

ORDINARY MEETING OF COUNCIL

MINUTES

23 MARCH 2016



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ATTENDANCE:

Councillors Present

- Cr Tanya Milligan (Acting Mayor) (Chairperson)
- Cr Peter Friend
- Cr Jim McDonald
- Cr Kathy McLean
- Cr Derek Pingel
- Cr Janice Holstein

Officers Present

- Ian Flint, Chief Executive Officer
- Dan McPherson, Executive Manager
 Organisational Development & Planning
- David Lewis, Executive Manager Corporate & Community Services
- Myles Fairbairn, Executive Manager Infrastructure Works & Services
- Jason Cubit, Manager Marketing, Communication & Engagement
- Jamie Simmonds, Executive Policy Advisor Mayor/CEO (part of meeting)
- Stephen Hart, Manager Executive & Business Services
- Trevor Boheim, Manager Planning & Environment (part of meeting)
- Susan Boland, Council Business Support Officer



1.0 MEETING OPENED

The meeting commenced at 10.00 am

The Acting Mayor, Cr Milligan as Chairperson opened the meeting and welcomed all present. Pastor Rick Armour led the meeting in prayer, following a minute's silence for those persons recently deceased.

Cr McDonald was not present at the commencement of the meeting, due to his attendance at a presentation ceremony at Laidley District State School.

2.0 LEAVE OF ABSENCE

No Leave Of Absence

3.0 CONDOLENCES/GET WELL WISHES

3.1 Condolences/Get Well Wishes

Date: 14 March 2016

Author: Susan Boland, Council Business Support Officer

Responsible Officer: Ian Flint, Chief Executive Officer

RESOLUTION

THAT letters of condolence be forwarded to the families of the recently deceased persons from within or associated with the Lockyer Valley Region.

Moved By: Cr Holstein Seconded By: Cr Pingel

Resolution Number: 4571

CARRIED



4.0 DECLARATION OF ANY MATERIAL PERSONAL INTERESTS/CONFLICTS OF INTEREST BY COUNCILLORS AND SENIOR COUNCIL OFFICERS

4.1 Declaration of Material Personal Interest on any Item of Business

Pursuant to Section 172 of the *Local Government Act 2009*,a councillor who has a material personal interest in an issue to be considered at a meeting of the local government, or any of its committees must –

- (a) inform the meeting of the councillor's material personal interest in the matter; and
- (b) leave the meeting room (including any area set aside for the public), and stay out of the meeting room while the matter is being discussed and voted on.

4.2 Declaration of Conflict of Interest on any Item of Business

Pursuant to Section 173 of the *Local Government Act 2009*,a councillor who has a real or perceived conflict of interest in a matter to be considered at a meeting of the local government, or any of its committees must inform the meeting about the councillor's personal interest in the matter and if the councillor participates in the meeting in relation to the matter, how the councillor intends to deal with the real or perceived conflict of interest.

No declarations were made at this juncture of the meeting.



5.0 MAYORAL MINUTE

5.1 Acting Mayor's - Mayoral Minute

Date: 23 March 2016

Author: Tanya Milligan, Acting Mayor Responsible Officer: Ian Flint, Chief Executive Officer

Wivenhoe Pipeline Project

The Acting Mayor attended a meeting last Tuesday along with a number of key Council, SEQ Water & Cardno staff in regard to Council's submission for Round Three of the National Stronger Regions Fund.

Australian Local Government Association (ALGA)

The National General Assembly will be held in Canberra from 19th to 22nd June 2016. The theme for this year's conference is "Partners in an Innovative and Prosperous Australia". Motions are due Friday, 22 April 2016.

Council Elections

A reminder that Council is now in caretaker mode until the conclusion of the elections. Notice of Election was issued by ECQ on 19 March 2016. Poling day is 16 April 2016 and the election will be conducted by full postal vote.

Meeting with Mark Bailey MP, Minister for Main Roads, Road Safety and Ports and Minister for Energy, Biofuels and Water Supply.

The Acting Mayor attended a meeting along with Cr Holstein, Executive Manager Infrastructure Works and Services, Graham Urhart, Withcott Seedlings, Ian Rickuss MP, Member for Lockyer and a representative from Department of Main Roads in regard to the lack of engagement and access issues with the Toowoomba Second Range Crossing project. Minister Bailey was very positive and Council looks forward to a positive outcome for the Lockyer Valley community.

Lockyer Valley Libraries

Mums and bubs mornings including a morning tea have been organised at the Lockyer Valley Libraries. Council encourages mums and their babies to attend.

RESOLUTION

THAT the Acting Mayor's - Mayoral Minute be received and noted.

Moved By: Cr Holstein Seconded By: Cr Pingel

Resolution Number: 4572

CARRIED



6.0 CONFIRMATION OF MINUTES

6.1 Confirmation of Ordinary Meeting Minutes of 24 February 2016

Date: 14 March 2016

Author: Ian Flint, Chief Executive Officer Responsible Officer: Ian Flint, Chief Executive Officer

RESOLUTION

THAT the Minutes of the Ordinary Meeting of the Lockyer Valley Regional Council held on Wednesday, 24 February 2016 be taken as read and confirmed.

Moved By: Cr Pingel Seconded By: Cr McLean

Resolution Number: 4573

CARRIED

5/0

6.2 Confirmation of Ordinary Meeting Minutes of 9 March 2016

Date: 14 March 2016

Author: Ian Flint, Chief Executive Officer Responsible Officer: Ian Flint, Chief Executive Officer

RESOLUTION

THAT the Minutes of the Ordinary Meeting of the Lockyer Valley Regional Council held on Wednesday. 9 March 2016 be taken as read and confirmed.

Moved By: Cr Friend Seconded By: Cr Pingel

Resolution Number: 4574

CARRIED



6.3 Receival of the Minutes of the Lockyer Valley Traffic Safety

Working Group (Safe4Life in Lockyer) Committee held on 2 March

2016

Date: 16 March 2016

Author: Myles Fairbairn, Executive Manager Infrastructure Works & Services Responsible Officer: Myles Fairbairn, Executive Manager Infrastructure Works & Services

RESOLUTION

THAT the Minutes of the Lockyer Valley Traffic Safety Working Group (Safe4Life in Lockyer) Meeting of 2 March 2016 be received.

Moved By: Cr Holstein Seconded By: Cr Pingel

Resolution Number: 4575

CARRIED

응찌종미

Lockyer Valley Traffic Safety Working Group (Safe4Life in Lockyer) 12:00 noon to 2:00pm 2 March 2016

Invitees: Rowland Brown (QPS), David Willis (TMR) – Part 12:00 to 1:30pm, Scott Muskit (QPS), Bruce Duncan (LVRC) Myles Fairbairn (LVRC), Cr Janice Holstein (LVRC), Sara Rozynski (Minutes Clerk LVRC), Glen Thomas (QPS), Jim McDonald (QPS)

Apologise: Martin Mulder (TMR), Liam Falk (TMR), Tom Missingham (QPS), Sandra Spelleken (TMR), Kirsty Birgan (TMR)

Seren McKenzie

Notes prepared by Documents Tabled: Sara Rozynski

Car Park Upgrade and Disabled Parking Bay – Lake Clarendon State School – Design Proposed Modification to Speed Zoning - Plant Street - Railway Street - Water Road - School Street Helidon – 20160302 Alviso Road Proposed Signage Upgrade – General Layout – Revision B

Proposed Speed Zone Forestry Road and Ford Road Adare - General Layout - Revision A

Gatton Esk Road Proposed Speed Zone Changes - Chainage 0.0 - 9.0km Murphys Creek Proposed Speed Zone Changes - Chainage 0.0 - 2.3km

2013 to 2015 Injury Traffic Crashes as of 7 December 2015 and 2015 Traffic Crashes as of 7 December 2015 Laidley District State School Proposed Car Park - Site Plan - Option 1 - Issued 20160226

Laidley District State School Proposed Car Park - Site Plan - Option 2 - Issued 20160226 Laidley District State School Proposed Car Park - Site Plan - Option 3 - Issued 20160226

Southern Region Road Fatalities as at Midnight 06/12/2015

Date Item	Item	Торіс	Key Point / Discussion	Action	By Whom
Raised	Mullipel				alla villell
02/03/16 1.1	1.1	- Introductions	David Willis scheduled to leave at - Apologies were noted for the record	 Apologies were noted for the record. 	N _A
		- Apologies	1:30pm.		

