

NOTICE OF MEETING

Dear Committee Members

You are requested to attend the following meeting of Council.

INFRASTRUCTURE SERVICES STANDING COMMITTEE
MEETING OF
ISAAC REGIONAL COUNCIL

TO BE HELD ON
WEDNESDAY, 8 APRIL 2026
COMMENCING AT 9.00AM
COUNCIL CHAMBERS - MORANBAH

CALE DENDLE

Chief Executive Officer

BOB STEPHEN

Committee Officer

Acting Director Infrastructure Services

Committee Members:

Cr Jane Pickels (Chair)

Mayor Kelly Vea Vea

Cr Viv Coleman

Cr Alaina Earl

Cr Rachel Anderson

Cr Terry O'Neill

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

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;
 - (j) an investigation report given to the local government under chapter 5A, part 3, division 5 of the Act.
- (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.

254K Participating in meetings by audio link or audio visual link

- (1) A local government may allow a person to take part in a meeting of the local government by audio link or audio visual link.
- (2) A committee of a local government may allow a person to take part in a meeting of the committee by audio link or audio visual link.
- (3) A councillor or committee member who takes part in a local government meeting under subsection (1) or (2) is taken to be present at the meeting if the councillor or member was simultaneously in audio contact with each other person at the meeting.
- (4) In this section—

audio link see the [Evidence Act 1977, section 39C](#).

audio visual link see the [Evidence Act 1977, schedule 3](#).

**INFRASTRUCTURE SERVICES
STANDING COMMITTEE MEETING
OF ISAAC REGIONAL COUNCIL
TO BE HELD ON
WEDNESDAY 8 APRIL 2026
COUNCIL CHAMBERS, MORANBAH**

1. OPENING OF THE MEETING
 - 1.1 ACCEPTANCE OF PARTICIPATION BY VIDEO CONFERENCE
2. APOLOGIES
3. DECLARATION OF CONFLICTS OF INTEREST
4. CONFIRMATION OF MINUTES
5. OFFICER REPORTS
7. GENERAL BUSINESS
8. CONCLUSION

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1. OPENING OF MEETING

2. APOLOGIES AND LEAVE OF ABSENCE

3. DECLARATION OF CONFLICTS OF INTEREST

4. CONFIRMATION OF MINUTES

Infrastructure Services Standing Committee Meeting of Isaac Regional Council held in the Council Chambers, Moranbah, commencing at 9.00am on Wednesday 11 March 2026.

5. OFFICER REPORTS

5.1 INFRASTRUCTURE SERVICES 2025-2026 CAPITAL PROJECTS PROGRESS REPORT – MARCH 2026

EXECUTIVE SUMMARY

This report is to provide an update to the Infrastructure Services Standing Committee and Council of the progress in delivery of the Infrastructure Services 2025-2026 Capital Works Program.

5.2 ROADS INFRASTRUCTURE OPERATIONAL UPDATE – MARCH 2026

EXECUTIVE SUMMARY

This report is to provide a monthly update to Council on the current operational status of the Roads Infrastructure Department.

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5.3 ENGINEERING SERVICES OPERATIONAL UPDATE AS AT 31 MARCH 2026

EXECUTIVE SUMMARY

The report aims to provide an update as to the operational activities undertaken by the Engineering Services team over the past quarter.

5.4 PARKS AND RECREATION OPERATIONAL UPDATE AS AT 31 MARCH 2026

EXECUTIVE SUMMARY

This report is to provide an update to Council on the current operational status of the Parks and Recreation Department.

5.5 POITREL ROAD – RECOGNITION OF COUNCIL ASSET

EXECUTIVE SUMMARY

To seek Council approval for the recognition of approximately 500m of Poitrel Road with works previously completed by an unconfirmed external party on an existing unconstructed (unformed) road.

5.6 UPGRADE OF MARRS ROAD REQUEST – RICK AND TERRENA PEARN

EXECUTIVE SUMMARY

Marrs Road, located in the Carmila West area, is recorded in Council's Road Register as a formed road with a length of 0.138 km and an average width of 4m. Council has received a formal written request from the adjoining property owner to upgrade the road from a formed standard to a gravel standard to improve all-weather accessibility.

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5.7 BROADLEA ROAD INVESTIGATION REPORT

EXECUTIVE SUMMARY

This report details the findings of investigation of Broadlea Road with the intent of clarifying its status on Council's road register, consequent maintenance standards and any third-party obligations.

5.8 APPOS ROAD – OFF-ALIGNMENT ROAD RESERVE

EXECUTIVE SUMMARY

The purpose of this report is to seek Council endorsement to address sections of Appos Road that are constructed off alignment from the gazetted road casement and to initiate a land tenure process to secure the road reserve and ensure long-term statutory compliance and asset protection.

CONFIDENTIAL REPORT

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.

5.9 GLENDEN SWIMMING POOL MANAGEMENT AND OPERATION – TENDER AWARD

EXECUTIVE SUMMARY

This report provides an overview of the tender process and community consultation undertaken with the Glenden community regarding the ongoing operation and tenure of the Glenden Swimming Pool beyond the 2025/2026 swim season. Council endorsement is sought to award the contract to the recommended respondent.

6. GENERAL BUSINESS

7. CONCLUSION

UNCONFIRMED MINUTES

INFRASTRUCTURE SERVICES STANDING COMMITTEE MEETING OF
ISAAC REGIONAL COUNCIL

HELD ON
WEDNESDAY, 11 MARCH 2026
COMMENCING AT 9.00AM

ISAAC REGIONAL COUNCIL
UNCONFIRMED MINUTES OF THE
INFRASTRUCTURE SERVICES
STANDING COMMITTEE MEETING
HELD IN COUNCIL CHAMBERS, MORANBAH
ON WEDNESDAY 11 MARCH 2026

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4. Confirmation of Minutes	5
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ISAAC REGIONAL COUNCIL

UNCONFIRMED MINUTES OF THE

INFRASTRUCTURE SERVICES

STANDING COMMITTEE MEETING

HELD IN COUNCIL CHAMBERS, MORANBAH

ON WEDNESDAY 11 FEBRUARY 2026 COMMENCING AT 9.00AM

ATTENDANCE

Cr Jane Pickels, Division Six (Chair)
Mayor Kelly Ve Ve
Cr Terry O'Neill, Division One (*via videoconference*)
Cr Simon West, Division Four
Cr Alaina Earl, Division Five
Cr Rachel Anderson, Division Seven
Cr Viv Coleman, Division Eight

COMMITTEE

APOLOGIES/

LEAVE OF ABSENCE Nil

OBSERVERS

Cr Vern Russell, Division Two
Cr Melissa Westcott, Division Three (*Via Videoconference*)

OFFICERS PRESENT

Mr Cale Dendle, Chief Executive Officer
Mr Rob Perna, Director Infrastructure Services
Mr Sean Robinson, Manager Engineering Services
Mr Bob Stephen, Manager Roads and Infrastructure
Mr Michael Buckley, Manager Parks and Recreation
Mr Jesse Walker, Acting Manager Corporate Properties
Mr Malcolm Gardner, Manager Fleet
Ms Tegan Philpott, Manager Public Affairs
Mrs Kylie Dowd, Executive Assistant, Engineering and Infrastructure
Ms Teika Kirkman, Executive Assistant to the Office of the Mayor and CEO
Mrs Tricia Hughes

Mayor Kelly Ve Ve was not present when the meeting commenced.

1. OPENING

The Chair, Cr Jane Pickels declared the meeting open at 9.00am and welcomed all in attendance and acknowledged the traditional custodians of the land on which we meet today and paid her respects to their Elders past, present and emerging.

2. APOLOGIES AND LEAVE OF ABSENCES

There are no apologies or leave of absences for this meeting.

3. DECLARATION OF CONFLICTS OF INTEREST

No conflicts of interests declared this meeting.

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 11 February 2026.

Resolution No.: INF03/26-0017

Moved: Cr Alaina Earl

Seconded: Cr Viv Coleman

That the minutes from the Engineering and Infrastructure Standing Committee meeting held in Council Chambers, Moranbah on Wednesday 11 February 2026 are confirmed.

Carried

ATTENDANCE

Mayor Kelly Vea Vea entered the meeting at 9.09am.

Ms Brianna Baggow, Public Affairs and Media Officer entered the meeting at 9.09am.

5. OFFICERS REPORTS

5.1 Infrastructure Services 2024/2025 Capital Projects Progress Report – February 2026

EXECUTIVE SUMMARY

This report is to provide an update to the Infrastructure Services Standing Committee and Council of the progress in delivery of the Infrastructure Services 2025-2026 Capital Works Program.

OFFICER'S RECOMMENDATION

That the Committee recommends that Council:

- 1. Receives and notes the monthly Infrastructure Services 2025/2026 Capital Projects Progress Summary Report for February 2026.*

Resolution No.: INF03/26-0018

Moved: Cr Viv Coleman

Seconded: Cr Alaina Earl

That the Committee recommends that Council:

- 1. Receives and notes the monthly Infrastructure Services 2025/2026 Capital Projects Progress Summary Report for February 2026.**

Carried

ATTENDANCE

Mayor Kelly Ve a Ve a left the meeting at 9.12am and returned at 9.17am.

Mrs Tricia Huges, Coordinator Executive Support left the meeting at 9.16am

5.2 Roads Infrastructure Operational Update – February 2026

EXECUTIVE SUMMARY

This report is to provide a monthly update to Council on the current operational status of the Roads Infrastructure Department.

OFFICER'S RECOMMENDATION

That the Committee recommends that Council:

- 1. Notes the Roads Infrastructure Department monthly update for February 2026.*

Resolution No.: INF03/26-0019

Moved: Cr Alaina Earl

Seconded: Cr Terry O'Neill

That the Committee recommends that Council:

- 1. Notes the Roads Infrastructure Department monthly update for February 2026.**

Carried

ATTENDANCE

Mr Michael Buckley left the meeting at 9.25am and returned at 9.26am.

Ms Melissa Gunson, Executive Assistant entered the meeting and left at 9.26am.

5.3 2025 – 2026 Annual Operational Plan – Quarterly Report – Second Quarter

EXECUTIVE SUMMARY

This report provides an update of Infrastructure Services progress towards achieving the Annual Operational Plan 2025-2026 objectives for the second quarter.

OFFICER'S RECOMMENDATION

That the Committee recommends that Council:

- 1. Receives and notes Infrastructure Services second quarter progress update on the 2025-2026 Annual Operational Plan.*

Resolution No.: INF03/26-0020

Moved: Cr Simon West

Seconded: Cr Alaina Earl

That the Committee recommends that Council:

- 1. Receives and notes Infrastructure Services second quarter progress update on the 2025-2026 Annual Operational Plan.**

Carried

Carried

Note: The Director Infrastructure Services will consult with the relevant departments regarding the matters outlined below and provide an update at the next Committee Meeting:

- **Clermont Administration Building:**
 - Proposed entrance rehabilitation and tidy-up works, including potential future use options for the area.
 - Advice on any future plans for the Clermont admin building space
- **Clermont Civic Centre:**
 - Status of the planned IT upgrades for the supper room and meeting spaces, including progress on internet connectivity and installation of air conditioning (Noting this is part of the CUC upgrade works and managed by another department)

ATTENDANCE

Mrs Tegan Philpott, Manager Public Affairs left the meeting at 10.00am.

6. GENERAL BUSINESS

6.1 Potholes Near Phillips Creek Bridge

Cr Rachel Anderson advised that she had received multiple reports about the state of the road near Phillips Creek Bridge. After the rain event there are some large potholes that need patching.

The Manager Roads Infrastructure confirmed his team is aware of the potholes and are arranging for them to be patched.

6.2 Residential Housing Activation Fund Application

Mayor Kelly Ve a Ve a advised the Committee that the Residential Housing Activation Fund application for the Mills Avenue and Goonyella Road will need to be finalised shortly and submitted soon to be considered in line with the state budget.

The Chief Executive Officer confirmed that a direct to Council report will be presented to Council in March 2026.

6.3 State Government Budget Bid

Mayor Kelly Ve a Ve a advised that the State Government Budget Bid is being finalised, outlining 5 key projects with the intention of bringing coal royalties back into the region.

A public facing campaign to call on State Government will be commencing in April 2026, with deputations to follow.

6.4 Public Notice - Heavy Vehicle Industry Update - National Class 2 Road Train Authorisation Notice – Network and Mapping Update - 10MAR2026

Cr Jane Pickels notified the Committee that she has received a query about the Public Notice that was distributed on the 10 March 2026 - Heavy Vehicle Industry Update - National Class 2 Road Train Authorisation Notice – Network and Mapping Update. Specifically enquiring about the following:

- 'Wattle Tree Road' not being mentioned on the public notice, to avoid confusion about getting road trains to the sale yards.
- Tropic Street being listed for removal from the road train network and concerns around cattle trucks having access to the sale yards.
- East Street being removed and how this will affect local transport businesses located on the street.

Further discussions continued with the Committee around how these changes will impact the agriculture, grazing and grain industries.

The Manager Engineering Services confirmed that:

- Wattle Tree Road intersection upgrade design is in the draft 2026/27 budget and the road will be included in the Heavy vehicle route in the next round of updates if the project is approved. (note that transport companies currently have an as of right access)
- Cattle trucks will still have access to the Clermont Sale Yards, only part of Tropic Street is being removed.
- The traffic counters on East Street indicate that there is limited use of East Street for these regulated vehicles.

The Manager Engineering Services also encourages any constituents that believe they may be negatively impacted to contact the National Heavy Vehicle Regulator and lodge their concerns officially so it is captured in the formal national process.

6.5 Thank you Mr Robert Perna, Directors Infrastructure Services

Cr Jane Pickels acknowledged that this meeting would be the final Infrastructure Services Standing Committee Meeting for Mr Robert Perna, Director Infrastructure Services, before he embarks on the next chapter of his career. Cr Pickels expressed her appreciation to Mr Perna for his dedicated service to Isaac Regional Council, recognising the many projects he has delivered during his tenure, as well as his valuable contribution to the Queensland Beef Corridors initiative and the Bowen Basin Regional Roads Group meetings.

7. CONCLUSION

There being no further business, the Chair declared the meeting closed at 10.13am.

These minutes will be confirmed by the Committee at the Engineering and Infrastructure Standing Committee Meeting to be held on Wednesday 8 April 2026 in Moranbah.

MEETING DETAILS	Infrastructure Services Standing Committee Meeting Wednesday 8 April 2026
AUTHOR	Bob Stephen
AUTHOR POSITION	Acting Director Infrastructure Services

5.1 **INFRASTRUCTURE SERVICES 2025-2026 CAPITAL PROJECTS**
PROGRESS REPORT – MARCH 2025

EXECUTIVE SUMMARY

This report is to provide an update to the Infrastructure Services Standing Committee and Council of the progress in delivery of the Infrastructure Services 2025-2026 Capital Works Program.

OFFICER'S RECOMMENDATION

That the Committee recommends that Council:

- 1. Receives and notes the monthly Infrastructure Services 2025-2026 Capital Projects Progress Summary Report for March 2026.**

BACKGROUND

Progressive updates of the financial and physical position of projects in the 2025-2026 Infrastructure Services Capital Works Program are required to ensure that Council is aware of the progress of and risk to the delivery of the program.

IMPLICATIONS

The attached Infrastructure Services 2025-2026 Capital Projects Progress Summary spreadsheet identifies the financial and physical position of all projects.

Compliance

To ensure that the Infrastructure Services 2025-2026 Capital Works Program is achieved within the identified timeframes of the 2025-2026 financial year.

Benefits

Council can see a monthly progress report detailing progress of the projects. This report communicates risks/failures/delays that have been identified in the Infrastructure Services 2025-2026 Capital Works Program.

Project Highlights

Works are finalising on Phillips creek bridge with traffic expected to be using the road in April with an official opening in May.

Wet weather has hampered the Goonyella rd intersection works but they are progressing.

Works commenced on renovations on a house in Clermont and a house in Dysart.

All other program areas are on track.

CONSULTATION

Manager Engineering Services

Manager Parks and Recreation

Manager Fleet

Manager Corporate Properties

Department Coordinators

BASIS FOR RECOMMENDATION

To improve business within Infrastructure Services 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

The Managers and Director Infrastructure Services oversee the scoping, procurement and the completion of the projects identified within the 2025-2026 Capital Projects Progress Summary spreadsheet. Furthermore, that the appropriate Managers and the Director Infrastructure Services are held accountable for the delivery of the project stages and are completed within the identified timeframes.

KEY MESSAGES

That Council has open communication, oversight and transparency of the Infrastructure Services 2025-2026 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:

BOB STEPHEN
Acting Director Infrastructure Services

Date: 30 March 2026

Report authorised by:

CALE DENDLE
Chief Executive Officer

Date: 3 April 2026

ATTACHMENTS

- CONFIDENTIAL Attachment 1 – INF Capital Projects Progress Summary – March 2025

REFERENCE DOCUMENT

- Nil

PAGES 19 TO 20 HAVE INTENTIONALLY BEEN REMOVED DUE TO CONFIDENTIAL REASONS

MEETING DETAILS	Infrastructure Services Standing Committee Meeting Wednesday 8 March 2026
AUTHOR	Bob Stephen
AUTHOR POSITION	Acting Director Infrastructure Services

5.2 ROADS INFRASTRUCTURE OPERATIONAL UPDATE - MARCH 2026

EXECUTIVE SUMMARY

This report is to provide a monthly update to Council on the current operational status of the Roads Infrastructure Department.

OFFICER'S RECOMMENDATION

That the Committee recommends that Council:

- 1. Notes the Roads Infrastructure operational update for March 2026.**

BACKGROUND

The below information highlights the monthly activities of the Roads Infrastructure Department.

