,134	593,623	1,878,758	1,467,502	3,180,020	
		2,311,615	1,084,033	3,395,649	2,439,154	6,481,571	3,085,922
	Surplus/(Deficit)	(869,109)	(1,084,033)	(1,953,142)	(1,102,173)	429,426	2,382,568
							Full Cost Recovery
		0	0	0	0	0	0
	Operating Surplus/(Deficit) less Full Cost Recovery	(869,109)	(1,084,033)	(1,953,142)	(1,102,173)	429,426	2,382,568

DEVIATION FROM BUDGET AND POLICY:

Costs associated with dispute resolution process between IRC and Adani are not reimbursable under the Agreement and will need to be included within the next Budget Review.

OPERATIONAL PLAN / BUSINESS PLAN – EXCEPTION REPORTING

Not Applicable

NEXT MONTH'S PROGRAM:

- Undertaking of Dispute resolution process with Adani
- Continued negotiation of agreements

-
- Delivery of Capital Works

Organisation Development Plan or Capital Projects

DEVELOPING INITIATIVES / ISSUES:

The GBBO team are currently investigating the opportunity and requirements for the establishment of its own cumulative intelligent traffic monitoring system to confirm the specific impacts for resource projects.

CORPORATE PROPERTIES AND FLEET

WORKSHOPS, PLANT AND FLEET

PREVIOUS MONTH'S ACHIEVEMENTS:

The introduction of a revised Fleet and Plant maintenance schedule has been introduced, whilst it will enhance the departments overall view of long-term maintenance forecasting, further refinement will continue as we move forward to identify ways to integrate this with existing Tech one systems. In addition to this we have created a centralised database to capture all recorded fleet and plant pre-start faults, this now allows us to have a wholistic view of current fleet and plant issues across the region and allocate resources accordingly based on priority type and the need to assist departments to meet operational requirements.

Plant assessor training will commence in February for relevant staff to enable commencement of the fleet and plant risk assessments, this is a valuable tool to ensure we are meeting statutory and legislative requirements in best practise management of these assets. This work will initially take 12 months to complete as will be part of BAU activities as we replace fleet and plant assets going forward.

In January there was a cross collaboration of directorates to complete a site clean-up of the Moranbah Depot, the response from all was very positive with all directorates providing staff to assist in this endeavour, I would like to make special mention of the Moranbah depot staff who ensured all immediate rectification requirements were addressed within a very tight timeframe.

PREVIOUS MONTH'S ISSUES:

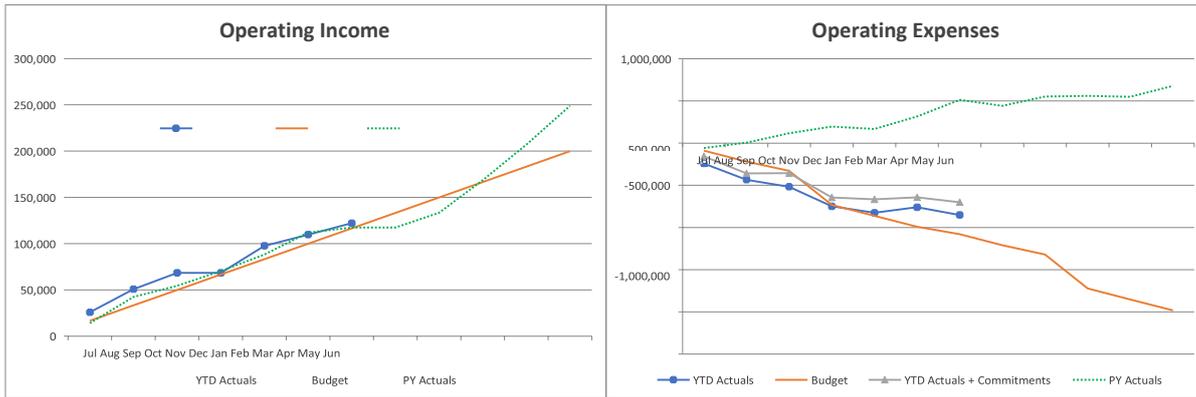
Several fleet and plant assets that were overdue for replacement required some major repairs recently, thus highlighting the importance of maintaining a robust Fleet and Plant replacement programme. Whilst the 10year Replacement Programme is now in place we are left with some legacy issues until we have all assets back to within projected useful life parameters.