Outstanding Business

Date Item Raised	Item Number	Topic	Key Points/Discussion	Action	By Whom and When	Date Completed
1. S	 Speed Reviews 	NS				
3/4/14	1.1	Forestry and Alvisio Road Intersection Speed Reduction and Signage Review	 On site investigation occurred. Installation of "reduce speed" sign suggested as a reduction of speed does not fix the issue. Review again at next meeting. 	 Alvisio / Forestry Road / Ford Road speed change to be taken to Council Meeting. 	- SM 23/03/2016	,

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02/12/15	02/12/15	
1.3	1.2	
Gatton Esk Road Speed Limit	Helidon Area Speed Zones	
Review of speed limit to be conducted as per Council Resolution 4282. The speed between Millers Road and the Warrego Highway along Gatton Esk Road is currently 80km/h. Proposed speed change from 80km/h to 100km/h North of Redbank Creek Road at approximately chainage 3.6km.	Heading along Gatton Helidon Road westbound approaching the roundabout is 80km/h. When turning left into Plant Street there is no further signage. Proposed as per map (Proposed Signage Upgrade Plant Street, Railway Street, and School Street, Helidon) to install children crossing warning signage and reduce speed along Plant Street to 60km/h. Speed reduction to be taken to Council Report taken to Council by SM (LVRC). Resolved to change to 60km/h. Proposed Modifications to Speed Zoning form signed by MF, DW and GT.	Drawing of proposal was tabled to committee. See Proposed Signage Upgrade to Alviso Road General Layout map. Committee reviews of approach to intersection along Forestry Road as well. Revision B of General Layout was tabled. Committee agreed at the southern end of the intersection the speed sign with green backing is to be installed. Committee agreed to speed zone of 80km/h along Ford Road and Forestry Road as per General Layout – Revision A.
 Road safety review to be conducted. 	. N∷	 Sign off by Committee for proposed speed change once endorsed by Council.
- DW (TMR)	- N:	- Relevant parties 07/06/2016
,	- 02/03/2016	

age 2 of '

3/4/14	3/4/14	2. S	02/12/15	
2.2	2.1	chool Traffi	1.4	
Our Lady of Good Counsel (OLGC) – Review of Existing Parking and Speed Signage	Lockyer District High School - Parking and Traffic management concerns.	School Traffic Management	Rocky Creek Bridge, Murphys Creek approaching speed	
Josh provided photos of all parking signage at OLGC for clarification. Options to be explored. Signs being reviewed It was suggested to discuss with principal OLGC SM spoke with acting principal of OLGC James Bradley, who advised no issue with signage, but could Council review the crossing on Spencer Street and signage for school zone. SM checked signage, signage is adequate.	- Hospital car park is currently being used by parents to drop off and pick up children. Suggestion of on site parking to be made for cars and the external bus stop to be expanded. SM spoke with Director of Nursing from the Gatton Hospital. Debbie O'Brien speaking with school Police Liaison Officer.		 JH raised that traffic westbound is required to giveway to approaching traffic. The speed of the traffic is 40km/h which is too slow to see if traffic if approaching or not. Proposed speed from 40km/h to 60 km/h. 	TMR advised they are conducting a speed review along Gatton Esk Road due to the changed conditions of the road. DW will present the findings and speed zone changes to the Committee when details are ready. Preliminary findings are to have fewer and longer speed zones, but subject to safety review.
Review of the school speed zone area to be conducted	 Hospital parking signage to be reviewed. Check who controls the land to determine if QPS can assist in the issue. 		Speed review and crash investigation of this site being conducted. Findings to be presented to committee.	
- SM (LVRC)	- SM (LVRC)		- DW (TMR)	

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2/12/15	2/12/15	27/08/15	
2.5	2.4	2.3	
Lake Clarendon School Parking and Traffic Issues	Laidley District State School (LDSS) Traffic Flow	Hatton Vale State School (HVSS) - requested a Crossing Supervisor from DTMR Road Safety. Issue raised with the safety of the pedestrians and Crossing supervisor.	
Principal met with JH to raise concerns of no disabled parks and the existing parks are too narrow. Student numbers are expected to double on	Principal of LDSS requested the traffic flow in the new carpark be changed to allow vehicles to exit out the first entrance off of Campbell Street East therefore avoiding the existing crossing which in turn will reduce traffic build up. Also suggested a turn right out of the smaller carpark along Patrick Street be installed to ease traffic build up. Two maps where tabled – Laidley District State School and Laidley District State School Proposed Car Park Site Plan at 02/12/15 meeting. SM spoke with principal of LDSS. Three options were tabled. Option 1 was the principal's preference.	SM investigated the concern. Two options tabled for discussion. See proposed school crossing upgrade HVSS option 1 and 2 maps. Committee are in favour of option 1 as it didn't involve blocking off the existing bus drop off access. TIDS funding would be allocated to assist this project. The conflicting speed signage of 60km/h and 70km/h along Hannant Road have been addressed. SM and MF discussed option with Principal of HVSS. Additional parking was requested as a long term vision plan is required.	JH suggested to review the school zone speed area at OLCG to the east toward the Peace Lutheran Church
Final design to be run past SS (TMR)	Final decision yet to be made by committee to be discussed with SS (TMR) when available.	Investigate further long term options. Discuss with SS (TMR)	
- SM to liaise with SS	A	- SM (LVRC)	
ı	,	·	

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		3. 0	
3.2	3.1	ther Traffic	
Niemeyer Road, Hatton Vale / Rusty's Fuels Safety Concerns	Gatton CBD Parking particularly Railway Street to be reviewed	Other Traffic Management Matters	
 Exiting point onto Warrego Highway is a safety concern. Suggestion of blocking off this exit and moving the Niemeyer Road further North. Immediate action to change giveway sign to stop sign at exit directly onto Warrego Highway Liam (TMR). COMPLETED. Request for TMR to provide their camera trailer so that a traffic count can be obtained. QPS consulted owner. Owner is happy for exit on Warrego highway to be closed as long as it's not at his expense. TMR advised Safer Roads Sooner funding application is being submitted for this project. Draft designs are currently being discussed. TMR unable to successfully contact landowner. Josh to speak with the resident. SM has provided traffic count data from exit to Niemeyer Road to TMR. 	 Locations of loading zones don't seem to be relevant to business'. 		2016 from approximately 70 to 140. Was suggested to remove angled parks located at the front of the school and replace with a disabled park, parallel parks and a drop off park. This will reduce the number of parks however will increase the safety and access for the disabled. Parks in the carpark proposed to be widened. SM met with Principal – document tabled (attached) is the option the Committee and Principal are willing to proceed with.
Review of intersection still under review by TMR	 Loading zone locations to be reviewed. 		
MM (TMR)	- SM		
	1		

age 5 of 1

30/04/15		
4	.3 .3	
Speed Gateway Trial Treatment	Pedestrian Crossing along Railway Street, Gatton located outside Lockyer Valley Toyota (chainage 320)	
- Gatton has been identified as a high speeding area. This trail is to be conducted to and reviewed to see if speeding is still an issue. - Eastern side - installation of line marking. Exact position to be determined due to the new Bunning's building and intersection being installed along Eastern Drive. - Western Side - installation of line marking where the 60km sign along Western Drive is, outside Andersen's Carpet and Lake Apex. See attached line marking plan. - Photograph confirmed double white lines along Western Drive outside Andersons Carpets entry. MM advising defect team to rectify so	 TMR verbally agreed to undertake works. Josh to follow up TMR for a formal written response regarding the agreed works. LVRC have written to TMR to remove pedestrian. MM confirmed the crossing will be removed and has been scheduled. Line marking will not be just ground off, more in depth works will be undertaken to remove it. 02/03/16 LVRC proposed installation of blister island crossing area should be installed in conjunction with the remove of the pedestrian. 	- 02/03/16 TMR advised Safer Roads Sooner (SRS) justification for Niemeyers Road intersection is ongoing. TMR have been waiting on the findings of a Warrego Highway East Safety report that identifies the needs of multiple intersections between lpswich and Toowoomba. TMR is considering treating multiple intersections together.
<u>Z</u>	Pedestrian crossing will be removed in early April. Proposal of installing blister islands at the same time was discussed.	
Z	- TMR (April)	
6 02/03/201		

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02/12/15	02/12/15	
3.6	3 _{.5}	
Cochrane Street, Gatton - Proposed removal of central parking	Parking Review Outside 88 Railway Street Gatton (Hot Rods Café)	
 Approval from the principal of the Gatton Primary State School has been given to remove the centre parking along Cochrane Street between 	 O2/12/15 JH (LVRC) raised a review of parking outside 88 Railway Street (Hot Rods Café) should be undertaken due to visibility concerns. When existing Cochrane Street if a large vehicle is parked in front of 88 Railway Street it is very difficult to see oncoming traffic safely. O2/03/2016 SM (LVRC) inspected the site. The parking doesn't meet the required standards. Recommendation to extend parking area back 3-4 meters. 	customers and staff of Andersons Carpets are able to make a right turn into the complex legally. 02/03/2016 TMR advised Note there are three accesses to Anderson's Carpets from Western Drive. The Speed Gateway Treatment has a double barrier line through it, in front of the first two/service accesses, as was there before installation. It will remain due to the high traffic volumes, adjacent culvert width restriction, and number of accesses. These limitations means right turn access would cause significant disruption to through traffic. TMR is responding directly to Andersen's Carpets personnel who approached TMR (reference Customer Feedback Request 8597) about a dedicated right-turn lane (channelized right turn) into the third access. Such an upgrade would be Anderson's Carpets responsibility. Note too, TMR will correct some edgeline and chevron linemarking at the Gateway Treatment in March.
- Nii	 Consultation with café owners yet to be undertaken. 	
- Nii	SM	
- 02/03/16		