INFRASTRUCTURE

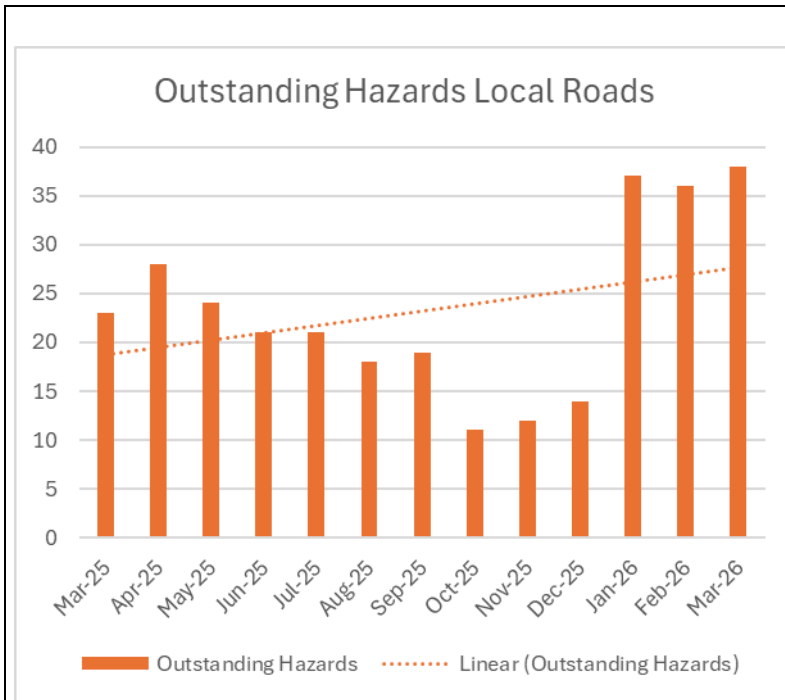
ACHIEVEMENTS COMPLETED – MARCH 2026:

Clermont and surrounding area	
Rubyvale Road, Peakvale Road, Alpha Bypass Road, Cheeseborough Road and Clermont Town	Slashing
Lou Lou Park Road, Round Road, Pioneer Road, East West Road, Fleurs Lane, Wonderbah Road, Capricorn Street and Clermont Connection Road	FD Emergency works
Dysart and surrounding area	
Saraji Road and Golden Mile Road	Pothole patching
Dysart Clermont Road, Rolfe Creek Road and Tieri Road	Slashing

Isaac River Road, May Downs Carfax Road and Carfax Road	Flood damage emergency works
Middlemount and surrounding area	
Town streets as required	Pothole patching
Moranbah and surrounding area	
Pasha Road and Red Bucket area	Slashing
Cunningham Way and Mills Avenue.	Footpaths and concreting
Nebo and surrounding area	
Braeside Road	Maintenance grading
Leggetts Road, Strathfield Road, Airstrip Road, Donnellan Road and Braeside Road	Slashing
Herbicide spray various locations	Other works
Collaroy-Killarney Road, Collaroy-Tierawoomba Road, Conners River Road, Mountain View Road, Turrawulla Road and Bridson Road	Flood damage emergency works
Coast and surrounding area	
Wumalgi Road	Slashing
Seaview Drive, Greenhill	Programmed maintenance grading
Tree removal Carmila Beach Road and Carmila Beach Esplanade	Other works
Manly Access Road, Cape Palmerston Road, Burwood Road, Gibberland Road, Carmila West Road, Wumalgi Road, Wumalgi East Road, Lavinia Park Road, Notch Point Road, Gillinbin Creek Road, Canning Wood Road, Marion Settlement Road, Tinerta Road and Schirmers Road	FD Emergency works
State Controlled Network	
Fitzroy Developmental Road, Peak Downs Highway, Oxford-Sarina Road, Suttor Developmental Road, Dysart	Pothole patching

Middlemount Road, Marlborough Sarina Road, May Downs Road and Bruce Hwy	
Dysart-Middlemount Road, Oxford-Sarina Road, Marlborough-Sarina Road, Suttor Developmental Road, Bruce Highway, St Lawrence-Croydon Road, Clermont Alpha Road, Clermont Connection Road, Gregory Highway, May Downs Road (Resheet 18.5kms 50%)	Flood damage emergent works and callouts
10F & 10G Bruce Highway, 27C Gregory Highway, St Lawrence-Croydon Road, St Lawrence Connection Road, 33B Peak Downs Highway, Marlborough-Sarina Road, St Lawrence Croydon Road	Herbicide spraying
Suttor Developmental Road, Kilcummin-Diamond Downs Road, Dysart-Middlemount Road, May Downs Road, St Lawrence Connection Road, Bruce Highway, St Lawrence Croydon Road	Roadside Slashing

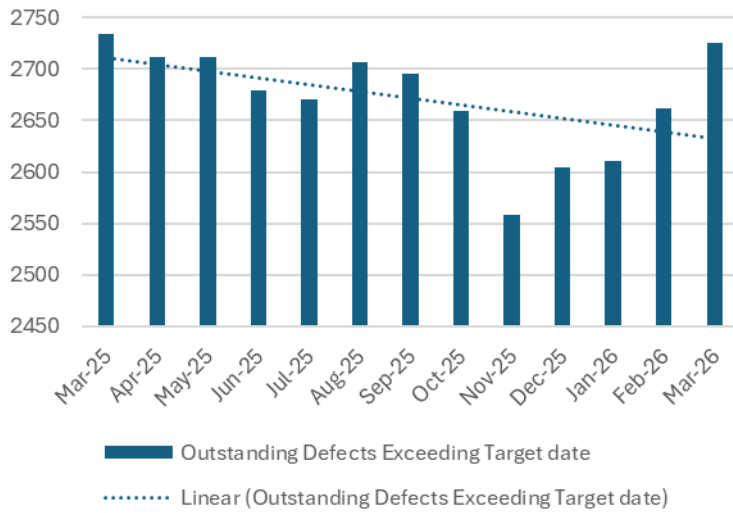
Local Road Hazards and Defects Update



Outstanding Hazards local roads

This graph shows the number of defects each month for the past year that have been raised as higher than intervention level and identified as being a hazard.

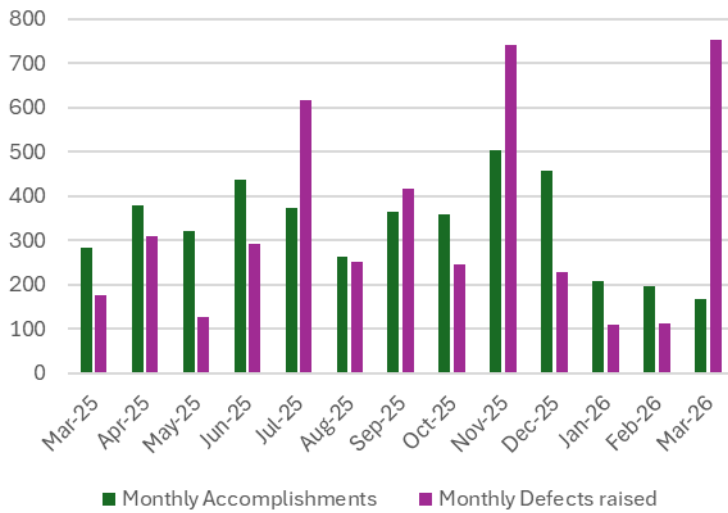
Outstanding Defects Exceeding Target date Local Roads



Outstanding Defect Exceeding Target Date Local Roads

This graph shows number of defects each month for the past year that have been raised and are past the response time (based on the Main Roads requirements)

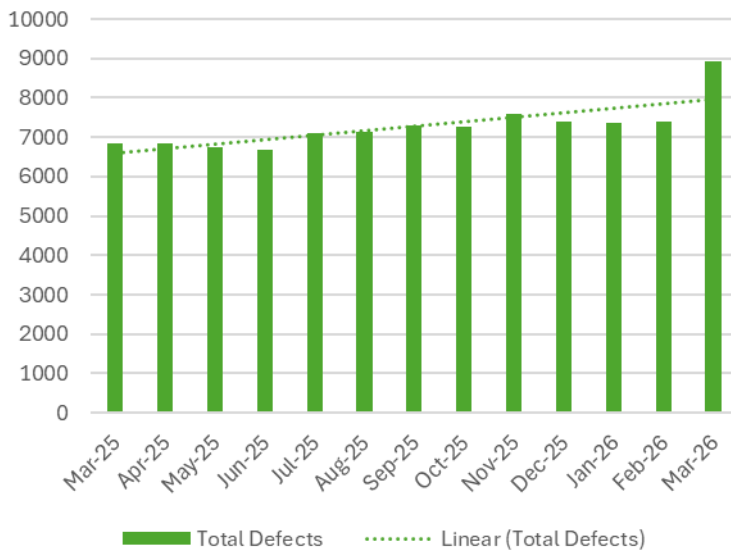
Defect raised and Accomplished Local Roads



Defect Raised and Accomplished Local Roads

This graph shows number of defects and accomplishments each month for the past year that have been raised and completed

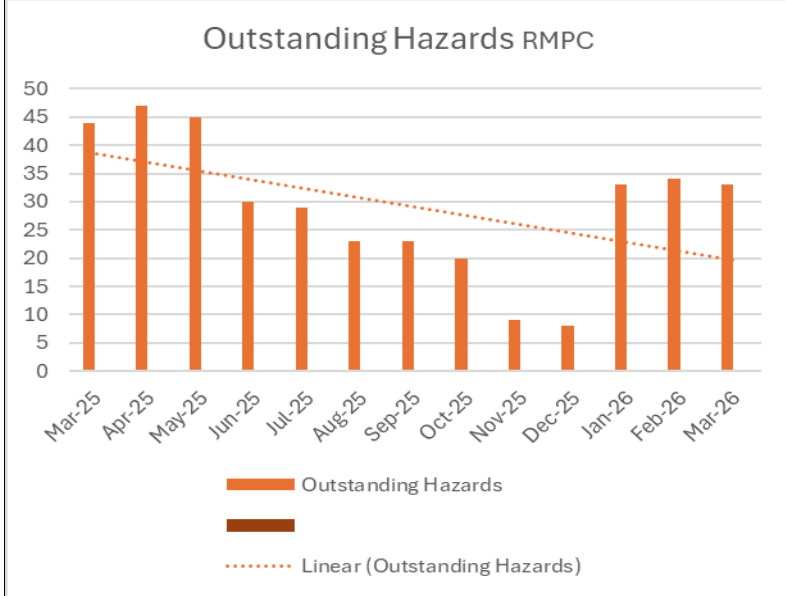
Total Defects Local Roads



Total Defects Local Roads

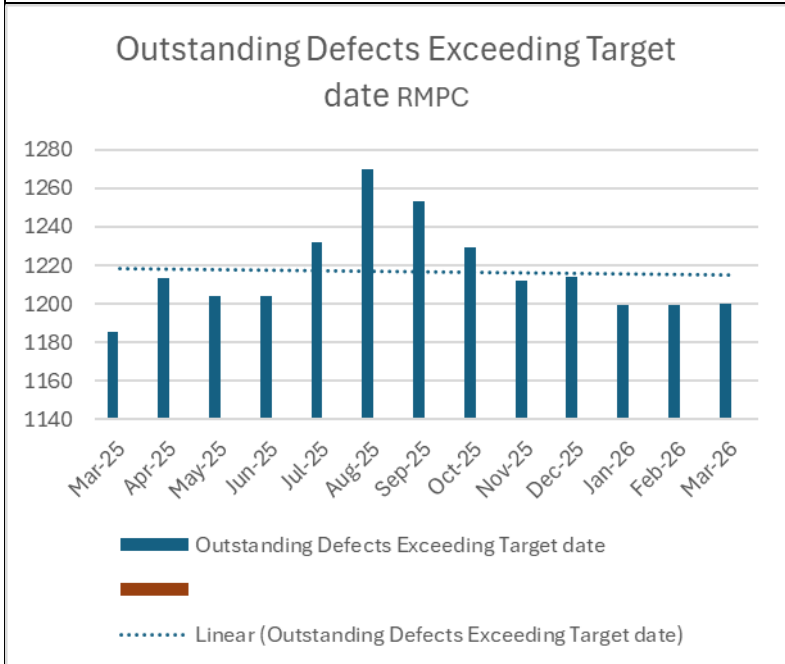
This graph shows the total number of defects each month for the past year that have been raised and have not been completed

RMPC Hazards and Defects Update - FEBRUARY



Outstanding Hazards RMPC

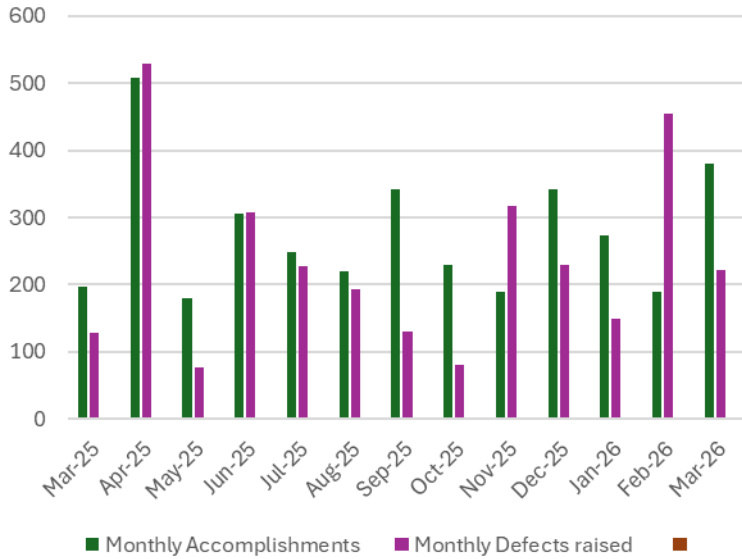
This graph shows number of defects each month for the past year that have been raised as higher than intervention level and identified as being a hazard.



Outstanding Defect Exceeding Target Date RMPC

This graph shows number of defects each month for the past year that have been raised and are past the response time as per Main Roads Standard

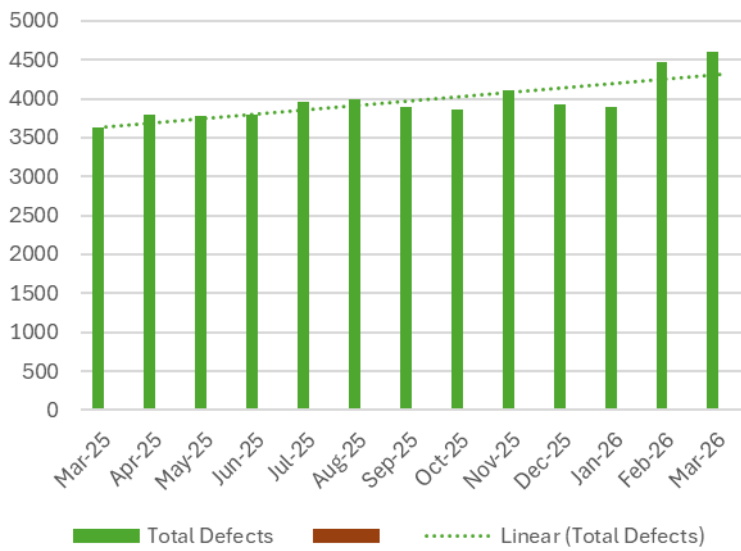
Defect raised and Accomplished RMPC



Defects Raised and Accomplished RMPC

This graph shows number of defects and accomplishments each month for the past year that have been raised and completed

Total Defects RMPC



Total Defects Local RMPC

This graph shows the total number of defects each month for the past year that have been raised and have not been completed

ROAD INSPECTORS UPDATE

2074.50 km inspected for the month of March
 1509.36 km (33.54 %) of the total network for the month of March
 885.49 km State Road for the month of March
 623.87 Km Local Roads for the month of March

ROADS INSPECTED MARCH 2026

10F Bruce Highway (South)	Golden Mile Road (RACAS)
10G Bruce Highway (North)	Goonyella Road
27B Gregory Highway	Kallaroo Road
27C Gregory Highway	Leos Flat Road
33A Peak Downs Highway	Limestone Road
33B Peak Downs Highway	Marion Settlement Notch Point Road
85C Fitzroy Developmental Road	Marion Settlement Road
Moranbah Access Road	Marrs Road
Saraji Road	McDonald Flat Road
Gregory Developmental Road	Mt Flora Mine Road
Clermont Connection Road	Nimmitabel Road
Oxford Downs Sarina Road (RACAS)	Old School Road
Avalon Road	Peak Downs Mine Road
Barker Road (to grid only)	Peakvale Road
Blair Athol Mine Road	Railway Station Road
Borgs Road	Red Hill Road
Braeside Road	Round Road
Bridson Road	Rubyvale Road
Broadlea Road	Salt Bush Park Road
Burngrove Road	Silver K Road
Burwood Road	Spring Valley Road
Carmichael Road	Strathfield Road
Clermont - Alpha Road (CH 0.0 to 41.88)	Tieri Road
Cockenzie Road	Tinerta Road

Cotherstone Capella Road	Turrawulla Road (RACAS)
Dysart Clermont Road (RACAS)	Twin Hills Road
Dysart Middlemount Road	Watkins Road
Fairhills Road (chainage starts at 15.280) Formally Red Rock	West Banchory Road
Gaviglios Road	West Hill Road
Gillinbin Creek Road	Wondabah Road
Golden Downs Road	

ROADS INSPECTED APRIL 2026

10F Bruce Highway (South)	Howards Road
10G Bruce Highway (North)	June Road
27B Gregory Highway	Kemmis Creek Road
27C Gregory Highway	Kenlogan Road
33A Peak Downs Highway (RACAS)	Kilcummin Diamond Downs Road (CH 0.0 to 17.85)
33B Peak Downs Highway (RACAS)	Laglan Road
85C Fitzroy Developmental Road	Landsborough Road
Airstrip Road (RACAS)	Lynch Road
Albro Road	Marlborough Sarina Road (RACAS)
Avon Road	May Downs Road
Bar Plains Road	Meatworks Road
Barbours Road	Moranbah Access Road
Barmount Road	Mt Hillary Road
Barmount South Road	Mt Stuart Bedford Weir Road
Blackspring Road	Needs a name
Blair Athol Mine Road	Old Blair Athol Mine Road
Browns Road	Olives Road
Calveston Road	Peak Downs Mine Road
Carrie Downs Road	Percy Albert Drive
Clermont Connection Road	Red Hill Road (RACAS)
Coobyanga Road	Rileys Crossing Road

Degulla Road (only first 140m)	Rugby Road
Donnellans Road	Saraji Road
Dooruna Road	Settlement Road
Dysart Clermont Road	Sewerage Treatment Plant Road
Dysart Middlemount Road	St Lawrence Connection Road
Golden Mile Road	St Lawrence-Croydon
Golf Club Road	Suttor Developmental (CH 0.0 to 52.893)
Goonyella Road	Tieri Road
Grasstree Road	Turrawulla Road
Gregory Developmental Road	Western Creek Road
Hausens Road	Wilpeena Road