Some issues were experienced due to poor planning and staff being approved for leave during this critical period. The issues and process are being review and the teams are committed to be better prepared and produce a more positive outcome for the next round of COI inspections in Jan/ Feb.

FINANCE REPORT

Operational Result From Period 1 - 7, 2021

Manager Plant, Fleet & Workshops



Operational Result From Period 1 - 7, 2021

Manager Plant, Fleet & Workshops

- < Budget
- < 5% over Budget
- > 5% over Budget

Detail at M4 Level (Full Number)

Cost Centre	Description	YTD Actuals	Commitments	YTD Actuals + Commitments	YTD Budget	Annual Revised Budget	Remaining Revised Budget
Operational Income							
9253	Subsidy - Fuel Tax Credit - Isaac	122,225	0	122,225	116,667	200,000	77,775
		122,225	0	122,225	116,667	200,000	77,775
Operational Expenses							
1062	Regional Manager - Fleet, Plant & Disaster Management	86,117	0	86,117	83,006	143,868	57,751
1142	Plant & Fleet Manager - Isaac	311,488	194	311,682	286,125	495,861	184,178
1501	Fleet Operations - Corporate	133,435	17,859	151,294	117,269	201,320	50,026
2031	Workshop - Nebo	26,509	1,174	27,683	61,298	105,968	78,285
2120	Depot Expenses - Glenden	1,817	0	1,817	1,933	3,400	1,583
2121	Workshop - Glenden	549	595	1,144	292	500	(644)
2138	Depot Expenses - North	24,992	0	24,992	8,236	14,202	(10,791)
2197	Depreciation Expense - Plant	1,573,612	0	1,573,612	1,471,373	2,522,354	948,742
2501	Fleet Operations - Glenden	(155,710)	937	(154,773)	(179,066)	(311,175)	(156,402)
2502	Fleet Operations - North	(412,692)	14,064	(398,628)	(421,839)	(734,582)	(335,953)
2607	Depot Buildings, Work Camps - Glenden	13,452	1,774	15,225	6,183	10,600	(4,625)
2608	Depot Buildings, Work Camps - North	16,792	1,105	17,897	11,783	20,200	2,303
3184	Depot Expenses - Dysart	12,275	1,072	13,347	15,790	27,152	13,805
3202	Depot Expenses - East	11,102	0	11,102	8,489	14,692	3,590
3227	Depot Expenses - Middlemount	7,568	0	7,568	49,345	87,016	79,448
3284	Workshop - St Lawrence	4,863	580	5,443	48,925	84,756	79,313
3501	Fleet Operations - Dysart	(388,503)	15,021	(373,482)	(426,979)	(742,674)	(369,192)
3502	Fleet Operations - Middlemount	(259,178)	7,202	(251,976)	(253,205)	(440,327)	(188,351)
3503	Fleet Operations - East	(295,848)	6,125	(289,723)	(245,622)	(433,459)	(143,737)
3504	Fleet Operations - Rural East	(10,692)	120	(10,573)	(16,787)	(29,225)	(18,653)
3610	Depot Buildings - Middlemount	12,311	0	12,311	11,467	20,100	7,789
3611	Depot Buildings, Work Camps - Dysart	22,257	1,590	23,846	17,500	31,500	7,654
3612	Depot Buildings, Work Camps - East	39,927	1,870	41,797	30,968	52,363	10,566
3613	Depot Buildings, Work Camps - Moranbah	17,619	600	18,219	10,729	18,750	531
3626	Workshop - Middlemount	19,970	3,883	23,853	52,520	90,981	67,128
4183	Depot Expenses - Moranbah	13,360	6,590	19,950	10,220	17,602	(2,349)
4241	Depot Expenses - Clermont	21,497	0	21,497	8,328	15,002	(6,495)
4501	Fleet Operations - Clermon	(934,644)	42,592	(892,053)	(1,163,611)	(2,025,153)	(1,133,100)
4502	Fleet Operations - Moranbah	(840,789)	18,553	(822,236)	(903,303)	(1,622,336)	(800,100)
4606	Depot Buildings - Clermont	23,776	1,201	24,978	14,292	24,500	(478)
7007	Workshop - Clermont (West)	23,741	5,244	28,986	55,858	96,706	67,720
7008	Workshop - Moranbah (West)	27,205	2,346	29,551	149,163	258,466	228,915
		(851,823)	152,290	(699,533)	(1,079,318)	(1,981,074)	(1,281,541)
Surplus/(Deficit)		974,048	(152,290)	821,758	1,195,985	2,181,074	1,359,316
Full Cost Recovery							
2841	Corp O'Heads & NCP Costs - Plant, Fleet & Workshops	556,369	0	556,369	556,369	953,776	397,407
		556,369	0	556,369	556,369	953,776	397,407
Operating Surplus/(Deficit) less Full Cost Recovery		417,678	(152,290)	265,388	639,616	1,227,298	961,910