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SS (TMR)	- Crash pamphlets to be emailed to SS (TMR) to review.	Two accidents have occurred. One at the intersection of Gatton Laidley Road and the entrance to the Gatton University and other along Murphys Creek Road. KB has crash pamphlets	Traffic Incidents	5.1	12/15
		Region	QPS Reports on Traffic Incidents in the Region	PS Reports	5. Q
- QPS - TMR	 Due to the high number of crashes QPS undertaking investigations along Laidley Plainland Road. TMR conducting a Road Safety Audit. 	TMR advised TMR and Council have previously dismissed (22/9/14) TIDS or SRS funding for Waddington Parade intersection with the Laidley Plainland Road due to low crash history and higher network priorities elsewhere. TMR has identified Laidley Plainland Road for a Road Safety Audit. There is no program date yet.	Intersection of Laidley Plainland Road and Waddington Parade.	4.1	
			Audits	Road Safety Audits	4. R
- TMR and MF	- Further discussions to be held with MF (LVRC) prior to proceeding with works.	St Mary's School principal raised with TMR a safer crossing point needs to be installed across Patrick Street to get to the Laidley Recreation Reserve. TMR suggested blister islands south of the bridge to be installed where pedestrians give way to vehicles. This location would require council to undertake capital works to improve parking and footpath area. TMR advised they have agreed the Patrick Street pedestrian crossing/side refuge location and concept with St Mary's School Principal. That is 110m south of Whites Road intersection.	Patrick Street, Laidley Blister Island Crossing	3.7	02/12/15
		William Street and Jensen Street. See attached map Cochrane Street, Gatton – Parking. Note the pedestrian crossing on the corner of William Street and Cochrane Street is on the list of crossings requested for supervision. 02/03/16 central parking have been removed.			

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1	Nii	N.	Nii	Nil to report	8.1	
			nts	Crash Investigation and Safety Improvements	h Investigat	8. Cras
1	- TMR -	TMR will co-ordinate shortening the dedicated lane with Council/RoadTek.	The solid line that divides the traffic from Golf Links Drive and traffic from Eastern Drive is too long making it difficult and unsafe for traffic to change lanes to turn into the Aquatic Centre TMR agrees the merging Golf Links Drive lane to Eastern Driver (314 westbound) is impeding safe access to the Aquatic Centre.	Merging lane from Golf Links Drive into Spencer Street, Gatton outside Lockyer Valley Aquatic Centre. The solid line that divides traffic from Golf Links Drive and traffic from Eastern Drive is too long making it difficult and unsafe for traffic to change lanes to turn into the Aquatic Centre.	7.1	02/12/15
				Other State Controlled Road Matters	r State Con	7. Othe
- 02/03/16		,	There is no line marking at this intersection. The geographic scope of this intersection is included in the Toowoomba Second Range Crossing project.	Road markings at the intersection of Warrego Highway, Postmans Ridge Road and Tiwdales Road, Helidon Spa	6.2	02/12/15
- 02/03/16		- TMR to monitor.	Unable to capture footage. Need to consider designated access crossings for emergency vehicles. Chevron marker at terminals to be installed. JH proposed to install shorter length of wire barriers. If barriers are shorter in length and hit in future a smaller section will be down therefore lessening the risk to the traffic. No further action on wire rope safety barriers. TMR will continue to monitor with maintenance works.	Wire barriers constantly being hit causing a safety hazard for motorist.	6.1	03/04/14
				ay Matters	Warrego Highway Matters	6. Warr
			that are used to help educate the diverse cultural society with driving in Queensland.			

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	11. Withcott		10. Spe	29/01/15						
11.1	ncott	10.1	Speed Camera Locations	, <u>7</u>	Active Transport					
TMR master plan for Withcott Area. Proposed fix speed cameras on Warrego Highway on both east and west bound lanes (traffic counts have been conducted in relation to this). The purpose is to reduce speeding through Withcott.		Nii	Locations	Principal Network Cycle Plan (PNCP)						
LF (TMR) to follow up Police Minister re installation of fixed speed camera. IWS to meet with TMR management team regarding the planning works mid to late May. Mayor and Cr Holstein to be invited. TMR advised there is no TMR funding for new fixed speed camera sites statewide. And TMR's response remains that there is no proposed upgrading through Withcott until the impacts of the Toowoomba Second		- Nii		Bikeway from Laidley to Gatton involving University of Queensland Gatton. Josh has written to Gatton UQ requesting to meet regarding the route. Awaiting a response. Routes and plan to be taken to Council Workshop in the coming months. LVRC to consider ongoing projects Mayor and Deputy Mayor are discussing with UQ Gatton. PNCP will be present at Council meeting in December for endorsement. This feedback will be provided to TMR be the end of December. 02/03/16 PNCP feedback was provided to TMR. Application for funding for UQ to Gatton Cycleway (phase 1 of Gatton – Laidley cycleway) has been submitted by LVRC.						
- Copy of Withcott Project to be provided to LVRC.		- Nii		- Awaiting feedback on - N funding approval.						
DW (TMR) - 02/03/16		-		N _{ii}						

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02/12/15	27/08/15	13. G	02/12/15	02/12/15	02/12/15	12. Blac	
13.2	13.1	General Business	12.3	12.2	12.1	12. Blackspot Funding	
Litter Signs	Event Banner Signs	iness	Status of mid 2015 funding submissions	Status of 2015-16 construction projects	Potential projects for submission in mid 2016	ling	
 Litter signs were ordered some time ago for installation on the Warrego Highway. JH advised signage was ordered and being stored at the depot. SM (LVRC) investigated. spoke with a number of the foreman. No litter signs have been located. 	 Proposal to erect Event Banners, over Western Drive and Spencer Street. 02/12/15 Event banner poles on hold until further notice. 		 Awaiting decision for 2016/17 projects submission. 	 LVRC to deliver works in early 2016 from2015/16 projects. Tenthill Creek Road and Ingoldsby Road designs are almost complete. Old College Road designs are complete – works are scheduled. 	 02/12/15 Areas of considerations for 2016/17 applications are to be discussed at future meetings. State and non state controlled roads are to be considered. 		Range Crossing are known. - DW to provide LVRC with copy of Withcott Project.
- Nii	- Nii			- Completion of projects to be undertaken			
- Nii	- Nii			- LVRC by June 2016	,		
- 02/03/16	- 02/03/16		'		,		

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New Business

Date Item Raised 02/03/16 02/03/16 02/03/16 02/03/16 02/03/16 02/03/16 Speed Reviews Other Traffic Management Matters **Road Safety Audits** QPS Reports on Traffic Incidents in the Region **School Traffic Management** 5.1 2.1 3.2 Ω 3. 3. Z Forest Hill Cemetery Z Connole Bridge – Postmans Ridge Road Airforce Road, Helidon Helidon Dip Road, Helidon Loading Zones in Laidley Traffic Incidents Otto Road Review **Key Points/Discussion** Signage has been improved recently Bridge meets heavy load limit under standard for one way traffic safety. again. JH (LVRC) requested the mowing area at the cemetery be widened due it being used Safety review conducted 29/02/2016 by MF and SM (LVRC). fatals) Council advised works are done along this Australia Helidon - Explosives) due to GT (QPS) raised the condition of the road is Traffic counters are being installed today 02/03/2016 JH (LVRC) advised the loading zone signs in road regularly not fit for the type of business (Orica Laidley CBD don't have stipulated times Traffic counter has been installed crashes in January and 7 in February (no Z Shoulder widening works are part of TIDS 2016/17 proposal. Brendan Sippel (LVRC) to program mowing works. when safety review is finalised Loading zone standards to be look into Further outcomes to be addressed Vegetation to be cleared slightly near discuss if further speed reduction required at next meeting Continue to monitor for accidents and By whom and When QPS 07/06/16 ĸ Z \mathbf{Z} SM (LVRC) SM (LVRC)

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	Nex	02/03/16		Gel		Blacks		Speed		Act		Cra		0		Wa	
13.1	Next Meeting	12.2	12.1	General Business		11. Blackspot Funding		10. Speed Camera Locations		Active Transport		ısh Investi		ner State C		rrego High	
07 June 9am - 11am.		Community Road Safety Grant	Clean Up Australia Day	ness	Nii -	ng	Nii -	ocations	Nii -	port	Nii	Crash Investigation and Safety Improvements	Nii	Other State Controlled Road Matters	N:i	Warrego Highway Matters	
		 Applications close 29/03/2016 http://www.tmr.qld.gov.au/roadsafetygrants 	JH (LVRC) would like a lane closure and traffic management provided by TMR on Sunday 06/03/2016 from 8:00 to 10:30am eastbound from Redwood Park to the entrance of Withcott.		- Nii		Nii		- Nii		- Nil	(8)	- Nil		- Nii		 Document tabled - 2013 to 2015 Injury Traffic Crashes as of 7 December 2015 and 2015 Traffic Crashes as of 7 December 2015
		•	- Resources for traffic management on Sunday to be sort.		- Nil		- Nil		- Nil		- Nii		- Nil		- Nii		
		1	- DW (TMR)		- Nii		- Z <u>i</u>		- Nii		- Nii		- Nii		- <u>N</u>		



7.0 BUSINESS ARISING FROM MINUTES

No Business Arising from Minutes

8.0 COMMITTEE REPORTS

No Receival of Committee Reports

9.0 DEPUTATIONS/PRESENTATIONS

No Deputations/Presentations



10.0 EXECUTIVE OFFICE REPORTS

10.1 Chief Executive Officer Monthly Report - March 2016

Date: 17 March 2016

Author: Ian Flint, Chief Executive Officer Ian Flint, Chief Executive Officer

Summary:

This report is to update Council on the key issues currently being actioned and on the significant items of information presently at hand.