PLANNED WORKS FOR APRIL 2026: THIS PROGRAM IS SUBJECT TO CHANGE DEPENDING ON WEATHER CONDITIONS AND EMERGENT WORKS

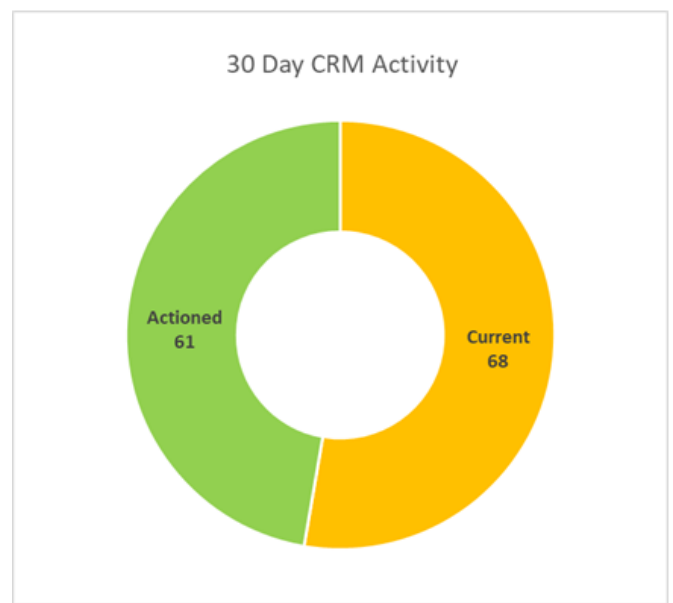
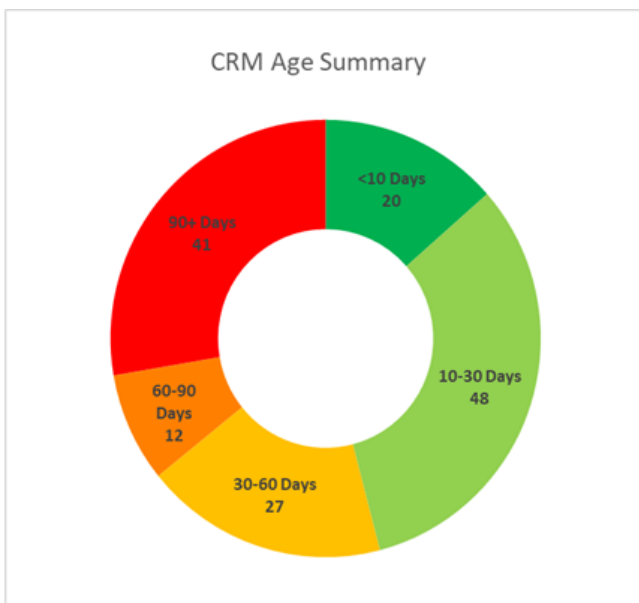
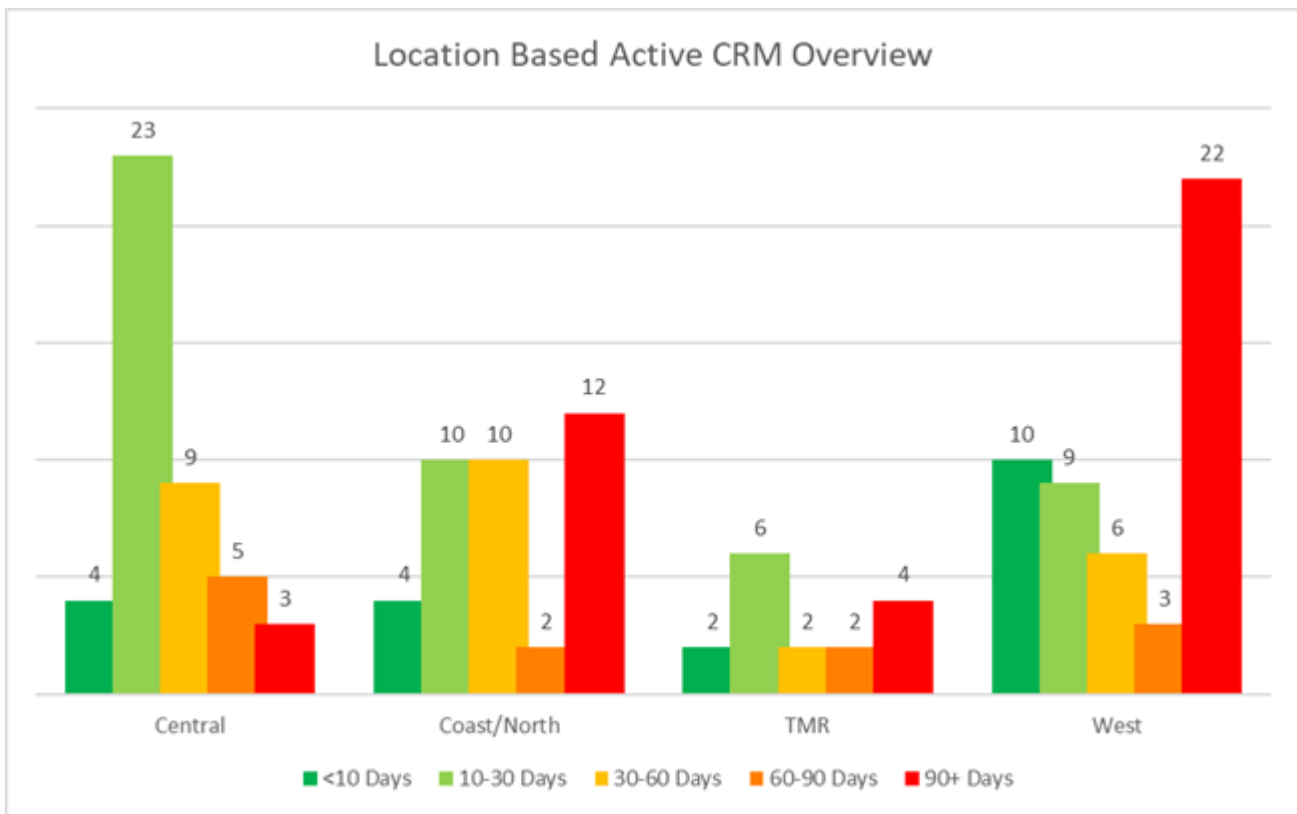
Clermont and surrounding area	
Mount Gregory Road and Round Road	Maintenance program
Gregory Highway, Huntley Road, Gregory Development Road, Kilcummin Road, Clermont Airport	Slashing and herbicide spraying
Ongoing until 10 April	Flood damage repair works
Dysart and surrounding area	
Saraji Road and Dysart Clermont Road	Pothole Patching
Bedford weir Road, Grasstree Road	Slashing
Booroondarra Road, Cotherstone Road	Maintenance grading
Black Spring Road, Wilpeena Road	Flood damage repair works
Middlemount and surrounding area	
Township streets	Linemarking
Moranbah and surrounding area	

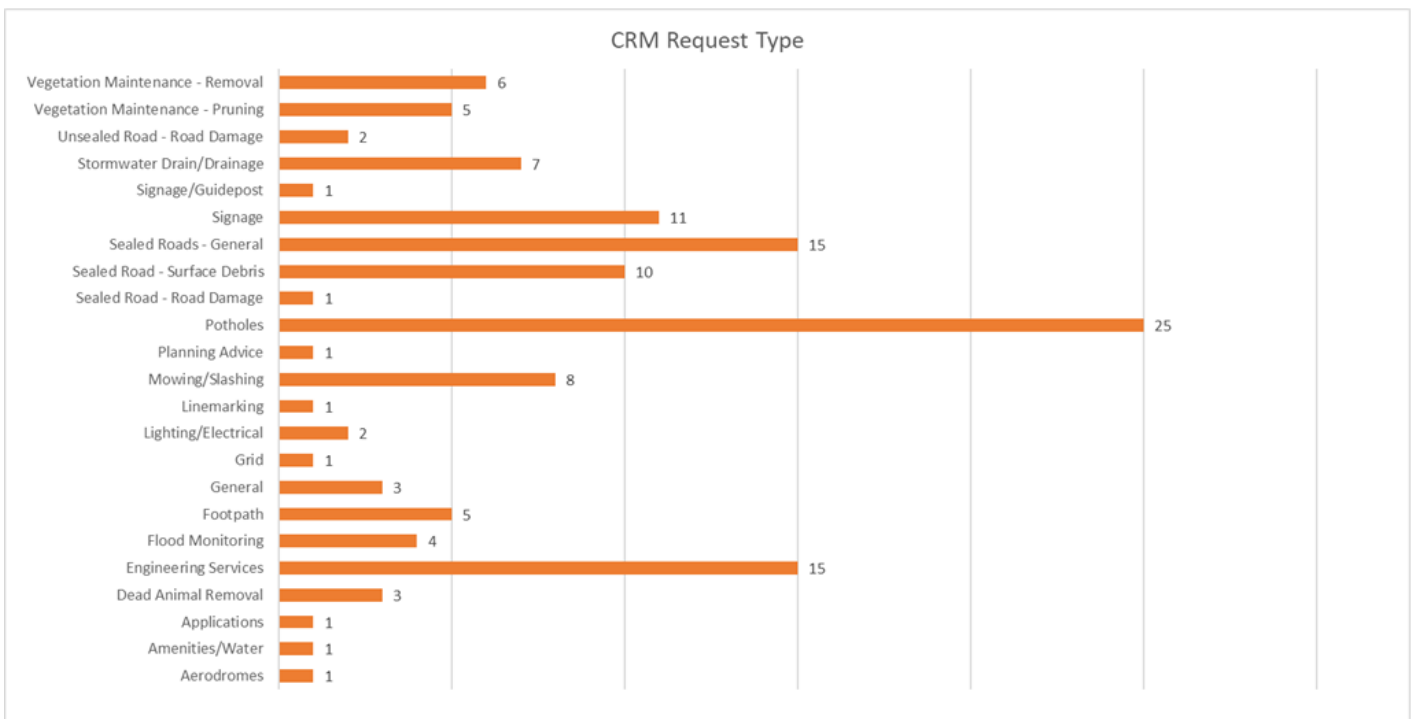
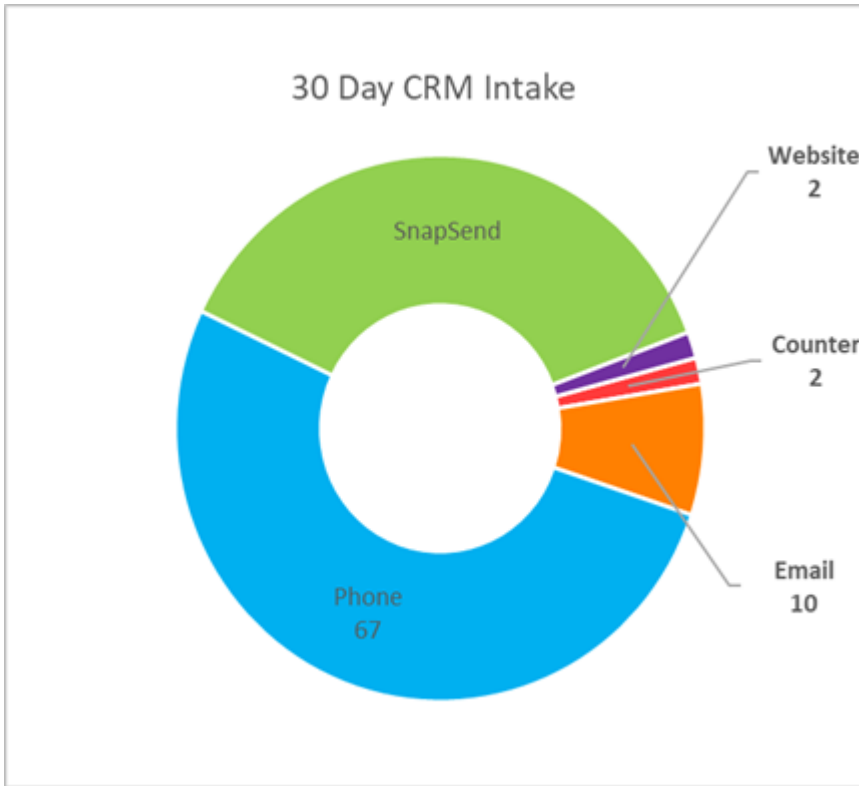
Moranbah Access Road Pasha Road	Slashing
Township signage	Other works
Ongoing until 10 April	Flood damage repair works
Nebo and surrounding area	
Braeside Road, Burgess Road, Johnsons Road and Strathfield Road	Programmed maintenance grading
Homevale Road and Turrawulla Road	Slashing
Various road	Herbicide spraying
Coast and surrounding area	
Connors River Collaroy Road and Collaroy – Killarney Road	Programmed maintenance grading
Carmila Beach Road	Slashing
Various road	Herbicide spraying
State Controlled Network	
Peak Downs Highway	Pothole patching
Bruce Highway and Peak Downs Highway	Slashing
Rest areas	Other works
Marlborough Sarina Road	Culvert replacement works
May Downs Road	Flood re-sheet 9.13kms
98A Gregeory Developmental Road	Asphalt patching Hazard repair

CRM Report

Report - 21 Feb to 20 March 2026

Consistent and at times heavy rainfall across late February and early March contributed to an increased CRM intake during the reporting period. This aligns with the recorded weather conditions for Isaac, which show ongoing rain events through late February.





ACTION ACCOUNTABILITY

Not applicable.

KEY MESSAGES

Isaac Regional Council is committed to transparent decision making, identifying and managing its risks and continuous improvement.

Report prepared by:	Report authorised by:
BOB STEPHEN	CALE DENDLE
Acting Director Infrastructure Services	Chief Executive Officer
Date: 30 March 2026	Date: 30 March 2026

ATTACHMENTS

- Nil

REFERENCE DOCUMENT

- Nil

MEETING DETAILS	Infrastructure Services Standing Committee Meeting Wednesday 8 April 2026
AUTHOR	Sean Robinson
AUTHOR POSITION	Manager Engineering Services

5.3 ENGINEERING SERVICES OPERATIONAL UPDATE AS AT 31 MARCH 2026

EXECUTIVE SUMMARY

The report aims to provide an update as to the operational activities undertaken by the Engineering Services team over the past quarter.

OFFICER'S RECOMMENDATION

That the Committee recommends that Council:

- 1. Notes the Engineering Services operational update as at April 2026.**

BACKGROUND

The engineering Services team has been active across all fronts providing effective customer service to both our internal and external customers. Specific details have been provided below, however key highlights include:

- Review of Council unsealed road gravel specifications has been completed and is currently under internal consultation.
- Program development for the 2026-27 Capital Budget is continuing.
- In-field asset verification for Transport, Parks and Recreation Assets is continuing.
- There continues to be active development with respect to Works on Road Corridors and engagement with planning team.

Aerodrome Operations

Aerodrome operations have remained consistent when compared to previous quarter with aircraft numbers and fuel sales provided below:

- Number of planes landed/take off –
 - Clermont - 120 landings
 - Nebo – 5 landings
 - St Lawrence- nil recorded
- Fuel sales – 54 fuel sales (both Jet A1 and Avgas)

Traffic Counts

As part of our ongoing asset management, we have recurring traffic count program. This includes capturing actual numbers of vehicles using our road assets as well as the speed vehicles are travelling. Details are provided below:

Sealed or Unsealed	Road	Chainage	Average Daily Traffic (VPD)	Speed km/hr		
				Average	85%	HV %
Sealed	James Randell Drive	1.07	1071.48	37.5	43.6	14.02
Sealed	Golden Mile Road	6.96	830.24	90.1	108.4	50.28
Sealed	Nolan Street	0.08	572.86	36.6	42.3	3.34
Sealed	Golden Mile Road	11.3	420.00	102.0	112.1	35.08
Sealed	Middle Crescent	0.04	401.71	31.0	40.3	6.61
Sealed	Dysart Bypass Road	1.69	286.33	64.1	79.4	39.25
Sealed	Blair Athol Mine Road	3.25	177.95	105.6	115.7	51.38
Sealed	Robinson Street	0.02	135.23	25.1	29.5	29.88
Sealed	Trenaman Street	0.02	113.50	25.9	30.2	20.86
Sealed	Menzies Street	0.31	112.18	45.3	54.5	8.74
Sealed	McLennon Court	0.02	69.68	20.2	23.6	22.17
Sealed	Oval Access MMT St Lawrence North	0.06	66.25	33.7	42.5	14.34
Unsealed	Road	0.08	63.40	43.6	52.2	3.94
Sealed	Newberry Court	0.01	45.76	17.0	20.3	6.87
Sealed	Oval Access 2 Dysart	0.1	34.43	22.2	27.7	15.63
Unsealed	Walshs Road	0.08	24.43	45.3	56.7	71.78
Unsealed	Carfax Road	31.39	17.62	73.9	89.5	40.54
Unsealed	Scrub Creek Road	0.1	15.49	39.5	48.8	18.82
Sealed	Wattle Street	0.05	14.63	37.4	43.9	59.71
Unsealed	Wyoming Road	0.01	9.48	42.2	54.9	22.61
Sealed	Rowe Court	0.02	8.13	21.1	26.8	17.58
Unsealed	Spring Valley Road	19.28	8.07	46.5	59.2	3.24
Unsealed	Waitara Road	0.15	7.63	50.7	66.8	75.41
Unsealed	Strathdee Road	0.05	7.00	20.8	31.2	23.98
Sealed	Sutherland Court	0.02	4.71	20.6	25.9	19.70
Unsealed	Marrs Road	0.09	1.83	12.8	15.3	24.68
Sealed	Strathfield Road	0.46	1.27	53.3	73.8	9.86
Unsealed	Wyena Road	0.05	0.86	39.0	61.6	66.67

Quality Management System

Over the past six months, compliance with our quality management system has continued to improve, with ongoing leadership support contributing to improved in-field adherence to standards.

Key summary items are included below:

- Non-Conformance Reports
 - Number raised in the last quarter - 1
 - Number closed in last quarter - 1

- Number of any overdue – 6 currently open

Natural Resources

Throughout the quarter, we are required to record the amount of water /gravel used for our road maintenance and capital works. Key highlights include:

RECORDED WATER TAKES		
East	West Central) (including	Contractors
435,000 litres	84,000 litres*	254,000 litres

Notes:

Due to rainfall during the quarter, works completed to date has been emergent works requiring very little water due to ground saturation levels.

* Water for gravel patching has been supplemented by water taken from the town standpipe and therefore not included in the above.