DEVIATION FROM BUDGET AND POLICY:

Nil to report currently that have not been approved by Council.

OPERATONAL PLAN / BUSINESS PLAN – EXCEPTION REPORTING

Nil to report

NEXT MONTH'S PROGRAM:

Scheduled to Commence During Next Month (on going)

Capital Replacements

Project Name/ Description	Start Date	Scheduled End Date	Comments/Exceptions
Replace 31 Vehicles	1/7/2020	30/6/2021	Will be completed within the 20/21 FY, Nil carry overs 90% of vehicles have been delivered YTD
Various plant replacements	17/2020	30/6/2021	Will be completed within the 20/21 FY, Nil carry overs Due to various specifications and build times these assets will be delivered over the coming months with as they are available
Truck replacements	1/7/2020	30/6/2021	Will be completed within the 20/21 FY, Nil carry overs Due to various specifications and build times these assets will be delivered over the coming months with as they are available

DEVELOPING INITIATIVES / ISSUES:

- A full review of current fleet and plant assets has commenced with a report and recommendation to be finalised in Feb 2021, this will identify areas of improvement and enhanced service levels, this data will also inform the proposed Fleet and Plant Management Strategy – **On Going**
- CPF are working closely with Contacts and Procurement to assist in identifying redundant assets in the depots and general clean out of old stock, with a view of cataloguing remaining assets and sharing across the organisation for redeployment where needed – **STL, MBH Depot site cleans completed, Nebo Depot to be completed in March/April**

INFORMATION BULLETIN

-
- Fleet and Plant Management Plans, Strategy and guidelines are currently being developed with a draft to be completed by the end of March 2021. These will then be distributed through MLT for feedback prior to being provided to ELT for consideration
 - Workshop fleet status report will be emailed out daily commencing in February to all relevant stakeholders, this will ensure the expectations of fleet repair and handback are communicated.