Officer's Recommendation:

THAT the Chief Executive Officer's Report be received and adopted; and further;

THAT Council confirm that Council's Ordinary Meeting be held as scheduled on 13 April 2016 commencing at 10am;

RESOLUTION

THAT the Chief Executive Officer's Report be received and adopted;

Further:

THAT Council confirm that Council's Ordinary Meeting be held as scheduled on 13 April 2016 commencing at 10am.

And further:

THAT with respect to the request by the Downs Industry Schools Co-operation Inc (DISCO) to establish their youth services on Council owned property at 119 Spencer Street, Gatton, Council resolves to support the use of the property to deliver those community services and apply the exception contained in Section 236(1)(b)(ii) of the Local Government Regulation 2012 to enable the facility described as Lot 2 on RP53576 to be leased to Downs Industry Schools Cooperative and authorise the Chief Executive Officer to negotiate a lease on suitable terms.

Moved By: Cr Friend Seconded By: Cr Holstein Resolution Number: 4576

CARRIED

5/0

Note: Future Workshop: State Infrastructure Plan

Motions ALGA - Request Councillor input into Motions to be forwarded to ALGA NGA.



Report

1. Introduction

This report provides a further update on key matters arising and being addressed and on significant items of information since the last report.

2. Background

The previous reports provide the background information in the case of matters ongoing and only progress is being reported during the current reporting period on those matters.

3. Report

Local Government Elections

As previously advised the relevant election dates for the Lockyer Valley Regional Council have been revised with a full postal vote now to be held for the polls on 16 April 2016 and confirmation is expected in the Notice of Election anticipated to be issued on 19 March 2016. It is expected that this will provide for Opening of Nominations from 19 March 2016. Close of Roll on 25 March 2016; Close of Nominations 12 noon 29 March 2016.

LGAQ have advised some pertinent details relating to the election:

- There has been a significant reduction in Councillor numbers over the past 25 years
- This is due to changed composition provisions in the Local Government Act and Council amalgamations
- This reduction has now stabilised at a total of 578 a reduction since 1991 of 56.7%
- Queensland is at odds with interstate trends which are towards full postal voting
- There has been an increase in Candidate nominations of 17.1% reflecting increased interest in standing

LGAQ have also been proactively calling out dirty tricks decrying mud-slinging campaign and defending anti-council attacks and allegations in the lead up to the elections. LGAQ is also assisting Councils that are being subjected to the distribution of salacious materials.

LGAQ

State Infrastructure Plan

The State Infrastructure Plan (SIP),was released on Sunday 13 March 2016. It outlines the strategic direction for the planning, investment and delivery of infrastructure in Queensland. It seeks to address the State's future infrastructure needs, focuses on using our inputs, partnering with the private sector, and implementing a program of reform initiatives.

The SIP is in two parts. Part A: Strategy sets a vision for the future and describes the approach to infrastructure planning and prioritisation that articulates how the State will respond to key opportunities and challenges facing Queensland.

Part B: Program - provides for a program of investment over the next four years, and outlines future opportunities without specifying solutions.



The SIP identifies what the government ultimately wants from its infrastructure and how this can best be achieved. By identifying future opportunities, the SIP is intended to encourage the private sector to partner with government to develop innovative solutions to the state's infrastructure needs.

LGAQ has endorsed the Plan as follows:-

"The Palaszczuk Government's new State Infrastructure Plan (SIP) is a strong blueprint for the future, backed up by solid consultation which should ensure it delivers a pipeline of projects that will create more jobs and better communities across Queensland, according to local councils.

Local Government Association of Queensland chief executive Greg Hallam said the plan would enable integration and coordination with regional and council infrastructure plans.

He congratulated the Government on ensuring the plan was created in full collaboration with the LGAQ, meaning that the priorities of Queensland councils had been taken into account".

Further review of the Plan is required. However while there is a number of macro level projects that have implications for the region (such as the Inland Rail) there does not appear to be any projects specific to the Lockyer Valley Region.

Policy Executive

Following the Local Government Elections, the LGAQ will begin the election process for its new Policy Executive comprising of district representatives across Queensland. Lockyer Valley is in the SEQWROC District currently represented by Ipswich Mayor Paul Pisasale. Details of district representative nominations requirements are expected shortly.

The Chief Executive Officer advised the meeting that correspondence was received on 22 March 2016 advising that the call for nominations of Electoral District No. 2 (Western Region) will be sent out on 28 April 2016 and if necessary a subsequent ballot will be held.

ALGA

National General Assembly

The ALGA National General Assembly of Local Government (NGA) is being held at the National Convention Centre in Canberra 19-22 June 2016 and the ALGA Board are now calling for motions to be submitted no later than 11.59pm on Friday 22 April 2016.

The theme for this year's NGA is "Partners in an Innovative and Prosperous Australia", and it reflects on the current issues being debated nationally on innovation, growth and prosperity and positioning Australia as a dynamic 21st century economy.

Australian Infrastructure Plan

Recently the Australian Infrastructure Plan: Priorities and reforms for our national's future by Infrastructure Australia was released. The report highlighted the important role of Local Government in boosting freight productivity.



The report encouraged a collaborative effort between all levels of government to deliver productivity-enhancing reforms to enable more efficient movement of freight and remove first and last mile constraints across the national freight network. This gives prominence to ALGA's call for greater levels of investment in freight infrastructure funding to address both the challenges and opportunities in first and last mile regional roads projects and drive productivity improvements.

ALGA strongly supports the report's focus on improvements in productivity through investment in infrastructure and argued in our pre-budget submission, in its May budget, the Government should commit to a program directed at regional road projects. ALGA proposed that the program be funded at \$200 million per annum for five years to ensure that freight connectivity issues and first and last mile issues are addressed to improve national productivity.

ALGA agrees with the report's outlook of inter-governmental collaboration to improve the productivity of our national infrastructure, and careful consideration will be given by ALGA to this and other recommendations that touch on Local Government issues.

Council of Mayors (SEQ)

The Council of Mayors (South East Queensland) Annual Report for 2014/15 has been received under cover of a letter from the Executive Director which reads as follows: "Council of Mayors(SEQ) is proud to be the strong and consistent voice of the region as they continue to use their policy and advocacy work to pursue the interests of the councils and communities of SEQ.

Council of Mayors(SEQ) have taken the opportunities and challenges presented to them over the 2014/15 financial year and delivered a number of significant outcomes in their key portfolio areas of Economic Development, Infrastructure and Planning, and Waterways and Environment.

Notably, the past year saw the Council of Mayors(SEQ) lead the most successful Mayoral delegation to Canberra in the organisation's history. This visit secured Federal support for the Resilient Rivers Initiative and resulted in a Federal Budget commitment of more than \$900 million for key infrastructure projects in SEQ.

The annual Report outlines the many successes and achievements of the organisation for 2014/15. Most importantly, it demonstrates the continuation to deliver more for the SEQ working together than could be achieved individually".

The next Board Meeting on Friday 6 May 2016 and Annual Mayoral Strategy Workshop on Saturday 7 May 2016 are to be hosted by Sunshine Coast Council.

Industrial Relations Reform

An appeal made by Minister Pitt to the Queensland Industrial Court in relation to the making of the 2015 Local Government Industry Award has been upheld. In effect, this means the decision of the Queensland Industrial Relations Commission to vary the modern Award in 2015 has been set aside, and that subject to any further legislative intervention by the State, the embargo on certifying any enterprise agreements will continue until the matter has been re-determined. With the Award now be referred back to the Queensland Industrial



Relations Commission to be re-determined, it will be up to the QIRC to decide the timing of, and process for, re-determining the proposed content of the Award. Updates will be provided as they become available.

Moving forward, Council has no other alternative than to conduct business as usual until the final decision has been made and the new Award finally certified in the Commission. Council currently has an administrative agreement in place with the Unions that carries over until the 21st of July 2016. However, if this process extends beyond that date we will have to review the current process in place depending on estimated timeframes for final certification of the new Award.

National Stronger Regions

Council has made two submissions for Round Three of the National Stronger Regions Fund and they which were submitted prior to the deadline of 15 March 2016. One submission was for GWIZ for road infrastructure to the value of \$6 million and the other was for the pipeline to Lake Clarendon which was worth \$20 million. It was originally thought that Council would make a submission for a lower amount for the GWIZ site, however due to the probability of Council receiving the pipeline project funding being very slim and our chances to receive the other being considerable, a decision was made to increase the amount to cover all the road infrastructure for the GWIZ site. Regional Development Australia Ipswich West Moreton believe that Council has a strong chance as the Lockyer Valley has not received anything in the past and all the surrounding regions have so it was important to take this opportunity to secure a larger amount than we would have previously sought.