TOTAL RECORDED WATER TAKES IN ALL AREAS BY FINANCIAL YEAR	
2023 - 2024	12,916,500 litres
2024 - 2025	25,111,000 litres
2025 – 2026 (to date)	23,219,050 litres

This demonstrates a rising level of compliance over time. In time it will also have some correlation to the amount of works delivered.

RECORDED GRAVEL TAKES		
East	West Central) (including	Contractors
Nil	Nil	Nil

Notes:

Most works completed to date this quarter are emergent works and therefore no gravel required.

Highlights/Risks

- IRC Pavement Material (Modified 2.5) Characteristic Properties Review draft ready for internal consultation.

-
- Water Source Development Strategy for Road Infrastructure delivery under review.
 - Win, Crush & Screen Gravel – 2026/2027 Program Tender documents almost complete and scheduled for release during quarter 4.
 - 2-day engagement completed with Whitsunday Regional Council to provide advice and assistance with water/gravel statutory requirements.
 - 2 water/gravel take compliance refresher sessions delivered to crews.

Next Quarter

- IRC Pavement Material (Modified 2.5) Characteristic Properties Review presentation to Council.
- Water Source Development Strategy for Road Infrastructure Delivery presentation to Council.
- Win, Crush & Screen Gravel – 2026/2027 Program Tender release.
- Development and submission to Department of Primary Industries of all Site Based Management Plans for 2026/2027 resheeting program.
- Statutory notification of all water takes for 2026/2027 maintenance grading program to Department of Local Government, Water and Volunteers.

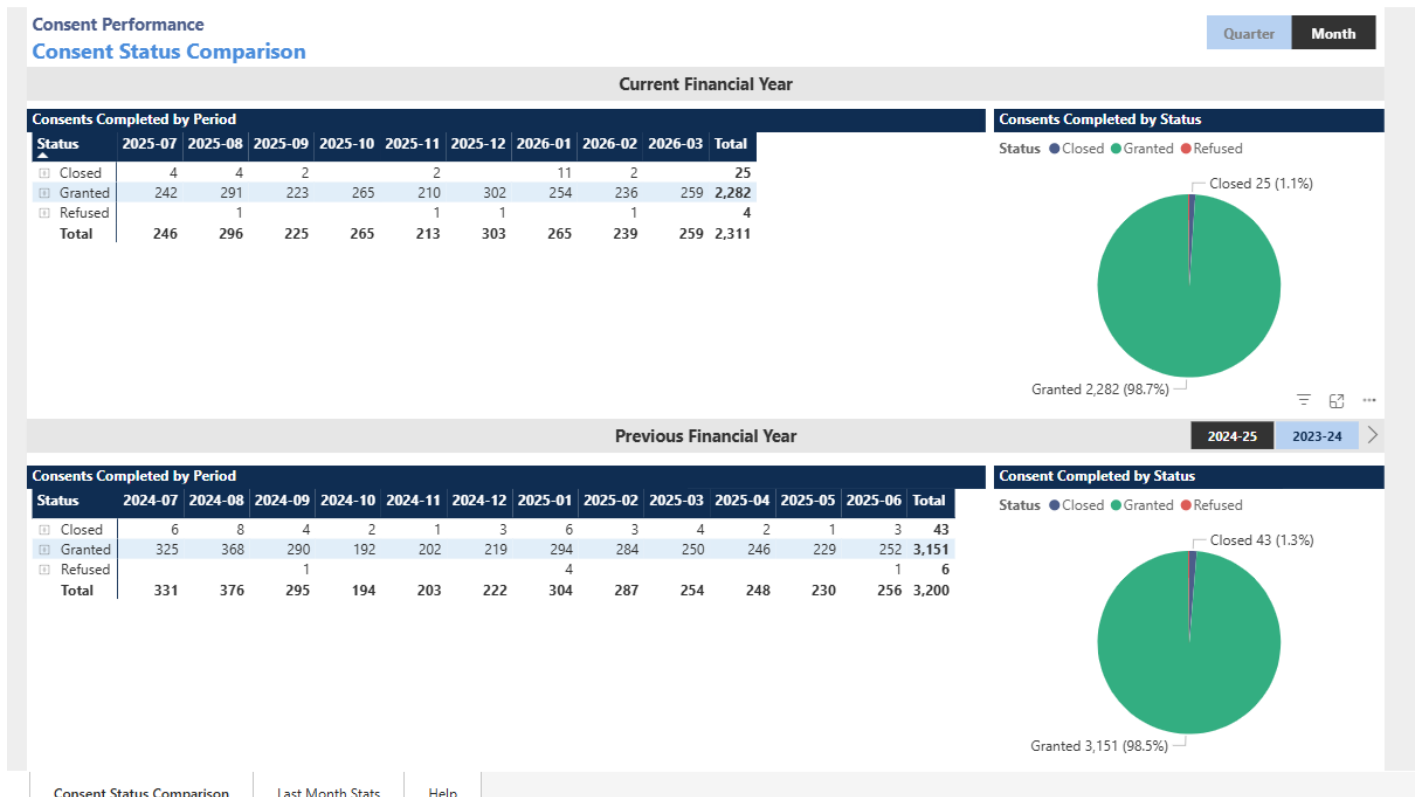
Infield Asset Verification

Ongoing infield asset verification program of assets. The verification process is allowing us to review, update or amend the asset register. A summary of the assets inspected this quarter include:

- Length of Road assets verified - 192.63 KM
- Number of Parks verified - 19
- Number of Pools verified - 2
- Number of Saleyards verified - 1
- Number of Cemeteries verified - 9
- Number of Campgrounds verified - 1

Heavy Vehicle Access

Heavy vehicle access continues to be an active customer service activity with key metrics extracted from the NHVR portal regarding permits processed this financial year



In addition to the routine processing of permits, Council is currently undergoing a consultation process for the updates to the Class 2, Type 1 and Type 2 Road Train Gazette notice. As part of this consultation process, Council has received approximately 40 submissions to the network changes, each of these have been responded to through the NHVR. As the consultation process progresses an update will be provided.

Corridor Access

Under our Local Laws, Council is required to approve access for third parties to undertake works within our road reserves. A summary of the stats are provided below:

- Works on Road Corridor
 - Number Received - 20
 - Number Approved – 10
 - Number with ongoing works – 8
 - Withdrawn/Applicant not proceeding - 2
- Gates and Grids
 - Number Received - 1
 - Number Approved – 0
- Land Access
 - Number Received - 7
 - Number Approved – 7

IMPLICATIONS

NIL

CONSULTATION

Engineering Services Team

BASIS FOR RECOMMENDATION

Engineering Services will continue to provide effective and efficient customer service to both internal and external customers.

ACTION ACCOUNTABILITY

Manager Engineering Services to

- Present to council the IRC Pavement Material (Modified 2.5) Characteristic Properties Review within the next quarter.
- Present to council the Water Source Development Strategy for Road Infrastructure Delivery within the next quarter.
- Complete all Site Based Management Plans for 2026/2027 resheeting program and submit to appropriate government agencies.
- Provide a report to council on any approved changes to the Heavy vehicle routes within the council area.

KEY MESSAGES

Nil

Report prepared by: SEAN ROBINSON Manager Engineering Services Date: 31 March 2026	Report authorised by: BOB STEPHEN Acting Director Infrastructure Services Date: 1 April 2026
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ATTACHMENTS

- NIL

REFERENCE DOCUMENT

- NIL

MEETING DETAILS	Infrastructure Services Standing Committee Meeting Wednesday 8 April 2026
AUTHOR	Michael Buckley
AUTHOR POSITION	Manager Parks and Recreation

5.4 PARKS AND RECREATION OPERATIONAL UPDATE AS AT 31 MARCH 2026

EXECUTIVE SUMMARY

This report is to provide an update to Council on the current operational status of the Parks and Recreation Department.

OFFICER'S RECOMMENDATION

That the Committee recommends that Council:

- Notes the Parks and Recreation Department update as at 31 March 2026.

BACKGROUND

The below information highlights the recent activities of the Parks and Recreation Department.

PARKS & RECREATION

UPDATE & ACHIEVEMENTS COMPLETED

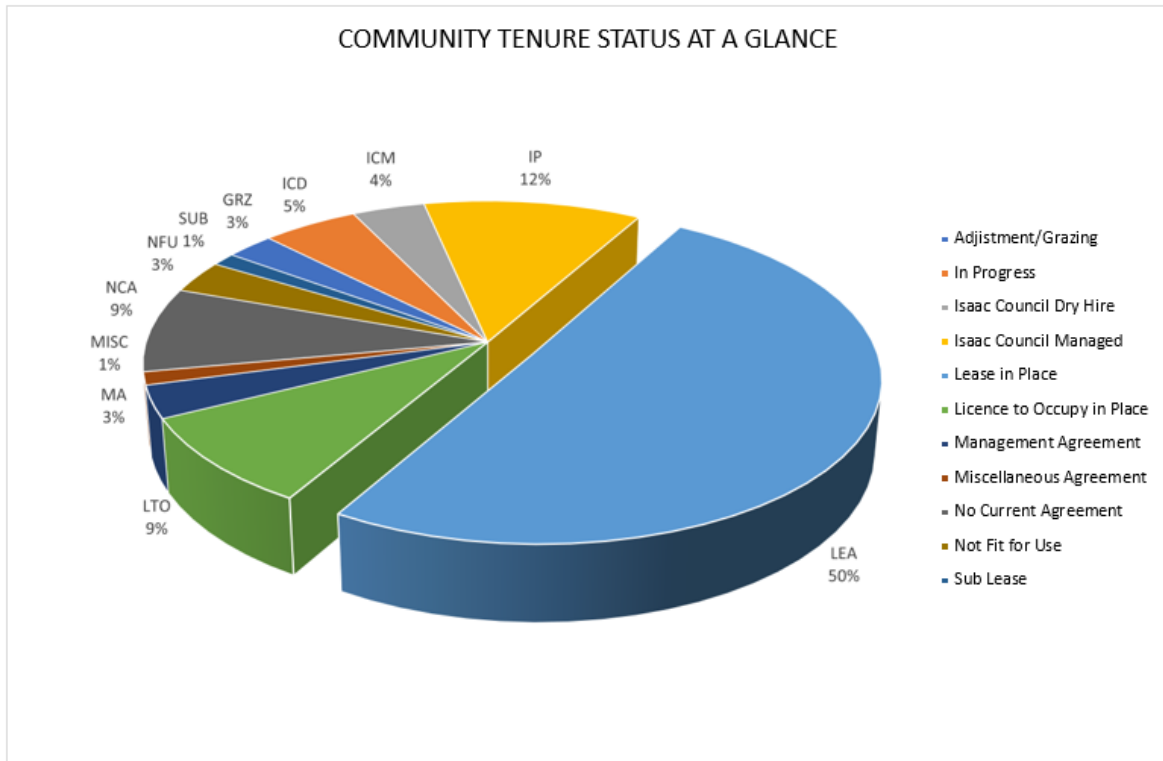
Clermont and Surrounding Area	
Routine Parks, Gardens and Reserves General Maintenance	Routine maintenance has been carried out without delays. Activities inclusive of mowing, whipper snipping, pruning, hedging, tree trimming, playground inspections, cleaning on-site assets (amenities, picnic tables, exercise equipment, BBQs), spraying and poisoning.
Cemetery	Clean-up of site with Correction Services assistance. Three (3) plaques fitted.
Work Camp	Continuing to assist community with flood relief needs and tidy up.
Flying Fox	Numbers of flying foxes has reduced.

Irrigation Inspections	Inspections carried out in all parks and at sportsground to gather information for future capital works project.
Sharing Assets & Resources	John Deere mower shared with Theresa Creek Dam while theirs is in for repairs. One (1) staff member currently assisting Corrections Services. Assisted Corporate Properties with two (2) Council houses yard maintenance.
Training	Request for additional training for Parks crew. Currently working on HR drivers' licences.
Mosquitoes & Snakes	Increase in mosquitoes and snakes after recent heavy rain and flooding. Staff made aware and informed of preventative measures to avoid bites.
Swimming Pool	Site meetings with State and project consultant to discuss preliminary project outcomes.
Dysart and surrounding area	
Routine Parks, Gardens & Reserves General Maintenance	Routine maintenance has been carried out without delays. Activities inclusive of mowing, whipper snipping, pruning, hedging, tree trimming, playground inspections, cleaning on-site assets (amenities, picnic tables, exercise equipment, BBQs), spraying and poisoning.
Vandalism	Continuing to address vandalism to parks assets. Leichhardt Park soccer field vandalised by unauthorised motor vehicles on the field.
Playground Repairs	Repairs carried out after identified wear and tear after routine inspections were complete.
Tree Clearing	Continuing to clear vegetation after Cyclone Koji with availability of contractors.
Swimming Pool	Floodlight at deep end of pool shorting circuit breaker, one LED identified as faulty. Quote received for replacement.
Middlemount and surrounding area	
Irrigation	Audit of all Parks, Gardens & Reserves irrigation. Flushed out blockages and replaced broken sprinklers. Reduced running times due to recent rain fall.

Polocrosse Trespassing	Trespassing & illegal dumping reported via police link. All horses, dogs and equipment removed. RPZ turned off due to being tapped into.
Customer Requests (CRMs)	All completed and up to date.
Park Asset Removal	Boat playground removed from Camm Park due to safety risk.
Swimming Pool	Disinfection system reported calibration errors, inspection completed. Awaiting parts for repair.
Moranbah and surrounding area	
Eastern Sporting Precinct AFL Mainline	Upgrade of the AFL mainline completed.
Events Centre	Team helped with event set up and pack down over the last month.
Assist to Glenden Parks Team	Assisting with operational requirements one (1) day per fortnight while Glenden Team is short staffed.
Nebo Museum	Assisted Nebo Museum staff with site upgrade to allow reopening.
ELAM – Boy Youth Group Program	Continuing training and education with small plant equipment.
Swimming Pool	Playground safety and compliance inspection completed, works underway to complete identified rectifications and meet standards. Lifeguard refresher training for team members commenced.
Nebo and Surrounding Area	
Sharing Resources	Two (2) staff assisting in Glenden due to reduced team members.
Routine Parks, Gardens & Reserves General Maintenance	Routine maintenance has been carried out without delays. Activities inclusive of mowing, whipper snipping, pruning and cleaning on-site assets (amenities, picnic tables).
Museum	Removed old garden beds and rocks.
Highway Garden Beds	Contractor completing maintenance of garden beds. Activities include brush cutting all weeds and grass in and around the beds, as well as poisoning to prevent regrowth.

Mt. Britton Water Line	Water line repair complete to the amenities block and camping area.
Coast and Surrounding Area	
Road Works	Assisting with ongoing pothole patching along Bruce Highway, Greenhill Road and Carmilla West Road. Roadside slashing on Carmila Beach Road, Palms Road, Greenhill Road and Westhill Road.
General Maintenance	Mowing of parks and roadsides. Mowing and whipper snipping carried out at St Lawrence Library, Hall and Sportsground in preparation for International Women's Day.
Waverley Creek Amenities	Replaced soap dispensers.
Swimming Pool	Some water loss was identified, investigations taken place to determine the severity and source of the loss.
Glenden and Surrounding Area	
Lake Elphinstone Amenities	Blockage issues reported recently. Repairs have been carried out and completed.
Glenden Township	General maintenance completed of Parks and Reserves.
Reduced Staff	Two (2) staff members absent on sick leave and one (1) vacancy currently available in team.
Swimming Pool	Discussions taking place to determine future pool operational hours.
Community Leasing	
<p>The statistics below, illustrated in the accompanying graph, show the land and facilities managed by Isaac, including those currently under tenure, those managed directly by Council, assets under discussion or negotiation, and the remaining sites yet to be placed under tenure.</p> <p>Please note that these figures are dynamic, as new tenure opportunities arise, external tenures are established, and existing tenures expire across the region.</p>	

COMMUNITY TENURE STATUS AT A GLANCE



76% of tenures completed

12% of tenures currently in discussions/negotiations

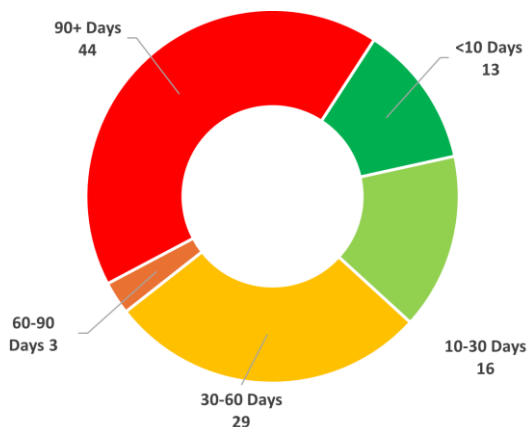
9% of tenures to be commenced

3% of facilities not fit for use

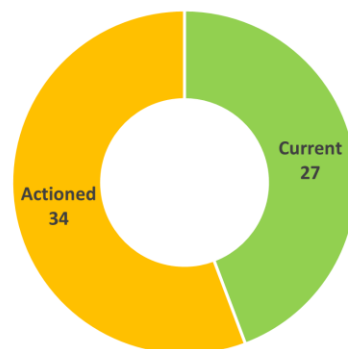
Approximately **85%** of tenures are on reserve land owned by the State with Isaac Regional Council as trustee.