CORPORATE PROPERTIES

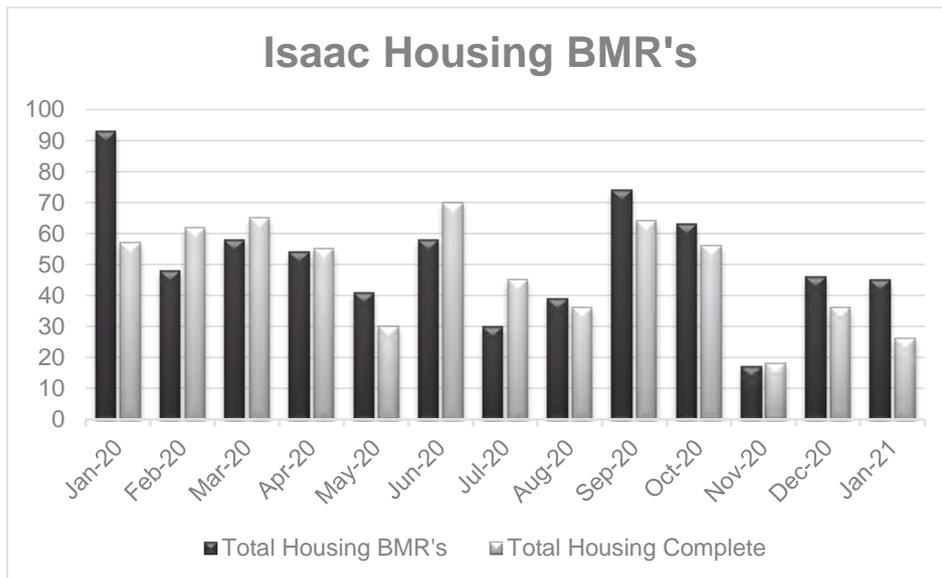
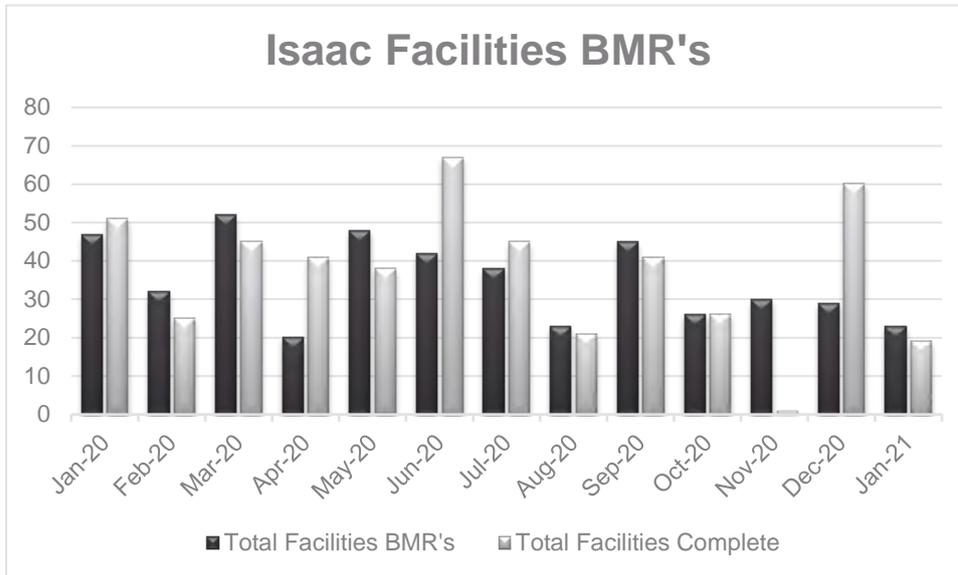
PREVIOUS MONTH'S ACHIEVEMENTS:

Tenders are out for the 2020-21 Capital Program. The Middlemount proactive upgrade and renewal capital works is nearing completion with only minor touch ups required. The Clermont Grandstand external construction and rectifications are complete, and the exterior painting is complete. The canteen and amenities are undergoing modifications to compliment the exterior



Clermont Grandstand

Isaac Region Building Maintenance Requests (BMR's)



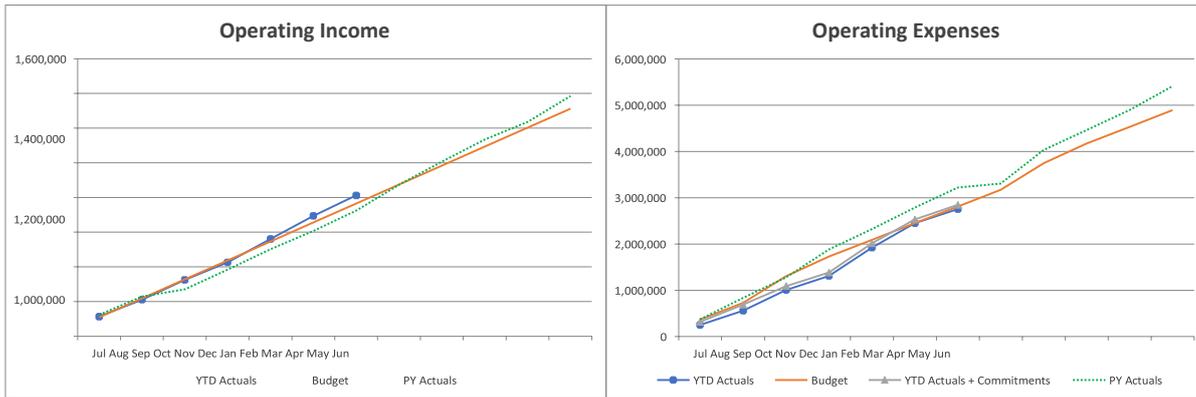
PREVIOUS MONTH'S ISSUES:

- Nil to Report

FINANCIAL REPORT:

Operational Result From Period 1 - 7, 2021

Corporate Properties & Fleet



Operational Result From Period 1 - 7, 2021

Corporate Properties & Fleet

- < Budget
- < 5% over Budget
- > 5% over Budget

Detail at M4 Level (Full Number)							
Cost Centre	Description	YTD Actuals	Commitments	YTD Actuals + Commitments	YTD Budget	Annual Revised Budget	Remaining Revised Budget
Operational Income							
3162	Council Employee Housing - Dysart	320	0	320	0	0	(320) ●
9040	Mac Services Commercial Tenancy Agreement	31,818	0	31,818	31,818	54,545	22,727 ●
9210	Housing - Community - Glenden	4,839	0	4,839	4,667	8,000	3,161 ●
9211	Housing - Council Employees - Glenden	13,298	0	13,298	29,167	50,000	36,702 ●
9244	Housing - Community - Isaac North	15,104	0	15,104	17,500	30,000	14,896 ●
9245	Housing - Council Employees - Isaac North	54,232	0	54,232	29,167	50,000	(4,232) ●
9353	Administration Office - Sundry Receipts Nebo	4	0	4	0	0	(4) ●
9401	Accommodation - Council Dongas - Clermont	17,126	0	17,126	29,167	50,000	32,874 ●
9416	Rent - Aged Housing - Clermont	18,493	0	18,493	14,583	25,000	6,507 ●
9417	Rent - Council Employee Housing - Clermont	76,112	0	76,112	58,333	100,000	23,888 ●
9450	Rent - Affordable Housing - Moranbah	191,507	0	191,507	175,000	300,000	108,493 ●
9451	Rent - Other Properties - Moranbah	14,679	0	14,679	10,500	18,000	3,321 ●
9453	Rent - Council Employee Housing - Moranbah	221,284	0	221,284	204,167	350,000	128,716 ●
9616	Rent - Council Emp Housing - Dysart	19,488	0	19,488	29,167	50,000	30,512 ●
9675	Rent - Council Emp Housing - East	24,219	0	24,219	35,000	60,000	35,781 ●
9749	Rent - Council Employee Housing - Middlemount	30,424	0	30,424	32,083	55,000	24,576 ●
9839	Fatigue Management House Charges - St Lawrence	1,527	0	1,527	1,750	3,000	1,473 ●
9847	Fatigue Management House Charges - Middlemount	3,116	0	3,116	0	0	(3,116) ●
9859	Fatigue Management House Charges - Moranbah	26,150	0	26,150	8,750	15,000	(11,150) ●
9892	Rent - Council Housing - Private - Dysart	160	0	160	5,658	9,700	9,540 ●
9903	Rent - Council Dongas - East	46,802	0	46,802	46,667	80,000	33,198 ●
9949	Rental Donga Nebo	2,104	0	2,104	2,333	4,000	1,896 ●
		812,804	0	812,804	765,476	1,312,245	499,441
Operational Expenses							
1061	Corporate Properties Manager	604,736	22,698	627,434	616,164	1,067,140	439,705 ●
1216	Tenancy & Leasing - Corporate	100,245	0	100,245	112,538	194,911	94,666 ●
1236	Community Housing - Dysart	14,342	0	14,342	12,542	21,500	7,158 ●
1239	Community Housing - MMT	0	0	0	5,553	9,625	9,625 ●
1390	COVID-19 Coronavirus	4,830	2,104	6,934	0	0	(6,934) ●
2066	Community Housing - Glenden	4,304	2,010	6,314	6,829	12,650	6,336 ●
2096	Community Housing - Nebo	8,740	136	8,876	9,292	17,500	8,624 ●
2109	Council Employee Housing - Glenden	17,844	3,825	21,669	17,950	33,200	11,531 ●
2114	Council Employee Housing - Nebo	32,996	1,657	34,653	27,608	51,900	17,247 ●
2190	Depreciation Land & Improvements	486,050	0	486,050	488,325	837,129	351,079 ●
2196	Depreciation Expense - Building & Other Structures	670,285	0	670,285	499,612	856,477	186,192 ●
2199	Depreciation Expense - Office Furniture	27,602	0	27,602	27,334	46,859	19,257 ●
2204	Administration Office - Nebo	16,823	1,807	18,630	292	500	(18,130) ●
2211	Fatigue Management House - Nebo	0	0	0	292	500	500 ●
2605	Admin Building - Glenden	5,830	0	5,830	64,815	112,057	106,227 ●
2606	Admin Office Maintenance - Nebo	13,922	338	14,260	51,510	90,265	76,005 ●
3162	Council Employee Housing - Dysart	51,653	5,810	57,463	70,792	127,222	69,760 ●
3171	Council Employee Housing - East	22,330	2,615	24,945	54,003	98,328	73,383 ●
3178	Council Employee Housing - Middlemount	42,922	1,035	43,957	56,575	102,700	58,743 ●
3275	Fatigue Management House - St Lawrence	0	0	0	292	500	500 ●
3276	Fatigue Management House - Middlemount	1,483	0	1,483	4,042	7,500	6,017 ●
3278	Council Dongas - Dysart	308	0	308	3,792	6,500	6,192 ●
3279	Council Dongas - St Lawrence	1,253	169	1,423	292	500	(923) ●
3280	QR Camp Dongas - St Lawrence	17,260	1,488	18,748	13,667	25,000	6,251 ●
3281	Council Dongas - Middlemount	23,485	159	23,643	1,750	3,000	(20,643) ●