Council is to appreciate that all Queensland Local Councils will be required to confirm that the indicative funding contributions as per the submitted applications have been accepted by the newly elected Council. This confirmation is required by 5pm EST Monday 16 May and must be via email from the Council's Chief Executive Officer or equivalent. Council is seeking an extension on this timeframe to consider the late election date and consequently first Council meeting.

Labour Hire Industry Submission

The Community Engagement Team is finalising a submission on behalf of Council into the *Queensland Parliamentary Finance and Administration Committee Inquiry Into the Practices of the Labour Hire Industry in Queensland.* The submission is aimed at improving protections for Working Holiday Makers (WHM), ie, backpackers, who may be exploited by some Labour Hire Contractors. Engagement with backpackers and key community volunteers has revealed that negative stories get circulated amongst both backpackers and their families back in their home countries, creating adverse views of the Lockyer Valley. Given the significant contribution made by WHMs to the local agricultural industry, Council's leadership in providing this submission to the Parliamentary inquiry provides a strong show of support to local farmers, and of the valuable contribution of those backpackers. Council has been supplementing this initiative with the backpacker BBQs held monthly to engage with and show our support of backpackers.

The submission is being finalised for lodgement by 24 March 2016.

Neilsen's Place Opening



Friday, March 11 2016 was the official opening of Neilsen's Place, the opening was attended by 60-70 guests from the local business community, interested people and Councillors. On the night a plaque with tribute to Peter Neilsen, the original builder and owner, along with three history story boards were unveiled by Acting Mayor Cr Milligan. The main operating and functional features of the Business Incubator and the Digital Work Space were presented to the audience by Council's Economic Development Coordinator. Acting Mayor Councillor Milligan provided the attendees details of the history of the buildings occupants over the years since 1894. Special guests included some of the Neilsen family, Councillors, business owners and those who had assisted with the historic research for the story boards.

Lockyer Valley Cannery Project

An introduction has been provided of a major investor to the Lockyer Valley Cannery proponents by Regional Development. Council staff facilitated and hosted the initial meeting between the parties and early indications are that the outcomes could be positive for the project in the near future.

Use of Council Owned Facilities

Council has received and subject to approval has accepted a proposal to from Downs Industry Schools Co-op (DISCO) to utilise the property at 119 Spencer Street, Gatton. DISCO are funded by the Federal Government to deliver youth services in the Gatton area for four years. Council will support DISCO to deliver services in the region by providing suitable space with disability access provisions should they be provided during the occupancy period. Disco will occupy the premise from early April and commence providing services immediately and are hoping to locate three permanent staff.

Regional Development have also fostered the relationship with a local operator resulting in an offer for the use and management of Council owned accommodation at Woodlands Road, Gatton. The operator is due to commence operation early April with a 12 month permit to occupy. The operator has vast experience in operating large mining camps and back packer sectors, they will have onsite management and are keen to commence operation.

Business, Training and Apprenticeship Awards

Winners and People's Choice finalists from the 2015 Awards will attend workshops in April that are part of the prize package supplied in the partnership agreement with TAFE SouthWest. Business category winners have been offered a two day Marketing Masterclass and People's Choice finalists have been invited to a 3 hour Business Improvement Workshop. The process of seeking sponsorship for the 2016 Business, Training and Apprenticeship Awards has commenced.

Lockyer Better Business Annual General Meeting

Lockyer Better Business AGM was held on Wednesday 9 March and all positions on the committee

were elected:

President Paul Emmerson Vice President John Schollock Secretary Rhonda McLucas,

Treasurer Noel Bains



Committee

Bill Beckman, Anita Lyne, Scott (ANZ bank) Meachelle Rolofs, Allan McLucas.

Brisbane International Airport promotion

Our promotion at the international airport has started and will run for the entire month of March. This promotion will raise awareness of our destination with passengers, their family and friends and around 22,000 airport workers across the month. Airport Ambassadors and visitor information centre staff will encourage visitation to Lockyer Valley. Guides and What's On brochures will be distributed.

Event in Martin Place

The Lockyer Valley promotion event at Martin Place was conducted on Tuesday 15 March. Alastair McLeod's and Tony Tierney's dishes using our local produce have been a hit with the crowds. Council has received significant promotion on the Alan Jones' Breakfast Show and Sunrise. Key comments from the public include: "Great looking displays", "I just went to say Hi on my way home from a meeting!!!! It all looks great!! Sadly still raining but the cheesecake was AMAZING!!" and "Congratulations to the Lockyer Valley participants."

Royal Easter Show

Everything is on track for us to deliver the stand at the Royal Easter Show. The stand is in the process of being built and fitted out. Equipment and staff are now in Sydney and are preparing to undertake promotion of the Lockyer Valley 17-30 March. Local businesses attending the stand include Schulte's Meat Tavern, Seatonfire Chilli Chocolates, Mormor Foods and Earthed Out Cakes.

Community Organisation Capacity Building Program

Two Grant Writing Workshops (beginners and advanced) were recently delivered with 37 people attending. Following completion of these workshops 14 community groups are now eligible to participate in the Mentoring for Grant Writing Program to further build their capacity. Future community group workshops will include Thriving in the Digital Age and subsidised First Aid Training (to be held in Hatton Vale).

Youth Development & Engagement Updates

Plans are underway with Anglicare Southern Qld, Scripture Union Qld chaplains, LVRC Libraries and Youth Development to coordinate and promote Easter school holiday events.

Queensland Transport Museum

The popularity of the QTM is increasing during the cooler weather. The requests for tours has doubled in the last couple of weeks.

Council Meeting

Council's Ordinary Meetings schedule for the rest of the term has been prepared on the basis of the 2nd and 4th Wednesdays of the month such that an Ordinary Meeting is scheduled to be held on 13 April 2016.





RECOMMENDATION

THAT Council confirm that Council's Ordinary Meeting be held as scheduled on 13 April 2016 commencing at 10am.

Upcoming Events

Sydney Royal Easter Show 17 March – 30 March

Laidley Heritage Weekend

LVRC Elections

Lockyer Race Day

Anzac Day Services

16-17 April
16 April
16 April
25 April

Conclusion

That the Chief Executive Officer's Report be received and adopted.



10.2 Application for Lease Renewal Over Lot 28 on CC3423 - Hermy

Road, Lockrose

Date: 16 March 2016

Author: Caitlan Natalier, Solicitor/Legal Services Coordinator

Responsible Officer: Ian Flint, Chief Executive Officer

Summary:

The Department of Natural Resources and Mines has received an Application from the Lessee of Term Lease 0/208476 for lease renewal. The Department is currently investigating a more appropriate tenure of freehold and the purpose of this Report is for Council to consider this request and advise of any views and requirements which should be considered in assessing the application.

Officer's Recommendation:

THAT with respect to the correspondence received from the Department of Natural Resources and Mines dated 8 March 2016 requesting Council's views in respect of the proposed renewal of Term Lease 0/208476 over Lot 28 on CC3423, Council resolves to offer no objection to the renewal of Term Lease 0/208476; and And further:

THAT Council advise the Department of Natural Resources and Mines that it has no objection to a freehold tenure being issued for the land as no significant values or other overriding community interests have been identified which would require the protection and management of the State or Council.

RESOLUTION

THAT with respect to the correspondence received from the Department of Natural Resources and Mines dated 8 March 2016 requesting Council's views in respect of the proposed renewal of Term Lease 0/208476 over Lot 28 on CC3423, Council resolves to offer no objection to the renewal of Term Lease 0/208476; and And further:

THAT Council advise the Department of Natural Resources and Mines that it has no objection to a freehold tenure being issued for the land as no significant values or other overriding community interests have been identified which would require the protection and management of the State or Council.

Moved By: Cr Friend Seconded By: Cr McLean

Resolution Number: 4577

CARRIED



Report

1. Introduction

The Department of Natural Resources and Mines has received an application from the Lessee of Term Lease 0/208476 for lease renewal. The Department is currently investigating a more appropriate tenure of freehold and the purpose of this Report is for Council to consider this request and advise of any views and requirements which should be considered in assessing the application.

2. Background

Term Lease 0/208476 covers Lot 28 on CC3423 which is approximately 1.315 hectares of agricultural land at Hermy Road, Lockrose. A Smartmap and Aerial Plan are *attached* this Report.

The Lessee is the owner of adjoining freehold land used for farming purposes comprising Lot 1 on RP 199459 and Lots 1 and 2 on RP 102708.

The Lessee has leased the land for agricultural purposes since 23 June 1997 and Term Lease 0/208476 is due to expire on 22 June 2017.

The Lessee has now lodged an application for lease renewal.

3. Report

The Department of Natural Resources and Mines are now considering the application. Investigations are being conducted to determine whether a lease or freeholding the land would be the most appropriate tenure to be issued to the applicant.

Council has been requested to advise of any views or requirements that should be considered when the Department of Natural Resource and Mines is assessing the application. In particular, Council should consider whether:-

- any local non-indigenous cultural heritage values exist; and
- Council has any objection to, or preference for, either lease or freehold tenure being offered.