Customer Request Management (CRM)

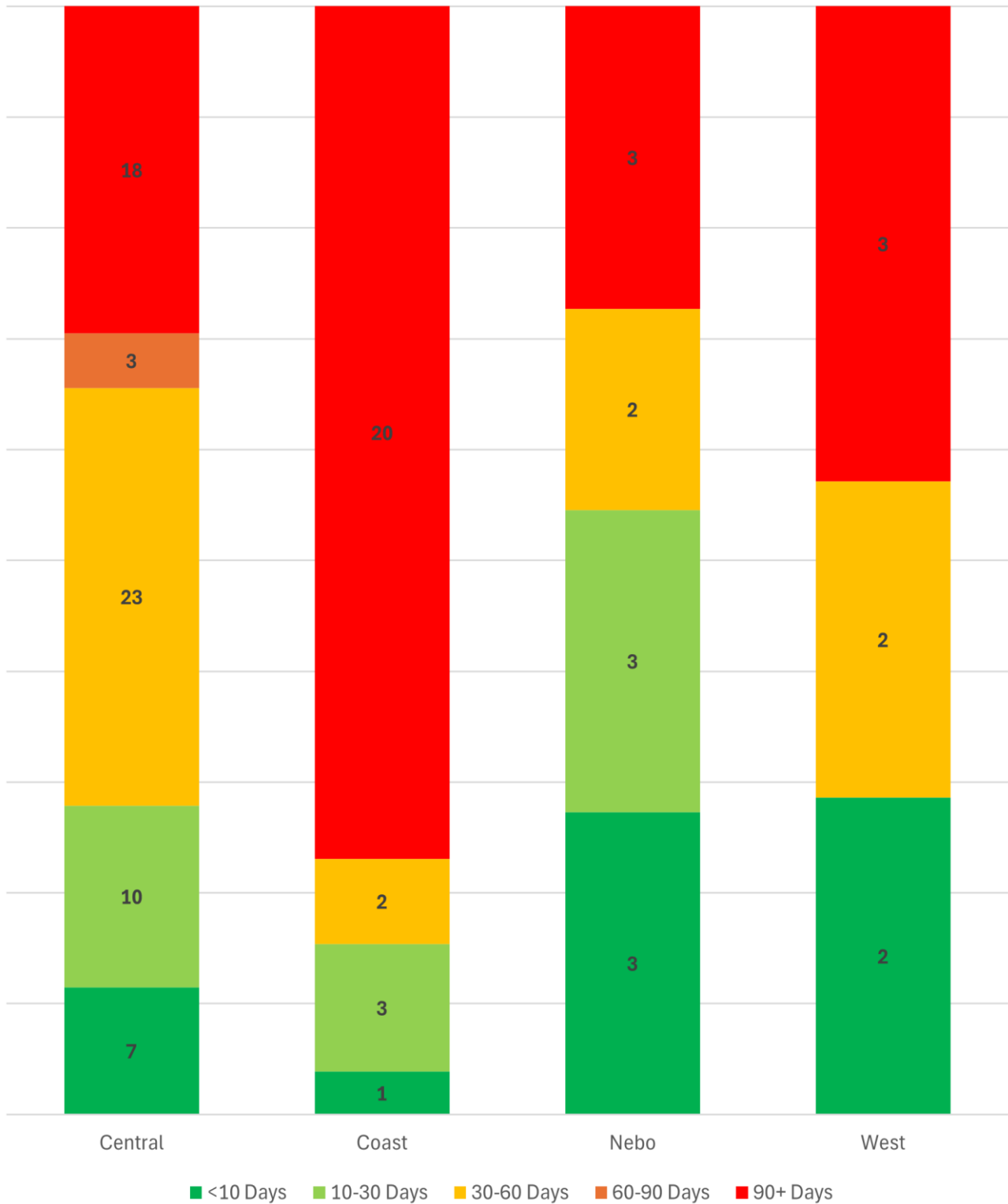
CRM Age Metrics

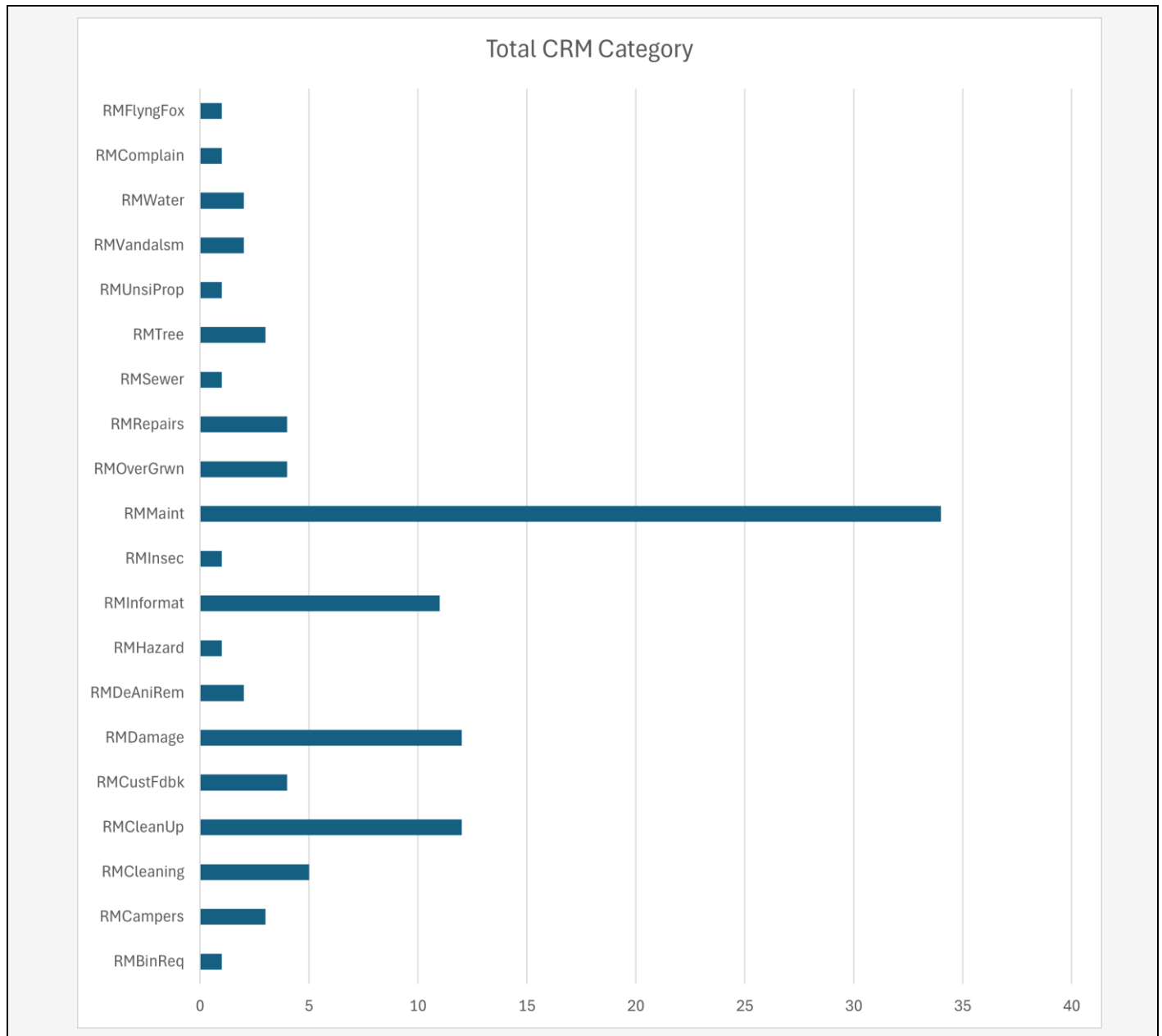


CRM Received and Actioned in last 30 Days



Active CRM's by Location





PLANNED WORKS FOR NEXT QUARTER: THIS PROGRAM IS SUBJECT TO CHANGE DEPENDING ON WEATHER CONDITIONS AND EMERGENT WORKS

Clermont and Surrounding Area

Anzac Day preparations. Replace Isaac Flags with Anzac flags.

Upcoming Event Assistance. Work Camp scheduled to complete vegetation clearing, set-up and pack down for BA Bush Sports.

BMX Track renewal works

Work Camp to assist with cabinet repair at Clermont hospital and brick removal at Copperfield Chimney.

Ongoing consultation and early design activity with pool project consultants.
Dysart and Surrounding Area
Routine Park and playground inspections.
Civic Centre pathway replacement of tiles
Upkeep of Leichhardt Recreational Park for sports community group usage for football season.
Anzac memorial plaque renewal
Repair of pool flood light to full lighting capacity.
Middlemount and Surrounding Area
Anzac Day preparations.
Planned pool shutdown to undertake main switchboard repairs.
Moranbah and Surrounding Area
ELAM – Boy Youth Group Program final session early April 2026.
Workcamp assisting with Moranbah Race Day set-up and pack down.
Ongoing engagement with procurement progress GCAC plant room replacement to completion.
Nebo and Surrounding Area
Poison town streets grass, weeds, posts, culverts and also airstrip runway and fence line.
Prune Bougainvillea on highway, hedges outside pool and hedges behind Council Office.
Coast and Surrounding Area
Painting Carmila Sportsgrounds amenities and refurbishing/upgrading seating.
Repairs to Carmila Beach amenity block.
Replacing old and rusty picnic shelter at Clairview.
Glenden and Surrounding Area
Anzac Day preparation at Glenden Recreational Centre.
Lake Elphinstone slashing scheduled prior to Easter holidays.
Parks team to conduct maintenance activities at Glenden pool until new lease comes into place.
Inclusive of All Towns

Maintenance of parks assets, cleaning playgrounds, shelters, seats and tables. Bin rationalisation program. Irrigation maintenance, continual repairs and cleaning after Cyclone Koji. Maintenance and improvement of priority landscaping across region, pruning, mulching, mowing/slashing and aesthetic improvements.

Middlemount – Trespassing & Illegal Dumping



KEY MESSAGES

Isaac Regional Council is committed to transparent decision making, identifying and managing its risks and continuous improvement.

Report prepared by: MICHAEL BUCKLEY Manager Parks and Recreation Date: 24 March 2026	Report authorised by: BOB STEPHEN Acting Director Infrastructure Services Date: 1 April 2026
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ATTACHMENTS

- Nil

REFERENCE DOCUMENTS

- Nil

MEETING DETAILS	Infrastructure Services Standing Committee Meeting Wednesday 8 April 2026
AUTHOR	Sean Robinson
AUTHOR POSITION	Manager Engineering Services

5.5

POITREL ROAD – RECOGNITION OF COUNCIL ASSET

EXECUTIVE SUMMARY

To seek Council approval for the recognition of approximately 500m of Poitrel Road with works previously completed by an unconfirmed external party on an existing unconstructed (unformed) road.

OFFICER'S RECOMMENDATION

That the Standing Committee recommends that Council:

- 1. In accordance with EI-POL-094 – Unmade or Unformed Roads Policy, recognise the section of Poitrel Road (approximately 500m) as a gravel road asset, effective from the date of this resolution.***

BACKGROUND

Poitrel Road is presently recorded as an unformed road in Council's road register and has a length of road reserve of 7.859 km. A segment of the road (0 to 500m) is currently being used as private driveway access by the property owners and the Moorvale Earthmoving Company.

A material change of use MCU25/0020 Moranbah Solar Farm (Transmission Line) Development Application has been submitted to the Planning and Environment Department that is currently in public notification stage.

The application states that most of the construction traffic for the works will be directed onto Poitrel Road. This triggers Channelised Right Turn and Auxillary Left Turn intersection controls, but recommends managing traffic (e.g., carpooling and staggered shifts) to reduce impacts and to avoid the need for an intersection upgrade. However, it is likely that Department of Transport and Main Roads (DTMR) will require intersection works to minimise impacts on the Peak Downs Highway. We have not yet received a response from DTMR that includes a detailed response strategy associated with the impact on Peak Downs Highway.

Council conducted a site inspection on 9 February, 2026 as part of the investigation process. It was confirmed that works had occurred on the site without council's approval and maintenance activities were conducted on the road without valid approval and permits in place.

Please see images and illustration below for reference:



Figure 1: Entrance to Poitrel Road



Figure 2: Condition of Poitrel Road (Chainage 70m)



Figure 3: Condition of Poitrel Road (Chainage 480m)



Figure 4: Poitrel Road Segment (500m)

Council now wishes to formally recognise these works as a constructed asset, as they exist within the public road reserve and meet the definition of a road-related infrastructure asset.

Council has identified that formalising this access as a public road will improve:

- Access rights
- Safety
- Emergency services entry
- Long-term infrastructure planning
- Network connectivity

ASSESSMENT

Engineering Services have undertaken a preliminary assessment of the road and reviewed existing mapping, historical access arrangements, relevant infrastructure, and future planning needs which are outlined below:

Access and Traffic Considerations

Currently, only the property owners and the employees of Moorvale Company use this road as access to the company site and property respectively.

Increase in traffic expected if the development application is approved.

There is safety concern when turning into the Poitrel Road lane from Peak Downs Highway (and vice versa) due to the absence of a channelised turning lane.

Public Infrastructure

Council has determined the presence of existing infrastructure (water, sewer, stormwater, electrical, telecom).

While Council has no records of the road that has been constructed, from observation, it may be determined that the road is a gravel road and that the required width exceeds Council requirements. It is further noted that the road appears to be in a sound condition with adequate gravel depth.

Environmental and Planning Considerations

No identified environmental constraints exist based on a preliminary GIS review.

Public Safety and Operational Requirements

For the existing low use, the road appears to be operating safely under normal conditions. However should there be an intensification of use associated with the identified MCU application, safety concerns will arise with the intersection with Peak Downs Highway. It is anticipated DTMR as a referral agency to the MCU will address this concern

No operational conflicts identified.

IMPLICATIONS

- **Financial:** Currently the road is classified as 1-star rating. Once recognised by Council, this section of the road will be recorded as a gravel road and thereby reclassified as 3-star rating. Recognition of the asset will initiate an increase to the annual depreciation to be funded by Council. It is expected that over 30 years, the Whole of life impacts to Council will be approximately \$75,000
- **Operational:** Council will assume Maintenance for this section of road. Given the indicative allocation of a category 3 road under the Draft Road user Rating system, it can be expected that the road would be receive a maintenance grade every 18-24 months
- **Community:** Engagement with the company and respective property owners will be undertaken to advise them the Council will be taking over responsibility of the asset.

CONSULTATION

- Director Infrastructure Services
- Manager Roads Infrastructure
- Coordinator Natural Resources
- Manager Planning & Environment

BASIS FOR RECOMMENDATION

No foreseeable environmental or sustainability issues.

Dedication as a Council Road and subsequent asset recognition will ensure appropriate governance, financial reporting, and long-term infrastructure management.

Existing MCU25/0020 Development Application currently under assessment by Planning & Environment Department.

ACTION ACCOUNTABILITY

Manager Engineering Services to implement council's decision and communicate outcomes to all stakeholders.

KEY MESSAGES

We will undertake strategic land use activities in a financially sustainable manner that responds to growth and enhances liveability.

Our governance framework will be responsive enough to support the changing needs of Council and our community.

We adopt best-practice decision-making that is transparent, accountable and represents the current and future interest of the region and its communities.

Report prepared by: SANAD ABDU Engineer Planning & Corridor Management Date: 24 March 2026	Report authorised by: ROBERT PERNA Director Infrastructure Services Date: 1 April 2026
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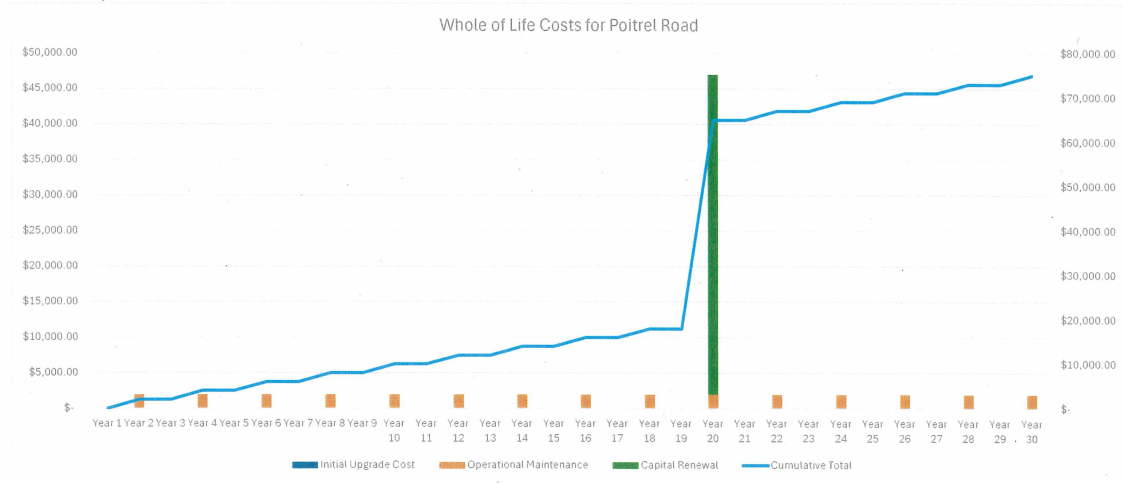
ATTACHMENTS

- Attachment 1 - Poitrel Road WOLC spreadsheet

REFERENCE DOCUMENT

- Isaac Regional Council 2023-2028 Corporate Plan
- EI-POL-094 – Unmade or Unformed Roads Policy

	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25	Year 26	Year 27	Year 28	Year 29	Year 30	
Initial Upgrade Cost																															
Operational Maintenance		\$ 2,000.00		\$ 2,000.00		\$ 2,000.00		\$ 2,000.00		\$ 2,000.00		\$ 2,000.00		\$ 2,000.00		\$ 2,000.00		\$ 2,000.00		\$ 2,000.00		\$ 2,000.00		\$ 2,000.00		\$ 2,000.00		\$ 2,000.00		\$ 2,000.00	
Capital Renewal																					\$ 45,000.00										
Cumulative Total	\$ -	\$ 2,000.00	\$ 2,000.00	\$ 4,000.00	\$ 4,000.00	\$ 6,000.00	\$ 6,000.00	\$ 8,000.00	\$ 8,000.00	\$ 10,000.00	\$ 10,000.00	\$ 12,000.00	\$ 12,000.00	\$ 14,000.00	\$ 14,000.00	\$ 16,000.00	\$ 16,000.00	\$ 18,000.00	\$ 18,000.00	\$ 18,000.00	\$ 65,000.00	\$ 65,000.00	\$ 67,000.00	\$ 67,000.00	\$ 69,000.00	\$ 69,000.00	\$ 71,000.00	\$ 71,000.00	\$ 73,000.00	\$ 73,000.00	\$ 75,000.00



MEETING DETAILS	Infrastructure Services Standing Committee Meeting Wednesday 8 April 2026
AUTHOR	Sean Robinson
AUTHOR POSITION	Manager Engineering Services

5.6 UPGRADE OF MARRS ROAD REQUEST – RICK AND TERRENA PEARN

EXECUTIVE SUMMARY

Marrs Road, located in the Carmila West area, is recorded in Council's Road Register as a formed road with a length of 0.138 km and an average width of 4m. Council has received a formal written request from the adjoining property owner to upgrade the road from a formed standard to a gravel standard to improve all-weather accessibility.