INFORMATION BULLETIN

3607	Admin Building - Middlemount	21,152	136	21,288	28,038	49,053	27,764	●
3608	Admin Building - Dysart	14,219	5,768	19,987	14,525	24,900	4,913	●
3609	Admin Office Maintenance- St Lawrence	20,242	3,022	23,264	60,459	104,495	81,231	●
4074	Aged Housing - Clermont	14,488	273	14,761	9,317	16,900	2,139	●
4124	Community Housing - Moranbah	10,960	944	11,904	15,167	26,000	14,097	●
4150	Council Employee Housing - Clermont	50,119	2,882	53,001	44,750	82,000	28,999	●
4158	Council Employee Housing - Moranbah	164,079	11,164	175,243	130,667	235,000	59,757	●
4201	Council Dongas - Moranbah	5,074	1,507	6,581	0	0	(6,581)	●
4203	Council Dongas - Clermont	23,177	4,007	27,184	3,500	6,000	(21,184)	●
4204	Tenancy & Leasing - Community Lease Facilities	0	0	0	583	1,000	1,000	●
4236	Affordable Housing - MBH Expenses	15,182	1,890	17,072	58,083	111,000	93,928	●
4247	Fatigue Management House - Moranbah	6,233	260	6,493	8,100	14,200	7,707	●
4256	Administration Office - Moranbah	144,513	4,896	149,409	146,214	253,677	104,268	●
4257	MBH Admin (ELT/Customer Service area/Council Chambe	18,489	433	18,922	36,750	63,000	44,078	●
4605	Admin Office Maintenance - Clermont	75,791	6,542	82,333	104,560	180,416	98,083	●
9451	Rent - Other Properties - Moranbah	1,067	0	1,067	0	0	(1,067)	●
		2,754,025	89,577	2,843,602	2,806,572	4,891,103	2,047,501	
	Surplus/(Deficit)	(1,941,220)	(89,577)	(2,030,797)	(2,041,095)	(3,578,858)	(1,548,060)	
	Full Cost Recovery							
2825	Corp O'Heads & NCP Costs - Housing & Facilities	1,290,790	0	1,290,790	1,290,790	2,212,784	921,993	●
		1,290,790	0	1,290,790	1,290,790	2,212,784	921,993	
	Operating Surplus/(Deficit) less Full Cost Recovery	(3,232,011)	(89,577)	(3,321,588)	(3,331,886)	(5,791,641)	(2,470,054)	