As can be seen on the Aerial Map, Lot 28 is a vacant agricultural block which adjoins the applicant's freehold property, a Reserve for Water and Crossing purposes and Crown Land leased to the Queensland Bulk Water Supply Authority.

Lot 28 is zoned as Rural Agricultural Land and has consistently been used for agricultural purposes since 1997. This is considered to be the most appropriate use of the land due to its location and topography and this will be the foundation on which a decision as to most appropriate tenure will be based.

There is no infrastructure on the land and the land is not in a location where it is likely to be required in future for public infrastructure or services. No other overriding community interests have been identified and the applicant is not in arrears of rates.



The Manager Planning and Development Services has confirmed that the agricultural use of the land is consistent with Council's planning scheme and no values of environmental, biodiversity or sensitive significance have been identified which would require the protection or ongoing management of the State or Council.

The land is also of sufficient area that, if freeholded, it will not be required to be amalgamated with the applicant's adjoining land.

Therefore the Recommendation made in this Report supports either the renewal of the lease or the grant of a freehold tenure as the Department of Natural Resources and Mines sees fit.

4. Policy and Legal Implications

The Department of Natural Resources and Mines will determine whether any native title interests exist as part of their investigations into the application, and if so, any native title requirements will be outlined and form a condition of any offer of conversion made to the Applicant.

If the land is converted to freehold, the Lessee will be required to purchase the land at market value as determined by the State.

If an offer of freehold tenure is ultimately made, then the freehold title will only be granted by the Governor-in Council upon the Minister's request once all specified conditions of the offer have been fulfilled by the Applicant.

5. Financial and Resource Implications

All costs related to either a lease renewal, or conversion to freehold tenure will be borne by the Applicant. The land will continue to be rated.

No financial or resource implications on Council have been identified in relation to this application.

6. Delegations/Authorisations

The Chief Executive Officer, through the Legal Services Team, shall be authorised to advise the Department of Natural Resources and Mines of Council's resolution.

7. Communication and Engagement

The information regarding the application for lease renewal has been provided to Council in confidence for the purpose of seeking Council's views on the matter. It is not to be used for any other purpose, or distributed further to any person, company, or organisation, without the express written permission of the Department of Natural Resources and Mines.

Objections to the application, and any views or requirements that may affect the future use of the land should be received by the Department of Natural Resources and Mines by close of business on 5 April 2016. If an objection is offered, a full explanation stating the reason for the objection is required to be provided.



All relevant Council units have been consulted in respect of this matter and their comments included in the body of this Report where relevant.

The Chief Executive Officer, through Council's Legal Services Unit will advise the Department of Natural Resources and Mines of Council's resolution within the time specified.

8. Conclusion

The advice Council provides to the Department of Natural Resources and Mines will enable this application to be considered and a decision on the most appropriate tenure made.

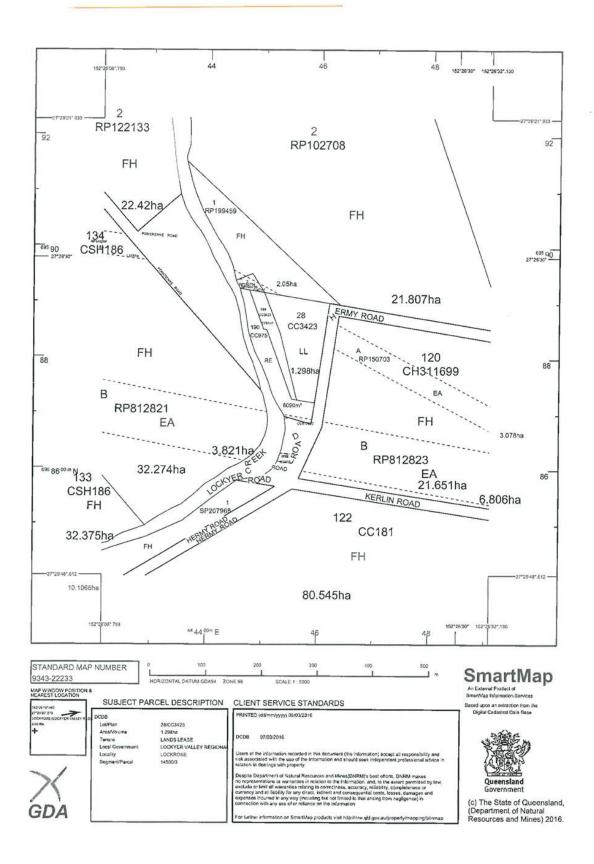
9. Action/s

1. Provide written notice of Council's resolution to the Department of Natural Resources and Mines prior to close of business on 5 April 2016.

Attachments

1 View Aerial Map 1 Page 2 View Map 1 Page







10.3 Delegations Register Update

Date: 17 March 2016

Author: Caitlan Natalier, Solicitor/Legal Services Coordinator

Responsible Officer: Ian Flint, Chief Executive Officer

Summary:

In accordance with Section 257 of the *Local Government Act 2009*, Council can delegate a power under this Act, another Act and Council's local laws to the Chief Executive Officer to allow for the efficient and timely resolution of a range of operational matters undertaken by Council. The purpose of this Report is to maintain the currency of Council's Delegation Register.

Officer's Recommendation:

THAT Council resolves to delegate to the Chief Executive Officer of Council, the powers referred to in the document titled "Council to CEO Delegations Register Amendments as at 23 March 2016" attached to this Report in addition to those delegations already existing pursuant to Section 257 of the *Local Government Act* 2009.

RESOLUTION

THAT Council resolves to delegate to the Chief Executive Officer of Council, the powers referred to in the document titled "Council to CEO Delegations Register Amendments as at 23 March 2016" attached to this Report in addition to those delegations already existing pursuant to Section 257 of the *Local Government Act* 2009.

Moved By: Cr Pingel Seconded By: Cr Friend

Resolution Number: 4578

CARRIED

5/0

Report

1. Introduction

In accordance with Section 257 of the Local Government Act 2009, Council can delegate a power under this Act, another Act or its local laws to the Chief Executive Officer to allow for the more efficient and timely resolution of a range of administrative matters.

2. Background

As legislation is amended, repealed and introduced, Council is required to update its Delegations Register to reflect the amendments, repeals and new legislation. A full review of Council's existing Delegations Registers is currently being undertaken and the purpose of this



Report is to include further delegations to the Chief Executive Officer under Council's local laws and the Work Health and Safety Regulation 2011.

3. Report

As part of the review of Council's existing Delegations Registers it has been identified that the new delegations detailed in the attached "Council to CEO Delegations Register Amendments as at 23 March 2016" are required.

The majority of these delegations are delegations under Council's local laws as follows:

- Local Law No. 1 (Administration) 2011
- Subordinate Local Law No. 1.1 (Alteration or Improvement to Local Government Controlled Areas and Roads) 2011
- Subordinate Local Law No. 1.2 (Commercial Use of Local Government Controlled Areas and Roads) 2011
- Subordinate Local Law No. 1.3 (Establishment or Occupation of a Temporary Home)
 2011
- Subordinate Local Law No. 1.4 (Installation of Advertising Devices) 2011
- Subordinate Local Law No. 1.5 (Keeping of Animals) 2011
- Subordinate Local Law No. 1.6 (Operation of Camping Grounds) 2011
- Subordinate Local Law No. 1.8 (Operation of Caravan Parks) 2011
- Subordinate Local Law No. 1.9 (Operation of Cemeteries) 2011
- Subordinate Local Law No. 1.12 (Operation of Temporary Entertainment Events) 2011
- Subordinate Local Law No. 1.13 (Undertaking Regulated Activities regarding Human Remains) 2011
- Subordinate Local Law No. 1.14 (Undertaking Regulated Activities on Local Government Controlled Areas and Roads) 2011
- Subordinate Local Law No. 1.15 (Carrying Out Works on a Road or Interfering with a Road or its Operation) 2011
- Subordinate Local Law No. 1.16 (Parking Contrary to an Indication on an Official Traffic Sign Regulating Parking by Time or Payment of a Fee) 2011
- Subordinate Local Law No. 1.17 (Sale or Consignment of Stock at a Saleyard) 2011
- Subordinate Local Law No. 1.18 (Gates and Grids) 2011
- Local Law No. 2 (Animal Management) 2011
- Local Law No. 3 (Community and Environmental Management) 2011
- Local Law No. 4 (Local Government Controlled Areas, Facilities and Roads) 2011
- Subordinate Local Law No. 4 (Local Government Controlled Areas, Facilities and Roads) 2011
- Local Law No. 5 (Parking) 2011
- Subordinate Local Law No. 5 (Parking) 2011
- Local Law No. 6 (Operation of Saleyards) 2011

The attachment to this Report also provides for additional delegations to the Chief Executive Officer under the Work Health and Safety Regulation.

If the Recommendation made in this Report is accepted, the updates to the Delegations Register will take immediate effect and the full Delegations Register will be updated and available for inspection.



4. Policy and Legal Implications

As the reviews of Council's Delegations Registers, and Local Laws Registers, continue further amendments to delegations are anticipated and will be presented to Council for consideration.