OFFICER'S RECOMMENDATION

That the Standing Committee recommends that Council:

- 1. Acknowledges the formal request and financial contribution submitted by Rick and Terrena Pearn to upgrade Marrs Road to a gravel road; and*
- 2. Resolves that as part of the 2026-27 gravel Resheeting program, Council will fully gravel the length of Marrs Road.*

BACKGROUND

Marrs Road is recorded in Council's Road Register as a formed rural access road. The road currently services three rural properties with existing infrastructure including a concrete floodway, grid and gate. Two of the rural properties have access through Barbours Road and therefore only the property at the end of Marrs Road is directly impacted by this access issue. It is noted that a fourth additional property uses Marrs Road as its access point with Access through the Pearn owned property due to their parcel of land being serviced by an unconstructed road reserve.



Figure 1: Current Road Layout and Access Arrangements

Historically, access has been limited during extended wet conditions, due to the road's low-formed profile and lack of gravel pavement. The current owners, Rick and Terrena Pearn, have advised that the existing formed standard no longer meets their access requirements and have requested an upgrade to a gravel surface and have offered to contribute \$5000 towards upgrade costs.

Investigations conducted by Engineering Services confirm that the road surface becomes soft and rutted during wet weather, although remains accessible under normal dry conditions. It is further noted that under the proposed Rod User Rating, Marris Road is assigned to be a Category 2 Road which normal operating costs would be:

- Maintenance Grading every 3 – 5 years
- Target gravel coverage – 25% of road length
- Resheet every 30 years

Upgrading the road to be fully gravel will require minor reshaping, gravel placement, and drainage improvements. Preliminary estimates indicate that approximately 250 tonnes of gravel will be required for a full upgrade.



Figure 2: Road condition during wet weather in 2025



Figure 3: Road condition as at 21 January 2026

During investigations a portion of Marrs Road was identified as deviating from the gazetted road reserve and encroaching on private property. It is intended that if Council resolves to undertake upgrade works, that the road would be constructed on the current alignment and all applicable processes will be undertaken to ensure that the road reserve is corrected including the applicable tenure process e.g. simultaneous Road Opening and Road Closure be undertaken to secure the relevant road reserve tenure.



Figure 4: Off alignment of Marris Road within the road reserve

ASSESSMENT

Engineering Services have undertaken a preliminary assessment of the road and reviewed existing mapping, historical access arrangements, relevant infrastructure, and future planning needs which are outlined below:

Access and Traffic Considerations

- Current traffic volumes are low with daily traffic of only two vehicles per day which primarily consist of property access.
- The road becomes challenging during wet conditions and poses difficulties for emergency and maintenance access during heavy rain events.
- Upgrading to gravel would improve reliability but may trigger future maintenance costs.

Public Infrastructure

- The route contains the following assets:
 - Concrete floodway, grid and gate
- No known conflicts with other existing services i.e. Ergon, Telstra, etc.
- Upgrading will require drainage reshaping, shoulder work, and placement of gravel.

Environmental and Planning Considerations

- Works are expected to remain within the existing cleared area for the constructed formed road.
- No identified environmental constraints based on preliminary GIS review.
- Securing the applicable road tenure requires working with the property owner and Department of Natural Resources and Mines, Manufacturing and Regional and Rural Development. The expected operational costs to progress this is to be \$10,000

Public Safety and Operational Requirements

- Road is safe under dry conditions.
- Safety risks increase during wet periods due to bogging or reduced traction.
- No operational conflicts identified.

Engineering Services have conducted appropriate internal consultation with the following feedback provided by Council's Planning & Environment Department:

- Road is flood impacted – mapping illustrates flood extent for 1% AEP (+Climate Change) flood event.

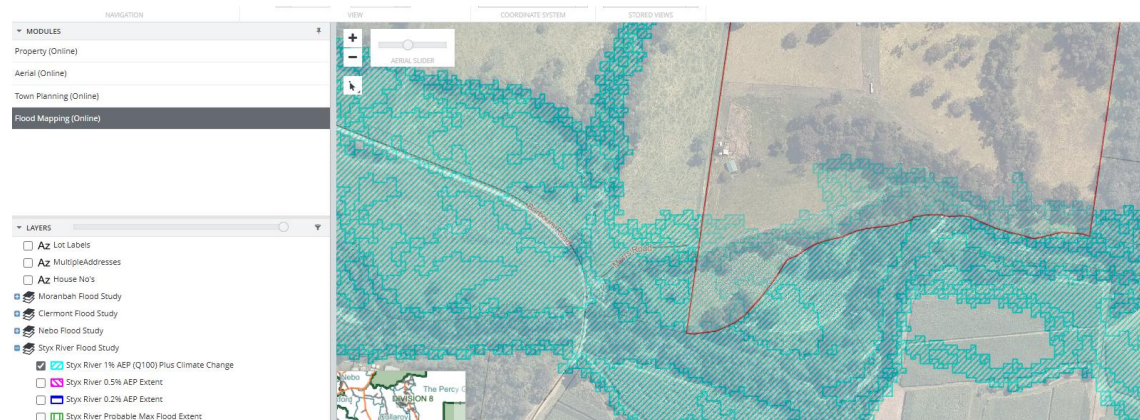


Figure 5: Marrs Road Flood Mapping

OPTIONS ANALYSIS

- Traffic counts for the road show low volumes of current traffic.
- The road is required for fire or emergency services access purposes.

Therefore, the following options are provided for Council's consideration.

OPTION 1:

Council determines that the road does not require upgrading based on the assessment.

Resolution:

-
1. Council resolves that the existing road does not meet the criteria for upgrading outside of the draft Road User Rating Service level requirements.

OPTION 2:

Council notes the whole of life costs as presented and supports the upgrade request as outlined in this report.

Resolution:

1. Council resolves to upgrade the road to a gravel surface pavement.
2. Council delegates authority to the Chief Executive Officer to progress the relevant tenure arrangements realignment of the road to within the road reserve.

IMPLICATIONS

- **Financial:** Upgrading to gravel would require capital expenditure of approximately \$15,000 based on a gravel quantity of 250 tonnes and required drainage improvements. Future costs will also be incurred as upgrade works will result in addition of the road to Council's resheeting program (every 30 years).

Currently the road is classified as 2-star rating. Therefore, maintenance grading will only take place approximately every 3 – 5 years. Maintenance grading in the region's eastern area is generally performed by Council crews at an average cost of \$4,133.08 per km for medium formation grading. Therefore, average costs are expected to be \$550 for the length of 127m.

If Council resolves to upgrade the road, funds would need to be diverted from next year's resheeting program budget and utilise the contribution by the landowner.

It would further be noted that \$10,000 would need to be set aside within Engineering Services Operational Budget to progress the Simultaneous Road opening and Closure requirements

- **Operational:** Gravel upgrades increase ongoing maintenance obligations on Council's road network. The upgrade is expected to increase the operational budget by approximately \$5,500 over 30 years.

CONSULTATION

- Director Infrastructure Services
- Manager Roads Infrastructure
- Manager Engineering Services
- Manager Planning & Environment
- Rick and Terrena Pearn – property owners

BASIS FOR RECOMMENDATION

The request is seeking an increase in service level of approximately 60% when considering the draft Road User Rating service level requirements. It is further noted that the property owner has nominated a contribution of approximately 33% of the upfront capital costs.

While it is an increase in service level, given the short nature of the road, as part of the standard resheeting program, it is unlikely that only 34m of a 136m road would be resheeted due to many factors including construction efficiency and stakeholder reputation

ACTION ACCOUNTABILITY

Manager Engineering Services to implement council's decision and communicate the outcome to the applicant regarding the upgrade request and realignment.

KEY MESSAGES

We will undertake strategic land use activities in a financially sustainable manner that responds to growth and enhances liveability.

Our governance framework will be responsive enough to support the changing needs of Council and our community.

We adopt best-practice decision-making that is transparent, accountable and represents the current and future interest of the region and its communities.

Report prepared by:	Report authorised by:
SANAD ABDU	ROBERT PERNA
Engineer Planning and Corridor Management	Director Infrastructure Services
Date: 18 March 2026	Date: 1 April 2026

ATTACHMENTS

- Attachment 1 – Traffic Summary Report of Marrs Road
- Attachment 2 – Cost Estimate
- Attachment 3 – Whole of Life Cost

REFERENCE DOCUMENT

- Isaac Regional Council 2023-2028 Corporate Plan
- Roads and Transport Asset Class Asset Management Plan
- Email correspondence from property owners (contribution)

Road User Rating Service Level standards - Draft

Traffic Summary Report

Survey Site - Marris Road, Carmila West

GPS - Ch 0.09 PSL = 60 km/h

Date - 0:00 Tuesday, 16 December 2025 to 0:00 Tuesday, 27 January 2026 (42 days of data)

Volume						
	Total	Weekday	Weekend	ADT	AWDT	AWET
Combined	77	56	21	2	2	2
East	38	27	11	1	1	1
West	39	29	10	1	1	1
Days	42	30	12	42	30	12

Speed				
	All Days	Weekdays	Weekend	
Avg Speed	12.8	13.1	12.3	km/h
85% speed	15.3	15.3	15.1	km/h
85% speed East	15.4	15.3	16.3	km/h
85% speed West	14.4	15.1	-	km/h
Max Speed	21.4	21.4	17.6	km/h

Class				
Class (AustRoads94)	All Days	%	Weekdays	Weekend
1 - SV	58	75.32%	40	18
2 - SVT	0	0.000%	0	0
3 - TB2	18	23.38%	15	3
4 - TB3	1	1.299%	1	0
5 - T4	0	0.000%	0	0
6 - ART3	0	0.000%	0	0
7 - ART4	0	0.000%	0	0
8 - ART5	0	0.000%	0	0
9 - ART6	0	0.000%	0	0
10 - BD	0	0.000%	0	0
11 - DRT	0	0.000%	0	0
12 - TRT	0	0.000%	0	0
13 - ???	0	0.000%	0	0
##Class?##	##Class?##	##Class?##%	##Class?##	##Class?##

Total Daily Volume							
	Mon	Tue	Wed	Thu	Fri	Sat	Sun
East	8	6	5	6	2	7	4
West	8	7	7	2	5	4	6
Combined	16	13	12	8	7	11	10
AM Pk East	0	0	0	0	0	0	0
PM Pk East	0	1	0	0	-	0	0
AM Pk West	0	0	0	0	0	-	0
PM Pk West	1	0	0	-	1	0	0
Days	6	6	6	6	6	6	6

Item	Description	Estimated Quantity	Unit Rate (\$/tonne)	Estimated Cost (\$)	Details	Length	Width	Depth	Volume m ³	Quantity in tonnes	Quantity in tonnes (including buffer)
Gravel supply	Supply	250	22.5	\$ 6,000.00	Supply and Delivery cost based on current RPQS Supply and Delivery of Quarry Materials	127	4	0.15	76.2	152.4	250
Gravel transport	Haulage from nearest quarry	250	22.5								
Grading & reshaping	Formation trimming before gravel placement	Lump Sum		\$ 5,000.00	Completed by Council Crew (daily rate) Completed by Council Crew (daily rate) Completed by Council Crew (daily rate) Completed by Council Crew (daily rate)						
Spreading & compaction	Using grader, roller, water truck	Lump Sum									
Drainage improvements	Table drain shaping / cleaning	Lump Sum									
Mobilisation & demobilisation	Plant and crew	Lump Sum									
Total Estimated Cost (excl. GST)	—	—	—	\$ 11,000.00							
	Buffer provided for any miscellaneous works required to complete the job			\$ 4,000.00							
Total Estimated Cost (excl. GST)				\$ 15,000.00							

	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25	Year 26	Year 27	Year 28	Year 29	Year 30
Initial Upgrade Cost	\$15,000.00																													
Operational Maintenance	\$ -	\$ -	\$ 550.00	\$ -	\$ -	\$ 550.00	\$ -	\$ -	\$ 550.00	\$ -	\$ -	\$ 550.00	\$ -	\$ -	\$ 550.00	\$ -	\$ -	\$ 550.00	\$ -	\$ -	\$ 550.00	\$ -	\$ -	\$ 550.00	\$ -	\$ -	\$ 550.00	\$ -	\$ -	\$ 550.00
Capital Expense	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Cumulative Total	\$15,000.00	\$15,000.00	\$15,550.00	\$15,550.00	\$16,100.00	\$16,100.00	\$16,650.00	\$16,650.00	\$17,200.00	\$17,200.00	\$17,750.00	\$17,750.00	\$18,300.00	\$18,300.00	\$18,850.00	\$18,850.00	\$19,400.00	\$19,400.00	\$19,950.00	\$19,950.00	\$20,500.00	\$20,500.00	\$21,050.00	\$21,050.00	\$21,600.00	\$21,600.00	\$22,150.00	\$22,150.00	\$22,700.00	\$22,700.00



MEETING DETAILS	Infrastructure Services Standing Committee Meeting Wednesday 8 April 2026
AUTHOR	Sean Robinson
AUTHOR POSITION	Manager Engineering Services

5.7 BROADLEA ROAD INVESTIGATION REPORT

EXECUTIVE SUMMARY

This report details the findings of investigation of Broadlea Road with the intent of clarifying its status on Council’s road register, consequent maintenance standards and any third-party obligations.

OFFICER’S RECOMMENDATION

That the Committee recommends that Council

- 1. Notes the findings of the investigation into Broadlea Road.**

BACKGROUND

Current Status

Broadlea Road is accessed via the Peak Downs Highway and is the lawful and only point of access to lots 401 and 402 SP332201. Access to lot 401 (on which there is an Aurizon rail loop) is via an easement over lot 402.

In recent times there has been a lack of clarity on the status of Broadlea Road (as private or public) and also the obligations relating to maintenance. There has been a history of customer and landholder complaints centred around the lack of maintenance on Broadlea Road and safety concerns.

To properly respond to a recent customer complaint on the condition of Broadlea Road (CRM RQA25/0382 received February 2026), a site inspection was undertaken accompanied by the customer and a comprehensive review of Council records to settle the status and maintenance obligations on Broadlea Road commenced.

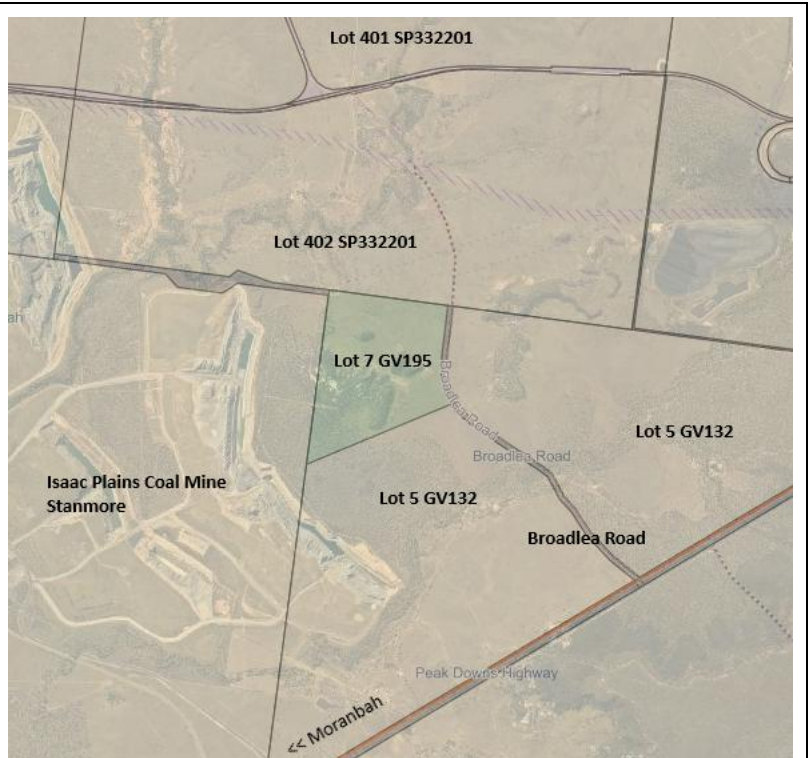


Figure 1 – Broadlea Road location context

Historical Correspondence and Complaints

A review of Council records including communications pre-amalgamation reveal that status and maintenance of Broadlea Road has long been an issue.

A Belyando Shire Council file (ECM 5477543) includes a draft report prepared by the then Engineering Services Manager observing that upon inspection, the road [Broadlea Road] *has previously been formed and gravelled... [and] was in a fairly good condition at the time of inspection and required only a touch up grade.*

Post amalgamation, communications in 2011 conflict with this position stating [Broadlea Road] is described in Council mapping as *'Private Unformed Unconstructed Emergency Mine Access Road'*, noted that *the road is recognised as a road reserve however there are many roads within the region that Council has no obligation to maintain [and] it is not Council intention to take on the responsibility of maintain this road* (ECM 252873).

In February 2023, the legal representatives of a landholder raised safety issues on Broadlea Road and requesting both Council and Aurizon (as operators of the rail loop on lot 401 SP332201 – refer Figure 1) attend an onsite meeting (ECM 5042925). Whilst the communication was tasked to the then Manager Infrastructure Planning and Technical Services Department to be investigated, the outcome is unclear.

A further customer complaint regarding the *poor and dangerous condition of Broadlea Road* accompanied by narration of defects with photographs was received in May 2025 (ECM 5367751).

Other Relevant History

As detailed in Figure 1 above, Broadlea Road abuts two parcels of land – lot 5 GV132 and lot 7 GV195. The registered plans of both parcels identify a road at the location of Broadlea Road with a date in 1983.

A 2022 Planning Report for a reconfiguration of a lot application (RAL21/0006), creating what is now lots 401 and 402 SP332201 and Easement W in lot 402, an access easement to lot 401 across lot 402, included a condition 5.1 referencing the access easement *from Broadlea Road through proposed lot [402]* (ECM 4875237).

No agreements or legal instruments detailing maintenance obligations relating to Broadlea Road have been located. Records suggest that Council has not been actively maintaining Broadlea for over ten years.

Status on Council Road Register

Council's Road Register presently identifies Broadlea Road as P004 and details two separate entries –

- the first entry, nominating the 'Road Owner' as Private lists a length of 1.71km of unformed road; and
- the second entry, nominating the 'Road Owner' as Council lists a length of 3.96km of unformed road.