PREVIOUS MONTH:

- Commencing all capital delivery programmes for scheduling in 2020/21
- Ongoing BMR (Building Maintenance Requests) as required
- Clermont Grandstand Exterior Rectifications complete
- Moranbah Office Refurbishment is underway

DEVIATION FROM BUDGET AND POLICY:

Nil to Report

NEXT MONTH'S PROGRAM:

Key focuses for this period will be the continuation and completion of many maintenance programs as well as the planning and the continuation with the delivery of the capital works program for 2020/21. Capital Works projects in Clermont will commence with a major renovation at 3 Samson Street and minor works at other various properties. Residential refurbishments at 11A Archer Drive and 23 Barraclough Crescent Moranbah are underway with bathroom renovations, kitchen upgrade, new floor coverings and paint.

DEVELOPING INITIATIVES / ISSUES:

Current PSA's that were in place at the beginning of the financial year have expired, this does not hamper service delivery, it does however create a longer procurement process to ensure we meet purchasing policy compliance. Ongoing.

	Project Name/ Description	Start Date	Scheduled End Date	Status Update
	AOP & ODP – Deliverables			
	As per comments reported in below table			
Capital Projects				
CW Number	Project Name/ Description	Start Date	Scheduled End Date	Status Update
CW212849 CW212853 CW212931 CW212848 CW212932 CW212851 CW212850	Regional residential program- MBH- Commence Feb/Apr NBO- Commence Apr/May CLM- Commence Dec/May MMT- Commenced Jul/Aug DYS- Commenced Jun/Jul STL- Commence Aug/Sept GLN – Commence Jan/Mar	July 20	June 21	Commenced in December 20 In Planning Commenced in November 20 Construction Completed Construction Commenced Construction Completed In Planning
CW202876	Corp - Admin Building Upgrades/Renewals	Aug 20	April 21	Commenced December 20
CW202785	Moranbah Fatigue Accommodation	July 19	June 2021	On site induction completed and contractor has provided plans
CW202837	Depots - Electrical Compliance Rectification	Aug 20	April 2021	Nebo and Moranbah workshops require lighting upgrade
CW202788	CLMT - Sportsground Grandstand Renovation	Nov 20	June 21	Works to be completed by February 21
Various	Commence all project scope and specifications for 2021-22 CW Delivery Program	July 20	June 21	Scoping, condition accessing and business cases in progress

DEVELOPING INITIATIVES / ISSUES:

Not Applicable.

INFRASTRUCTURE PLANNING AND TECHNICAL SERVICES

PREVIOUS MONTH'S ACHIEVEMENTS: PROJECTS

Capital Works 2020-21: Ongoing Projects

- Valkyrie Road Design - RFQ for the design services completed with award expected in February.
- Pioneer Road Design - Community Engagement survey closed on 18/11/20, review is underway to ensure community concerns are adequately addressed. On site community meeting to be undertaken , with the divisional councillor, in February. Road design to follow.
- Barada Barna Welcome to Country Signage - Supply of Signage and posts contract awarded to a local supplier. RFQ called for installation of signage.
- Carmila Music Street Stormwater Restoration Project – Remediations options developed with initial costings for consideration. RFQ for design services have been drafted and released through Council's procurement process.
- Bully Creek Bridge Design - The consultant for design services appointed.
- Road Safety Treatments – works continuing scoping for potential projects and will be included in proposed project PAG bids for consideration by Council

Capital Works 2019-20: Ongoing Projects

- CW202779 Philips Creek Bridge
 - Formal agreement documentation for land acquisition being finalised.
 - Telstra Service Relocation: Works have been completed.
 - Ergon Service Relocation: Relocation works are scheduled for mid-Feb 2021. Site clearance is to be arranged for upon Ergon request.
- CQ202784 Cycle Network Program 2019-20 – works have been completed.