5. Financial and Resource Implications

No further financial or resource implications have been identified.

6. Delegations/Authorisations

This report identifies a number of potential delegations from Council to the Chief Executive Officer. If the Recommendation in this Report is accepted, these delegations will take effect immediately.

Under Section 259 of the *Local Government Act 2009*, the Chief Executive Officer may sub-delegate some of these powers to an appropriately qualified employee of Council. The purpose of sub-delegation is to allow operational responsibilities to be streamlined and enable the Chief Executive Officer to focus on strategic matters. Sub-delegation will be considered as part of the review noted above and presented to the Chief Executive Officer for consideration in due course.

7. Communication and Engagement

Under Section 260 of the *Local Government Act 2009* the Chief Executive Officer is responsible for establishing, maintaining and updating a register of delegations that contains the particulars prescribed under a regulation. The updated Delegations Register, including appropriate delegations from the Chief Executive Officer to employees or contractors, is required to be available for public inspection.

Any sub-delegation will occur in consultation with Executive Managers and Managers before being approved by the Chief Executive Officer.

8. Conclusion

A resolution made in line with the Recommendation in this Report will enable the proposed delegations to take immediate effect.

9. Action/s

- 1. Update the Council to CEO Delegations Register with the resolution details and publish on Council's website as required
- 2. Continue the review of the delegations registers.
- 3. Consider sub-delegation of powers to employees and update the CEO to Employee Delegation Register as necessary with the Chief Executive Officer's approval.

Attachments

1View Delegations 22 Pages

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REGISTER OF DELEGATIONS COUNCIL TO CEO

AMENDMENTS AT 23 MARCH 2016

DELEGATE	DESCRIPTION OF POWER DELEGATED	LEGISLATION	DATE AND NUMBER OF	CONDITIONS TO WHICH THE DELEGATION IS
Chief Executive Officer	Power to approve application forms for prescribed activities.	Section 8(1) <u>Local Law No. 1</u> (Administration) 2011	23/03/2016 TBA	
Chief Executive Officer	Power to request further information, documents or materials in support of an application.	Section 8(3) <u>Local Law No. 1</u> (Administration) 2011	23/03/2016 TBA	
Chief Executive Officer	Power to give an applicant written notice.	Section 8(5) <u>Local Law No. 1</u> (Administration) 2011	23/03/2016 TBA	
Chief Executive Officer	Power to extend the period to provide further information.	Section 8(6) <u>Local Law No. 1</u> (Administration) 2011	23/03/2016 TBA	
Chief Executive Officer	Power to grant an approval to undertake a prescribed activity.	Section 9(1) <u>Local Law No. 1</u> (Administration) 2011	23/03/2016 TBA	
Chief Executive Officer	Power to give written notice.	Section 9(2) <u>Local Law No. 1</u> (Administration) 2011	23/03/2016 TBA	
Chief Executive Officer	Power to give an information notice.	Section 9(4) <u>Local Law No. 1</u> (Administration) 2011	23/03/2016 TBA	
Chief Executive Officer	Power to impose conditions on an approval.	Section 10 <u>Local Law No. 1</u> (Administration) 2011	23/03/2016 TBA	
Chief Executive Officer	Power to accept a certificate of a third party certifier.	Section 12 <u>Local Law No. 1</u> (Administration) 2011	23/03/2016 TBA	
Chief Executive Officer	Power to give reasonable written notice.	Section 14(2) <u>Local Law No. 1</u> (Administration) 2011	23/03/2016 TBA	
Chief Executive Officer	Power to approve the form of a renewal application.	Section 14(3) Local Law No. 1 (Administration) 2011	23/03/2016 TBA	

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REGISTER OF DELEGATIONS COUNCIL TO CEO AMENDMENTS AT 23 MARCH 2016

Chief Executive Officer DELEGATE Power to give an information notice. Power to give written notice. Power to give an information notice transfer and give written notice. information, documents or materials Power to give written notice to request further Power to Power to amend the conditions of an approval. Power to give an information notice give written notice Power to decide an application for renewal information, documents or materials Power to give written notice to request further DESCRIPTION OF POWER DELEGATED Power to consider and decide application Power to amend approval conditions Power to decide whether to grant approval approve the form <u></u> transfer for Section 15(7) Local Law No. 1 Section 15(3) Local Law No. Section 14(4) Local Law No. 1 Section 16(5) Local Law No. Section 16(3) Local Law No. 1 Section 15(11) Local Law No. Section 15(4) Local Law No. Section 14(8) <u>Local Law No.</u> (Administration) 2011 Section 14(6) Local Law No. LEGISLATION Section 16(4) Local Law No. 1 Section 15(8) Local Law No. 1 Section 14(9) Local Law No. (Administration) 2011 DATE AND NUMBER OF RESOLUTION 23/03/2016 23/03/2016 23/03/2016 23/03/2016 23/03/2016 23/03/2016 TBA TΒA CONDITIONS TO WHICH THE DELEGATION IS

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AMENDMENTS AT 23 MARCH 2016

NO. 1925 1926 1927 1928	Chief Executive Officer Chief Executive Officer Chief Executive Officer Chief Executive Officer	Power to amend approval conditions. Power to give the approval holder a written notice (show cause notice). Power to consider submissions, decide that a ground no longer exists to cancel, amend or suspend the approval and give written notice. Power to consider submissions, decide that a ground no longer exists to cancel, amend or suspend the approval and give written notice.	Section 16(6) Local Law No. 1 (Administration) 2011 Section 18(2) Local Law No. 1 (Administration) 2011 Section 18(3) Local Law No. 1 (Administration) 2011 Section 18(4) Local Law No. 1 (Administration) 2011	DATE AND NUMBER OF RESOLUTION 23/03/2016 TBA 23/03/2016 TBA 23/03/2016 TBA 23/03/2016 TBA
1928	Chief Executive Officer	Power to consider submissions, decide that there is a ground to take the proposed action and take the action.	Section 18(4) <u>Local Law No. 1</u> (Administration) 2011	23/03/2016 TBA
1929	Chief Executive Officer	Power to give an information notice.	Section 18(5) <u>Local Law No. 1</u> (Administration) 2011	23/03/2016 TBA
1930	Chief Executive Officer	Power to immediately suspend an approval.	Section 19(1) <u>Local Law No. 1</u> (Administration) 2011	23/03/2016 TBA
1931	Chief Executive Officer	Power to take action, make related decisions and given written notice to effect a suspension of an approval.	Section 19(2) <u>Local Law No. 1</u> (Administration) 2011	23/03/2016 TBA
1932	Chief Executive Officer	Power to extend the time for making a review application.	Section 22(3) <u>Local Law No. 1</u> [Administration] 2011	23/03/2016 TBA
1933	Chief Executive Officer	Power to review the original decision.	Section 23(1) <u>Local Law No. 1</u> (Administration) <u>2011</u>	23/03/2016 TBA
1934	Chief Executive Officer	Power to give notice of the decision (review notice).	Section 23(3) <u>Local Law No. 1</u> [Administration] <u>2011</u>	23/03/2016 TBA
1935	Chief Executive Officer	Power to recover cost of action.	Section 28(4) <u>Local Law No. 1</u> (Administration) 2011	23/03/2016 TBA
1936	Chief Executive Officer	Power to give public notice offering a reward for information.	Section 33 Local Law No. 1 [Administration] 2011	23/03/2016 TBA

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AMENDMENTS AT 23 MARCH 2016

NO.	DELEGATE	DESCRIPTION OF POWER DELEGATED	LEGISLATION	DATE AND NUMBER OF RESOLUTION	CONDITIONS TO WHICH THE DELEGATION IS SUBJECT
1937	Chief Executive Officer	Power to waive or partially remit a fee.	Section 35(3) <u>Local Law No. 1</u> (Administration) 2011	23/03/2016 TBA	Unless specific provision to the contrary is made in the local law or resolution fixing a fee.
1938	Chief Executive Officer	Power to dispose of forfeited items.	Section 37(5) <u>Local Law No. 1</u> (Administration) 2011	23/03/2016 TBA	
1939	Chief Executive Officer	Power to determine term of approval.	Schedule 1, section 7(1) Subordinate Local Law No. 1.1	23/03/2016 TBA	
			Local Government Controlled Areas and Roads) 2011		
1940	Chief Executive Officer	Power to determine term for renewal or extension of approval.	Schedule 1, section 8(1) Subordinate Local Law No. 1.1 (Alteration or Improvement to Local Government Controlled Areas and Roads) 2011	23/03/2016 TBA	
1941	Chief Executive Officer	Power to specify the term of the renewal or extension in the written notice.	Schedule 1, section 8(2) Subordinate Local Law No. 1.1 [Alteration or Improvement to Local Government Controlled Areas and Roads) 2011	23/03/2016 TBA	
1942	Chief Executive Officer	Power to determine term of approval.	Schedule 1, section 7(1) Subordinate Local Law No. 1.2 [Commercial Use of Local Government Controlled Areas and Roads) 2011	23/03/2016 TBA	

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REGISTER OF DELEGATIONS COUNCIL TO CEO