Site Visit Investigation

Council's Engineer Planning and Corridor Management attended a site inspection at Broadlea Road on 23 February 2026 in response to the February 2025 customer complaint [CRM RQA25/0382]. Site inspections photos are in Attachment 4 and a brief commentary on the condition of Broadlea Road is provided below:

Chainage 0 to 1.7

Chainage 0 to 1.7 is performing satisfactorily overall. Minor corrugations are present intermittently; however, these are within tolerable limits and do not warrant immediate maintenance intervention

Chainage 1.7 to 3.96

As shown in Figure 5 & 6 in Attachment 4, parts of the road shoulders have been damaged by erosion, with soil washed away in several locations. In some areas, deep washouts were found close to the edge of the road. These are particularly dangerous because they are hidden by overgrown vegetation and may not be visible to road users.

In addition, the road surface is affected by widespread corrugations and deep wheel ruts, which reduce driving comfort and increase the risk to vehicle safety.

Access Easement

As noted above, Broadlea Road ends at chainage 3.96. It should be noted that although the site inspection continued past the end of Broadlea Road and onto Easement W on lot 402 (at the landholder’s invitation) this section is freehold land and privately maintained. The site photographs of this section are included in Attachment 4 only for reference on that condition of the privately maintained section.

Assets Based on Operating Asset Register

Similarly to Council’s Road Register, Council’s Operating Asset Register [OAR] currently classifies Broadlea Road as an Unformed Road.

Council’s Unmade or Unformed Roads Policy (EI-POL-094) defines Formed Road as *a public road reserve that does not have gravel paving, but which is shaped (formed) so that stormwater will drain off laterally and may be used by the public.*

The evidence of previous maintenance by Council, along with the general shaping and formation for drainage (albeit in need of maintenance) observed at the site inspection, support a classification of Broadlea Road as a Formed Road, rather than an Unformed Road.

The OAR presently also records the below assets as located on Broadlea Road, however, does not record these as Council owned assets. It should also be noted that assets detailed as beyond chainage 3.96 are located on freehold land (in Easement W) and are not within the Council controlled section of Broadlea Road, but rather within the section of Broad Lea Road designated as “Private Road”.

ASSET	LOCATION CHAINAGE	
	Broadlea Road	Freehold land
Floodway	1.62	5.58
Culvert/s	1.87	5.54
	2.25	5.59
Grids		4.0
		6.95

Stakeholders involved

The following parties have been identified as impacted by status of Broadlea Road:

1. The property owners (including any tenants) of the grazing property on lot 402 SP33201.
2. The property owners of the grazing property Wotanga, Lot on Plan 5GV132 access via Peak Downs Highway, but abutting either side of Broadlea Road;
3. The State Of Queensland (DTMR) as owner of the quarry on lot 7 GV 195;
4. Aurizon as owner of the rail loop accessed via Easement W on lot 402 SP33201;

5. Ergon Energy as owner of assets accessed via Broadlea Road;
6. Stanmore as operator of Isaac Plains Coal Mine;
7. Powerlink as owner of assets accessed via Broadlea Road;
8. Sunwater as owner of assets accessed via Broadlea Road;
9. Blue Energy.

SUMMARY OF ACTION ITEMS

Road Register

- The Road Register is to be amended as follows
 - Update the Road number for the Council Controlled Section of Broadlea Road
 - Correct the Council owned section to a Formed Road with appropriate length and width data
 - Infrastructure Department to note the correction to the Road Register and program Broadlea Road as addition to Council's ongoing maintenance program.
- Current status: Currently in progress with the amendment of the road register and advising the Infrastructure Department

Operating Asset Register

- The Operating Asset Register is to be updated as follows
 - Assets identified as within chainage 0 – 3.96 on Broadlea Road to be identified as Council assets
 - Remove assets that are identified as being beyond chainage 3.96 on Broadlea Road.
- Current status: Currently in progress with the amendment of the Operating Asset Register.

GIS Mapping Systems

- Council's GIS system (Intramaps) to be reviewed and updated to ensure the amendments to the Road Register and OAR are reflected in Council's mapping (both internally and externally available)
- Current Status: Currently in progress with the Systems Team.

Priority Maintenance Actions

- Council's Engineer Planning and Corridor Management identified a hazard at chainage 1.5 during the site inspection to Broadlea Road requiring priority attention. The Infrastructure Department were requested to attend and place appropriate signage and barriers at chainage 1.5 as a temporary safety measure.
- Current status: Currently in progress with signs placed on the road by the Infrastructure Department and Maintenance actions being programmed.

IMPLICATIONS

Financial:

- Maintenance grading in the region's eastern area is generally performed by Council crews at an average cost of \$4,133.08 per km for medium formation grading (in current budget).
- Under Council's proposed Draft Road User Rating, Broadlea Road would be classified as star rating 3 with an anticipated grading frequency of 18 – 24 months with a targeted gravel coverage of 50%.

-
- Broadlea Road is just under 4km, meaning on present costings (and utilising a 24-month grading interval) an additional maintenance burden of \$16,532.32 biennially.

Operational:

- The correction to the Road Register to appropriately recognise Broadlea Road as a Formed Road would require an increase in the Infrastructure Operational Budget.

CONSULTATION

- Director Infrastructure Services
- Manager Roads Infrastructure
- Manager Engineering Services
- Manager Planning & Environment
- Manager Strategic Assets
- Coordinator Natural Resources
- Galilee & Bowen Basin Operations Officer

BASIS FOR RECOMMENDATION

It has been identified that Council has historically maintained Broadlea Road which imposes ongoing obligations on Council for maintenance and road management moving forward and Council's Road Register and Operational Asset Register should be amended accordingly.

ACTION ACCOUNTABILITY

Engineer Planning and Corridor Management to oversee the corrections to Council's Road Register

Manager Engineering Services to oversee engagement with Strategic Asset Manager to correct the Operating Asset Register

Engineer Planning and Corridor Management to engage with ICT Coordinator and GIS Officer to update Council mapping (internally and externally available) to ensure the amendments to the Road Register and OAR are reflected in Council's mapping

Manager Engineering Services to continue to review the road network to resolve historic and unresolved issues.

KEY MESSAGES

We will undertake strategic land use activities in a financially sustainable manner that responds to growth and enhances liveability.

Our governance framework will be responsive enough to support the changing needs of Council and our community.

We adopt best-practice decision-making that is transparent, accountable and represents the current and future interest of the region and its communities.

Report prepared by:

SANAD ABDU
Engineer Planning & Corridor Management

Date: 24 March 2026

Report authorised by:

BOB STEPHEN
Manager Roads Infrastructure

Date: April 2026

ATTACHMENTS

- Attachment 1 – Inspection photos ECM 5488943
- Attachment 2 – Survey Plan GV132
- Attachment 3 – Survey Plan GV195

REFERENCE DOCUMENT

- Isaac Regional Council 2023-2028 Corporate Plan
- EI-POL-094 – Unmade or Unformed Roads Policy
- ECM 252873 – Letter to Malcolm Burston (2011)
- ECM 252947 – Broadlea Road Investigation
- ECM5477543 – Engineering File – Belyando Shire Council (2001)

ATTACHMENT 1



Figure 1: Entrance to Broadlea Road



Figure 2: Entrance to Broadlea Road

ATTACHMENT 1



Figure 3: Entrance to Broadlea Road



Figure 4: Chainage 1.13

ATTACHMENT 1



Figure 5: Chainage 1.52 (Current Safety Hazard)



Figure 6: Chainage 1.52 (Current Safety Hazard)

ATTACHMENT 1



Figure 7: Chainage 1.68



Figure 8: Chainage 2.46

ATTACHMENT 1



Figure 9: Chainage 3.95 (gate to the entrance to the quarry)



Figure 10: Near end of the road (Railway track past the second grid) (past chainage 5.64)

ATTACHMENT 1



Figure 11: Further past on the way (past chainage 5.64) to the railway track



Figure 12: Chainage 5.6 (Sign showing entrance to Mr Burston home)

ATTACHMENT 1

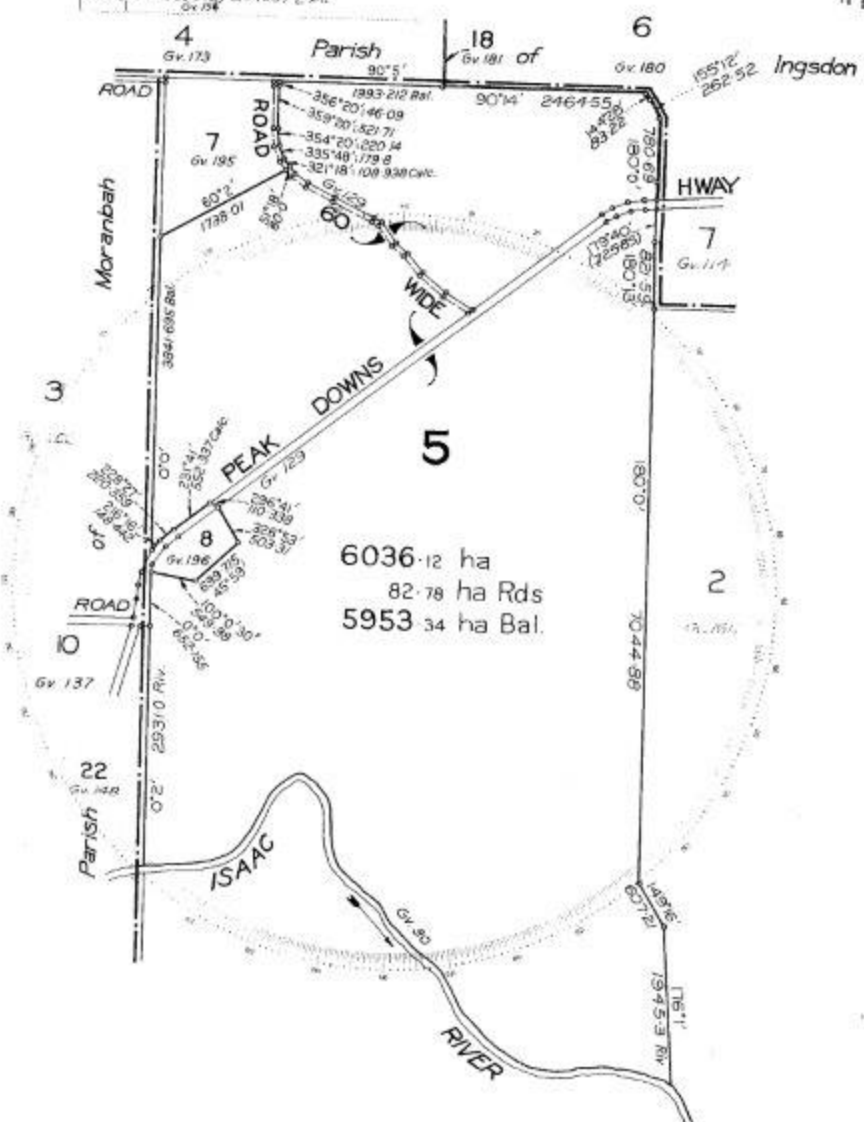


Figure 13: Chainage 4.060

POR No. LEASE No.
5 & 2 (55) Morabah, 1993 of GN 4087 L. 111
Gr. 136

41

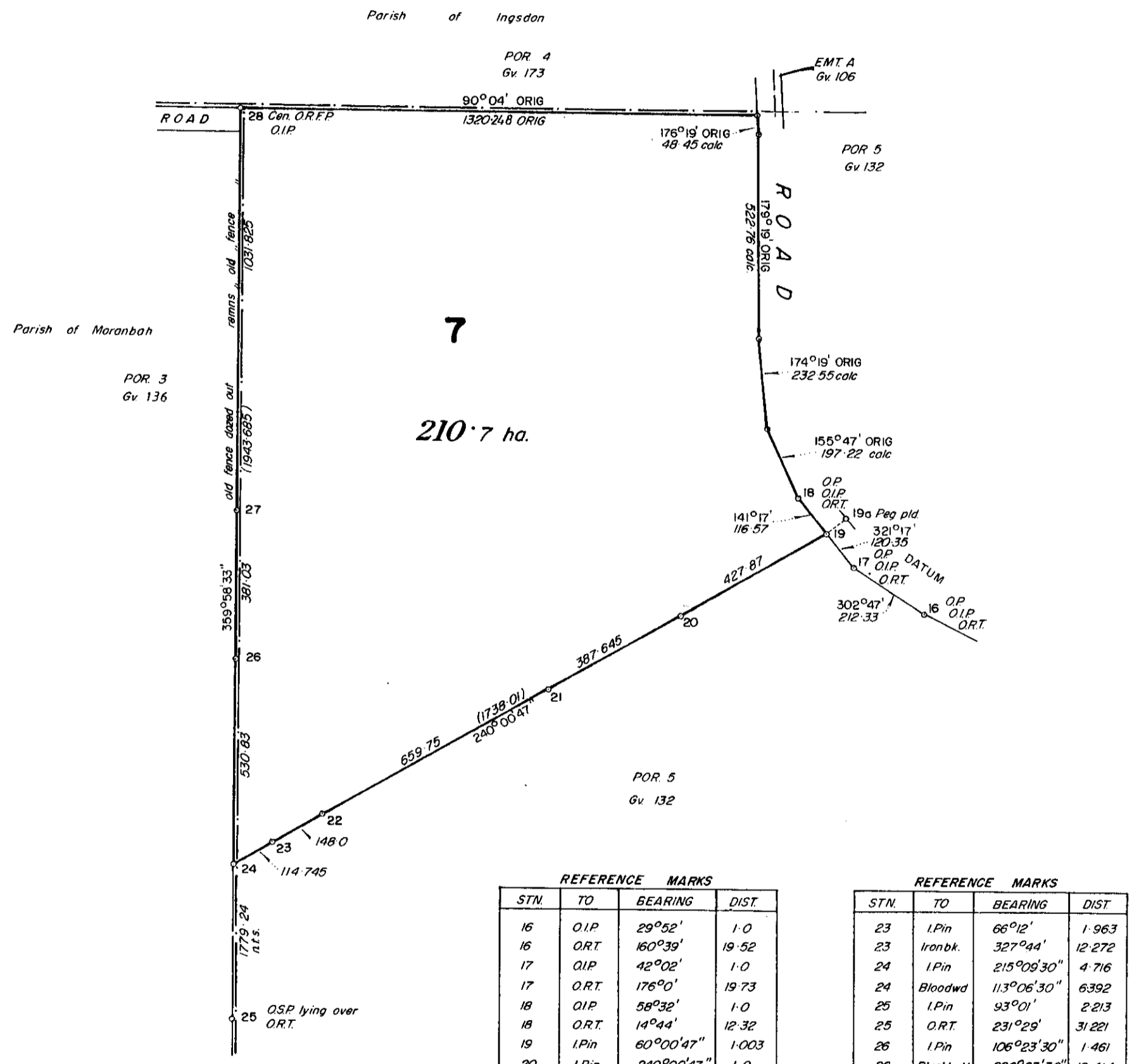
For Additional Plans & Documents, please Refer to 100330



Local Auth. - NEBO S.C.

ADJUSTMENTS		INITIALS & DATE		COMPILED FROM		POR No.	
5	Ettrick	14 155.00	PDS RHD. (3 S)	Gr. 30, 129, 195 & 136.		5	
	H. Run	3874	SUR 31.10.15			PARISH of STALBRIDGE	
5	GN 4087	6214 ha	28.10.14			COUNTY of GROSVENOR	
		ex. Rds. 6.8-83	14.22.32			L.A.D. of CLERMONT	
8553, 8554		CROWN COPYRIGHT RESERVED		SCALE: 1:50000		MERIDIAN C.A.M. Vide Gr. 30	
				REF: 15 8665-50		COMPILED PLAN	
				SURVEY OFFICE		Gr. 132	

TRAVERSES		
LINE	BEARING	DIST.
19-19a	51°17'	600




Original information compiled from Gv 129 & Gv 107
in the Dept of Mapping and Surveying, Brisbane.

Pegs placed at stns., 19 to 24, 26 & 27

REFERENCE MARKS			
STN.	TO	BEARING	DIST.
16	O.I.P.	29°52'	1.0
16	O.R.T.	160°39'	19.52
17	O.I.P.	42°02'	1.0
17	O.R.T.	176°0'	19.73
18	O.I.P.	58°32'	1.0
18	O.R.T.	14°44'	12.32
19	I.Pin	60°00'47"	1.003
20	I.Pin	240°00'47"	1.0
20	Lancewd.	235°53'	3.0
21	I.Pin	240°00'47"	1.0
21	Box	151°42'	4.524
22	I.Pin	28°38'	1.16
22	Bloodwd.	150°18'	15.73

REFERENCE MARKS			
STN.	TO	BEARING	DIST.
23	I.Pin	66°12'	1.963
23	Ironbk.	327°44'	12.272
24	I.Pin	215°09'30"	4.716
24	Bloodwd	113°06'30"	6392
25	I.Pin	93°01'	2.213
25	O.R.T.	231°29'	31.221
26	I.Pin	106°23'30"	1.461
26	Blackbutt	286°23'30"	12.414
27	I.Pin	240°53'40"	1.754
27	Bloodwd	240°53'40"	11.554
28	O.I.P.	359°58'30"	0.604

For Additional Plans &
Document Notings
Refer to GISP

<p>I, <u>John Stanley Cook</u> hereby certify that I/the company have surveyed the land comprised in this plan (either personally or by <u>personally</u>) for whose work I/the company accept responsibility, that the plan is accurate, that the said survey was performed in accordance with the Surveyors Act 1977 and the Surveyors Regulations 1978 and that the said survey was completed on <u>15 April, 1982</u>.</p> <p><u>John S. Cook L.S.</u> Licensed Surveyor Date: <u>15 April, 1982</u></p> <p>SURVEY RECORDS <u>Field Notes</u> LODGED.</p>	<p>MERIDIAN</p> <table border="1"> <tr> <th>LINE</th> <th>PLAN BEARING</th> <th>A.M.G. BEARING</th> </tr> <tr> <td></td> <td>Add 0°01' for</td> <td>C.A.M.</td> </tr> <tr> <td></td> <td>vide Gv 129</td> <td></td> </tr> </table>		LINE	PLAN BEARING	A.M.G. BEARING		Add 0°01' for	C.A.M.		vide Gv 129		<p>PLAN OF Portion 7</p>  <p>SCALE 1:10000</p> <table border="1"> <tr> <th>AUTHORITY</th> <th>D.M.S. REF.</th> <th>DRAWN</th> <th>REGISTERED</th> <th>CHARTED</th> <th>MAP REF.</th> </tr> <tr> <td>F.4097 My.</td> <td>81K1/335</td> <td>B Olsen</td> <td>878 22.3.83</td> <td>18.7.84 888</td> <td>8554</td> </tr> </table>				AUTHORITY	D.M.S. REF.	DRAWN	REGISTERED	CHARTED	MAP REF.	F.4097 My.	81K1/335	B Olsen	878 22.3.83	18.7.84 888	8554	<p>PARISH <u>STALBRIDGE</u> County <u>Grosvenor</u> L.A. District <u>Clermont</u></p>	
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<p>PLAN Gv.195</p>																													

MEETING DETAILS	Infrastructure Services Standing Committee Meeting Wednesday, 8 April 2026
AUTHOR	Sean Robinson
AUTHOR POSITION	Engineering Services Manager

5.8

APPOS ROAD – OFF-ALIGNMENT ROAD RESERVE

EXECUTIVE SUMMARY

The purpose of this report is to seek Council endorsement to address sections of Appos Road that are constructed off alignment from the gazetted road easement and to initiate a land tenure process to secure the road reserve and ensure long-term statutory compliance and asset protection.