Capital Works 2018-19: Ongoing Projects

- CW192673 Design services Warwick Park road - Project now completed.
- CW192669 Grosvenor bridge Investigation – Final report from ARRB on monitoring and condition of the bridge received. The report was reviewed, and some further information requested, in order to report to Council.

Operational Works 2019-20: Ongoing Works:

The below table identifies additional ongoing IPTS activities.

Description	Activity	Outcomes
Traffic Counters	Install traffic Counters - Update of traffic count data	Nil
Development Applications	Inputs in assessment of Development Applications	Development Applications assisted – 2
Permits	Works on Road Corridor - Driveway/Crossover - Grids	Works on Road corridor – 2 Land Access Activity – 1 Driveway/Crossover – 0 Installation of Grid – 0

NATURAL RESOURCES

Gravel

Council crew began extracting and stockpiling raw material within Emu Apple pit for use on upcoming Turrawulla Road resheet works.

Wet weather has caused delays with contractor to access Epping Forest Pit however program of works has also been delayed due to road conditions.

Application was made to Department of Environmental Science (DES) to amalgamate three existing EA permits for various gravel pit sites under one permit. This application approval is still pending. If successful, Council will save significant costs in environmental annual fees.

NEXT MONTH'S PROGRAM

Continuation with Epping Forest and Emu Apple material stockpiling.

Water

BHP Pipeline from Mackenzie River

Contact has been made with BHP – Infrastructure Asset Management team regarding the possibility of Council accessing water from the private pipeline that crosses the Barwon Park-Middlemount Road and/or Bingegang pump station on Mackenzie River-Capella Road. Both these points would be ideal in servicing the area which is very limited in water sources. Most existing sources are waterholes within the creeks which rely on significant rainfall otherwise it's either long haulage routes or delaying routine maintenance until closer water is available. So far, this request has been supported by the Infrastructure Asset Management team and is currently under further department review for an offtake agreement.

NEXT MONTH'S PROGRAM

Bore maintenance at Kaarmia on Golden Downs Road – includes the purchase of a transportable bore pully system to allow regular maintenance on all Council rural bores.

PREVIOUS MONTH'S ISSUES:

Not Applicable

FINANCIAL REPORT:

DEVIATION FROM BUDGET AND POLICY:

Nil to report

OPERATONAL PLAN / BUSINESS PLAN – EXCEPTION REPORTING

Not Applicable

NEXT MONTH'S PROGRAM:

Organisation Development Plan or Capital Projects

- Continuation with design and planning of Capital Works projects.

Scheduled to Commence During Next Month

Project Name/ Description	Start Date	Scheduled End Date	Comments/Exceptions
Cycle Network Program 2021-22.	Mid-January 2021	April 2021	Working with TMR for approval of the Clermont Phase 2 and Moranbah Federation Park
Design of Bully Creek bridge replacement. RFQ design services release mid January 21	March 2021	May 2021	Consultant appointed for design services. Prestart meeting to be arranged
RFQ documentation for Installation of Barada Barna – Welcome to Country signage	End January 2021	May 2021	Documentation completed. Quotations for the installation works are awaited.
RFQ documentation for design services for restoration works of Music Street Carmila stormwater	End January 2021	May 2021	Documentation completed. Awaiting quotations from consultants
RFQ release for Construction of Rural Dam	February 2021	May 2021	Preparation of documentation in progress

DEVELOPING INITIATIVES / ISSUES:

Not Applicable

INFORMATION BULLETIN



Report authorised by:
ROBERT PERNA
**DIRECTOR ENGINEERING AND
INFRASTRUCTURE**

ATTACHMENTS

- Nil