OFFICER'S RECOMMENDATION

That the Standing Committee recommends that Council:

- 1. Notes that portions of Appos Road are constructed on privately owned freehold land and are off alignment and outside of the gazetted road reserve; and*
- 2. Delegates authority to the Chief Executive Officer to commence and progress the land resumption process over affected portions of private properties that are required to realign the road within a legally compliant road corridor in accordance with guidance material from the Department of Natural Resources and Mines, Manufacturing and Regional and Rural Development.*

BACKGROUND

Appos Road, located in the Clermont area, is classified in Council's Road Register as a 4.103 km road consisting of two sections. A gravelled section from chainage 0 to 1.974 and the remaining portion (2.129km) is a formed road. Appos Road is an existing Council-controlled road that has been in use for several decades and during that time Council has continued to regularly maintain it.

The middle portion of this road, chainage 1.870 – 3.230 has been constructed on privately owned freehold property identified as Lots 6M1001 and 7M1001. Currently Appos Road intersects with Rubyvale Road and ends at the unconstructed road parcel which intersects with Peakvale Road. The gazetted road reserve terminates at chainage 1.870 where it meets the northeastern boundary of Lot 6 on M1001 before recommencing at chainage 3.230 at the southernmost boundary of Lot 7 on M1001. These two parcels of land are both owned by the same landholder. The figure below shows the current scenario of Appos Road.



Figure 1: Current Scenario

The matter of Appos Road was brought to Council’s attention after receiving correspondence from the landowners of Lot 6 & 7 on M1001 (Landowner 1) and Lot 1 on RP612709 (Landowner 2) regarding their ongoing discussions with regards to a gate situated at the point where the road reserve terminates at Lot 6 on M1001. The Landholder of Lot 1 on RP612709 considers that the gate poses a safety risk as it restricts access to emergency services, and the owner of the gate does not wish to remove the gate. Council has also experienced issues with access for maintenance grading of the road portion which lies on the privately owned parcel.

Land Tenure Assessment

Engineering Services have assessed the overall land geometry and historical development of the area. The image below depicts the survey plan in 1864 which illustrates Lot 6 & 7 of M1001 and the gazetted road reserve for the unconstructed road parcel (running below Lots 9 & 10 of M1001). At this time, Lot 1 on RP612709 did not exist as it was part of Lot 159 on CLM114 which is located in the very right of Figure 2.

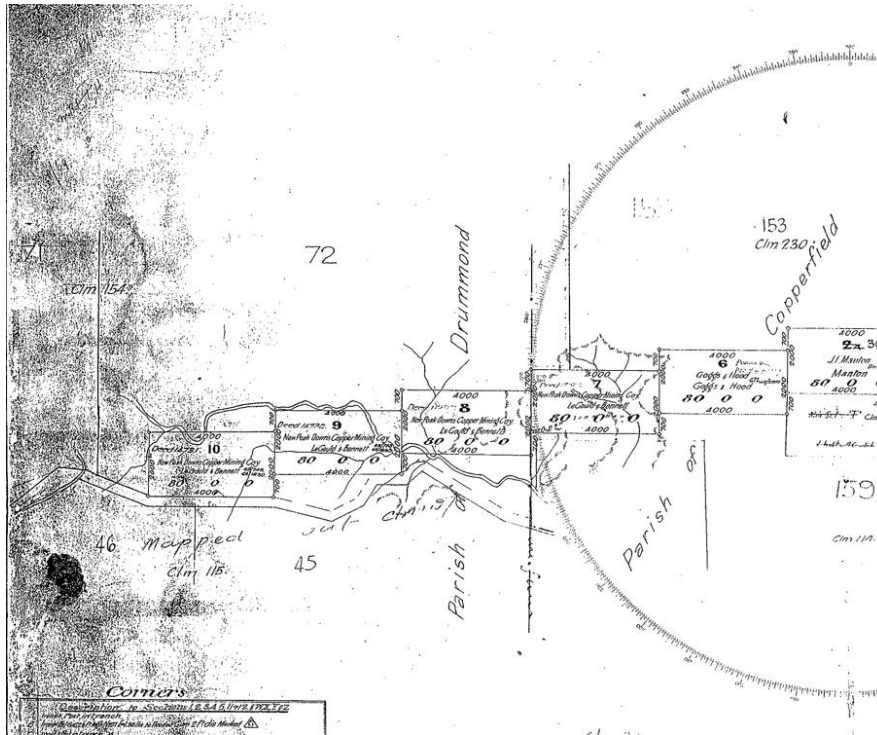


Figure 2: Survey Plan (1 May 1864)

The survey plan from 1884 for Lot 294 on CLER4019 shown below illustrates the presence of the gazetted road reserve that begins at chainage 3.230.

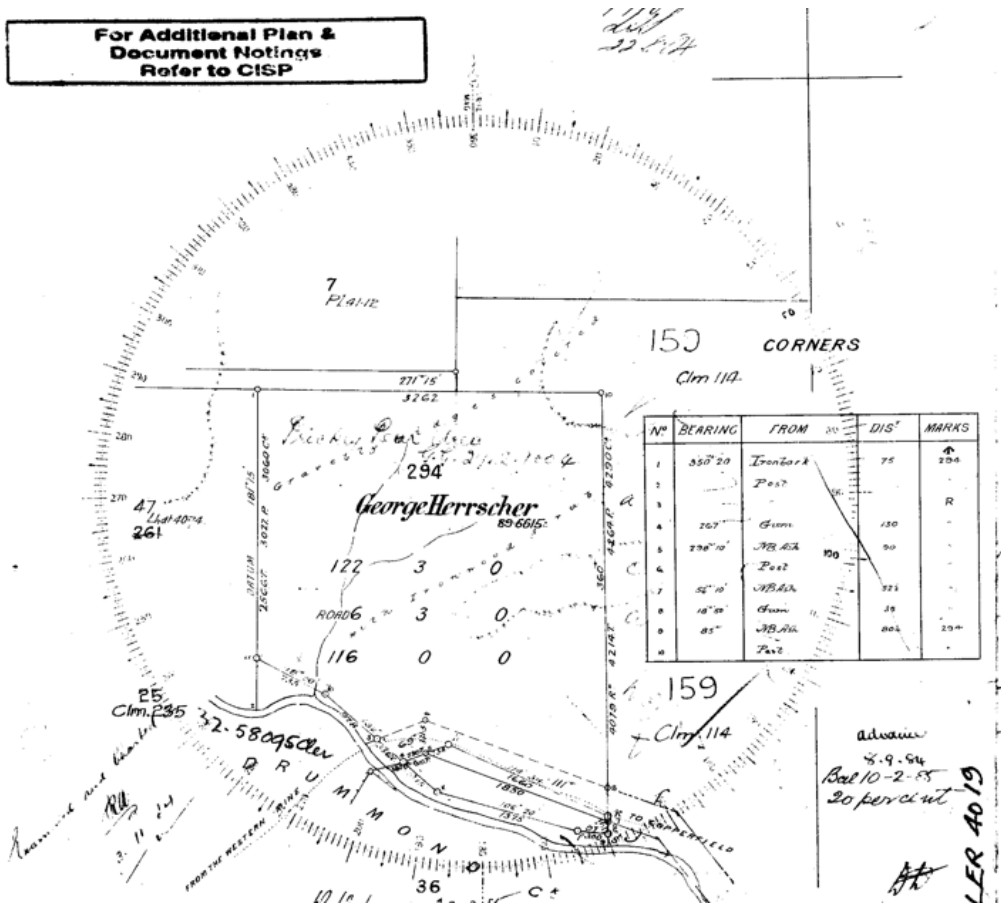


Figure 3: Survey Plan (1884)

Around 1977, Lot 1 on RP12709 was surveyed off from Lot 159 on CLM114 and the remaining portion became Lot 1 on RP617253 as shown in the current scenario. The image below is the survey plan from 1977 and shows the new parcel and the access provided by the unconstructed road parcel off Peakvale Road.

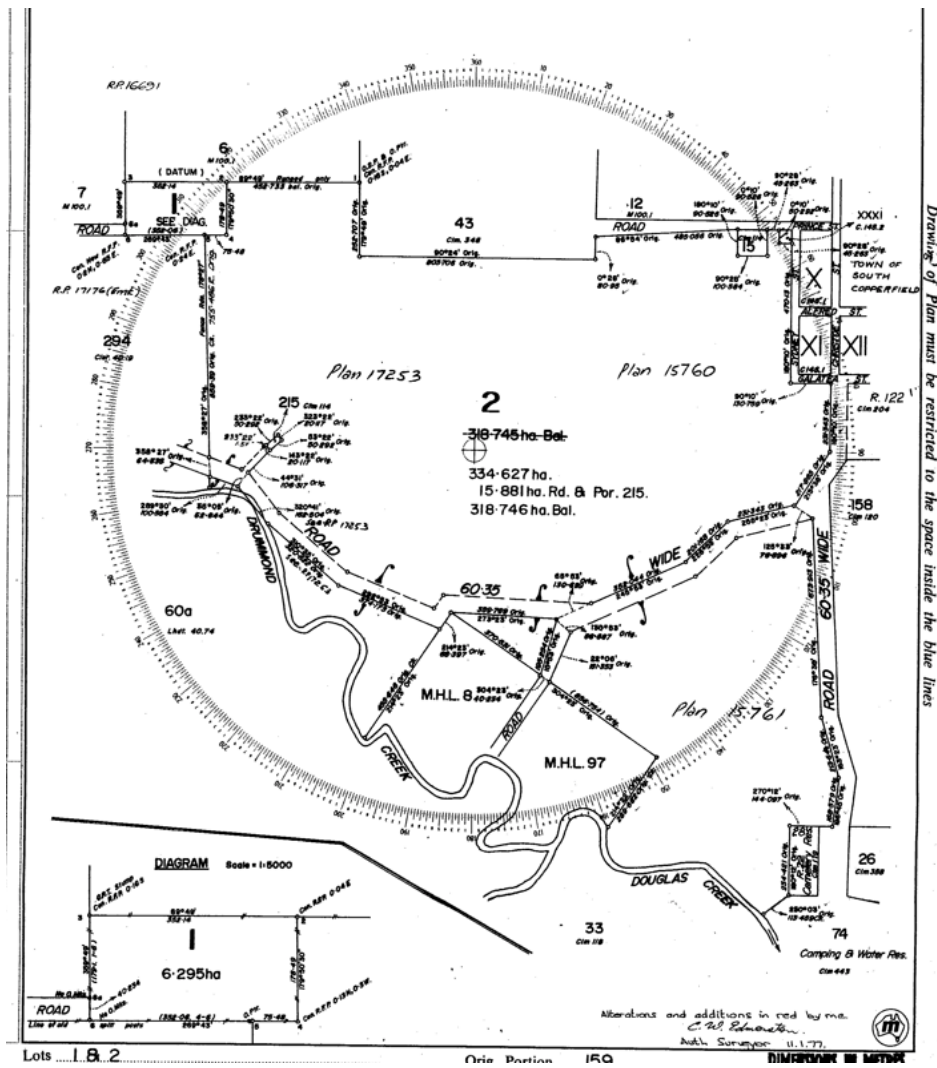


Figure 4: Survey Plan (1977)

Before 2019, the portion of Appos Road between Rubyvale Road and Freehold lots was constructed off alignment. The Landholders of Lot 153 on CLM230 lodged an application for simultaneous road opening and closure as a house and Dam were located at the gazette road reserve and therefore Lot 153 on SP314239 was created as shown below.

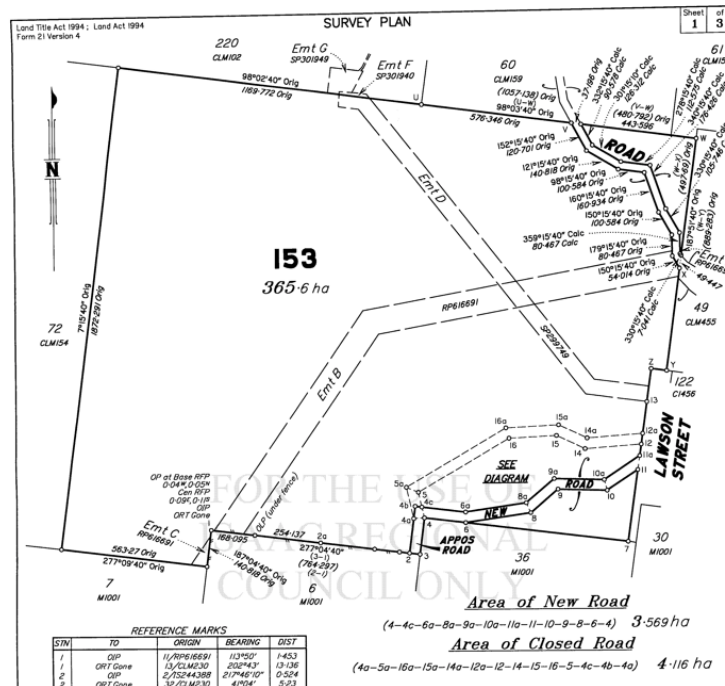


Figure 6: Survey Plan (2019)

A report was submitted to Engineering and Infrastructure Standing Committee Meeting on 10 April 2019 regarding the approval of the simultaneous road opening and closure and Council resolved to note and endorse the recommendation by the Department of Natural Resources Mines and Energy. Further the matter of covering the existing road through the freehold block was noted, however, identified as not ideal as it would split some of those lots and hinder resale value. Council's proposed option to deal with absence of gazetted road reserve by dedicating a reserve that bordered the southern boundary of Lots 6,7 & 8 until it met the existing unconstructed road parcel.

The current situation presents legal, asset management, and risk exposure issues for Council, including liability, difficulty in undertaking maintenance or upgrades, and an inability to formally manage the road corridor.

ASSESSMENT

Noting the documented history and the previous resolution of Council, there are two options available to address this matter.

Option 1:

Council to note and acknowledge the issues raised by the landholders with no further action taken.

Option 2:

Dedication of road reserve through the freehold lots 6 & 7 on M1001 following the current alignment of the road. Selection of Option 2 would involve the following:

Land resumption is required to:

- Ensure Appos Road is fully contained within a dedicated road reserve.

-
- Provide Council with lawful access and tenure over the land occupied by the road.
 - Reduce Council's exposure to legal and public liability risk.
 - Provide certainty and clarity for affected property owners regarding land ownership boundaries.

Realignment of the road within the existing reserve is not considered feasible due to topography, existing infrastructure, and safety considerations. Resumption of the affected land areas is therefore the preferred and most practical option.

The land resumption process will be undertaken in accordance with the Guidance material issued by the Department of Natural Resources and Mines, Manufacturing and Regional and Rural Development

Other Considerations:

The misalignment is not uncommon across the Isaac region and other local government areas but is understood to be historical in nature and was not identified at the time of original construction. As a result, Council does not currently hold tenure over land on which sections of the road infrastructure are located.

Access and Traffic Considerations: From an access and traffic perspective, maintaining the existing alignment of Appos Road minimises disruption, preserves established access arrangements, and ensures continued safe operation of the road. Land resumption enables Council to formalise ownership while avoiding the significant traffic, access, and safety impacts that would arise from road realignment.

Public Infrastructure: The route contains a concrete floodway. There are no known conflicts with existing services.

Environmental and Planning Considerations: There are no identified environmental constraints based on preliminary GIS review.

Public Safety and Operational Requirements: The Road is safe under normal conditions and no operational conflicts identified.

IMPLICATIONS

• Financial:

Costs associated with the land resumption process include:

- Compensation payments to affected landowners – unknown, however it is recognized that this can be reduced (but not eliminated) through a partial land swap
- Survey, legal, property valuations and administrative costs estimated to be \$20,000 to 30,000

• Operational:

Securing the appropriate tenure for the road provides long-term security for both Council in undertaking its business-as-usual operational requirements and access arrangements for impacted property owners.

CONSULTATION

- Director Infrastructure Services

- Manager Roads Infrastructure
- Manager Engineering Services
- Manager Planning & Environment
- Manager Governance and Assurance
- Coordinator Natural Resources

BASIS FOR RECOMMENDATION

- Council will obtain legal tenure over the full road corridor, allowing lawful access for maintenance, renewal, and upgrade works.
- The risk of complaints or disputes with adjoining landowners regarding encroachment will be significantly reduced.
- Council's exposure to public liability and insurance risk will be reduced, as the road infrastructure will be located wholly within Council-owned land.

ACTION ACCOUNTABILITY

Manager Engineering Services to implement council's decision and communicate the outcome to the property owners.

KEY MESSAGES

We will undertake strategic land use activities in a financially sustainable manner that responds to growth and enhances liveability.

Our governance framework will be responsive enough to support the changing needs of Council and our community.

We adopt best-practice decision-making that is transparent, accountable and represents the current and future interest of the region and its communities.

Report prepared by:	Report authorised by:
SANAD ABDU	ROBERT PERNA
Engineer Planning & Corridor Management	Director Infrastructure Services
Date: 25 March 2026	Date: XX April 2026

ATTACHMENTS

N/A

REFERENCE DOCUMENT

- Isaac Regional Council 2023-2028 Corporate Plan
- EI-POL-101 – Stock Grid and Gate Policy
- Jenny Wilby Email Correspondence

- Brooke Randall Email Correspondence
- Roads off alignment and undedicated roads – A guide for local government

PAGES 92 TO 104 HAVE INTENTIONALLY BEEN REMOVED DUE TO CONFIDENTIAL REASONS