AMENDMENTS AT 23 MARCH 2016

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AMENDMENTS AT 23 MARCH 2016

1953 1956 1954 1952 1951 1955 1950 Ö Chief Executive Officer Executive Officer extension of approval. Power to determine Power to determine term of approval extension in the written notice. Power to specify the term of extension of approval. Power to Power to determine term of approval extension in the written notice. Power to specify the term of extension of approval. Power to DESCRIPTION OF POWER DELEGATED determine determine term term term for for for the the renewal or renewal renewal renewal renewal 악 으 익 Q Schedule 1, section 8(1) Schedule 1, section 8(1) Schedule 1, section 7(1) Schedule 1, section 8(3) Schedule 1, section 8(3) Schedule 1, section 8(1) LEGISLATION Schedule 1, section 7(1) Subordinate Local Law No. 1.5 (Operation of Caravan Parks) 2011 Subordinate Local Law No. 1.8 Subordinate Local Law No. 1.8 (Operation of Camping Subordinate Local Law No. 1.6 Subordinate Local Law No. 1.6 (Operation of Camping Subordinate Local Law No. 1.6 Subordinate Local Law No. 1.5 (Operation of Caravan Parks) Operation of Camping Grounds) 2011 'Keeping of Animals) 2011 Keeping of Animals) 2011 NUMBER OF DATE AND RESOLUTION 23/03/2016 23/03/2016 23/03/2016 TBA TBA TBA TBA TBA TBA TBA CONDITIONS TO WHICH THE DELEGATION IS

Lockyer Valley Regional Council

AMENDMENTS AT 23 MARCH 2016

NO.	DELEGATE	DESCRIPTION OF POWER DELEGATED	LEGISLATION	DATE AND NUMBER OF RESOLUTION	CONDITIONS TO WHICH THE DELEGATION IS SUBJECT
1957	Chief Executive Officer	Power to specify the term of the renewal or extension in the written notice.	Schedule 1, section 8(3) Subordinate Local Law No. 1.8 (Operation of Caravan Parks) 2011	23/03/2016 TBA	
1958	Chief Executive Officer	Power to determine term of approval.	Schedule 1, section 7(1) Subordinate Local Law No. 1.9 (Operation of Cemeteries) 2011	23/03/2016 TBA	
1959	Chief Executive Officer	Power to determine term for renewal or extension of approval.	Schedule 1, section 8(1) Subordinate Local Law No. 1.9 (Operation of Cemeteries) 2011	23/03/2016 TBA	
1960	Chief Executive Officer	Power to specify the term of the renewal or extension in the written notice.	Schedule 1, section 8(3) Subordinate Local Law No. 1.9 (Operation of Cemeteries) 2011	23/03/2016 TBA	
1961	Chief Executive Officer	Power to determine term of approval.	Schedule 1, section 7(1) Subordinate Local Law No. 1.12 (Operation of Temporary Entertainment Events) 2011	23/03/2016 TBA	
1962	Chief Executive Officer	Power to determine term for renewal or extension of approval.	Schedule 1, section 8(1) Subordinate Local Law No. 1.12 (Operation of Temporary Entertainment Events) 2011	23/03/2016 TBA	
1963	Chief Executive Officer	Power to specify the term of the renewal or extension in the written notice.	Schedule 1, section 8(2) Subordinate Local Law No. 1.12 (Operation of Temporary Entertainment Events) 2011	23/03/2016 TBA	

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AMENDMENTS AT 23 MARCH 2016

NO.	DELEGATE	DESCRIPTION OF POWER DELEGATED	LEGISLATION	DATE AND NUMBER OF RESOLUTION	CONDITIONS TO WHICH THE DELEGATION IS SUBJECT
1964	Chief Executive Officer	Power to determine term of approval.	Schedule 1, section 7(1) Subordinate Local Law No. 1.13 (Undertaking Regulated Activities regarding Human Remains) 2011	23/03/2016 TBA	
1965	Chief Executive Officer	Power to determine term for renewal or extension of approval.	Schedule 1, section 8(1) Subordinate Local Law No. 1.13 (Undertaking Regulated Activities regarding Human Remains) 2011	23/03/2016 TBA	
1966	Chief Executive Officer	Power to specify the term of the renewal or extension in the written notice.	Schedule 1, section 8(2) Subordinate Local Law No. 1.13 (Undertaking Regulated Activities regarding Human Remains) 2011	23/03/2016 TBA	
1967	Chief Executive Officer	Power to determine term of approval.	Schedule 1, section 7(1) Subordinate Local Law No. 1.14 (Undertaking Regulated Activities on Local Government Controlled Areas and Roads) 2011	23/03/2016 TBA	
1968	Chief Executive Officer	Power to determine term for renewal or extension of approval.	Schedule 1, section 8(1) Subordinate Local Law No. 1.14 (Undertaking Regulated Activities on Local Government Controlled Areas and Roads) 2011	23/03/2016 TBA	

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AMENDMENTS AT 23 MARCH 2016

1973 Chie	1972 Chie	1971 Chie	1970 Chie	1969 Chie	NO. DEL
Chief Executive Officer	Chief Executive Officer	Chief Executive Officer	Chief Executive Officer	Chief Executive Officer	DELEGATE
Power to fix the term of an approval.	Power to specify the term of the renewal or extension in the written notice.	Power to determine term for renewal or extension of approval.	Power to determine term of approval.	Power to specify the term of the renewal or extension in the written notice.	DESCRIPTION OF POWER DELEGATED
Schedule 1, section 7(2) Subordinate Local Law No. 1.16 (Parking Contrary to an Indication on an Official Traffic Sign Regulating Parking by Time or Payment of a Feel 2011	Schedule 1, section 8(2) Subordinate Local Law No. 1.15 (Carrying Out Works on a Road or Interfering with a Road or its Operation) 2011	Schedule 1, section 8(1) Subordinate Local Law No. 1.15 (Carrying Out Works on a Road or Interfering with a Road or its Operation) 2011	Schedule 1, section 7(1) Subordinate Local Law No. 1.15 (Carrying Out Works on a Road or Interfering with a Road or its Operation) 2011	Schedule 1, section 8(2) Subordinate Local Law No. 1.14 (Undertaking Regulated Activities on Local Government Controlled Areas and Roads) 2011	LEGISLATION
23/03/2016 TBA	23/03/2016 TBA	23/03/2016 TBA	23/03/2016 TBA	23/03/2016 TBA	DATE AND NUMBER OF RESOLUTION
					CONDITIONS TO WHICH THE DELEGATION IS SUBJECT

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REGISTER OF DELEGATIONS COUNCIL TO CEO

AMENDMENTS AT 23 MARCH 2016

NO.	Chief Executive Officer	DESCRIPTION OF POWER DELEGATED Power to fix a term for the extremewal of an approval.	R DELEGATED for the extension or
1975	Chief Executive Officer	Power to fix the term of an approval.	
1976	Chief Executive Officer	Power to determine term for renewal extension of approval.	wal or
1977	Chief Executive Officer	Power to specify the term of the renewal or extension in the written notice.	wal or
1978	Chief Executive Officer	Power to determine term of approval.	
1979	Chief Executive Officer	Power to determine term for renewal or extension of approval.	wal or
1980	Chief Executive Officer	Power to specify the term of the renewal or extension in the written notice.	ewal or

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Chief Executive Officer	Chief Executive Officer	Chief Executive Officer	Chief Executive Officer	Chief Executive Officer	Chief Executive Officer	Chief Executive Officer	Chief Executive Officer	Chief Executive Officer	Chief Executive Officer	Chief Executive Officer	DELEGATE
Power to keep a register of impounded animals.	Power to determine the appropriate method of disposal of an animal not sold through a public auction or tender process.	Power to apply and distribute the proceeds of the sale of an impounded animal.	Power to give public notice of a public auction for the sale of an animal.	Power to determine whether an animal will be kept in compliance with this local law.	Power to sell, dispose of, or destroy, an animal.	Power to operate a place of care for animals.	Power to give a responsible person for an animal an information notice about the declaration of a dangerous animal.	Power to recognise a body to supervise an exhibition or an obedience trial.	Power to take reasonable steps to provide public notice regarding the designation of an area as a dog off-leash area.	Power to take reasonable steps to provide public notice regarding animals that are prohibited in a particular public place.	DESCRIPTION OF POWER DELEGATED
Section 33(1) <u>Local Law No. 2</u> (Animal Management) 2011	Section 32(6) <u>Local Law No. 2</u> (Animal Management) 2011	Section 32(4) <u>Local Law No. 2</u> [Animal Management) 2011	Section 32(3) <u>Local Law No. 2</u> [Animal Management) 2011	Section 32(2) <u>Local Law No. 2</u> [Animal Management) 2011	Section 32(1) <u>Local Law No. 2</u> (Animal Management) 2011	Section 24 <u>Local Law No. 2</u> (Animal Management) 2011	Section 19(3) <u>Local Law No. 2</u> (Animal Management) <u>2011</u>	Section 12(3)(d) <u>Local Law</u> <u>No. 2 (Animal Management)</u> <u>2011</u>	Section 11(2) <u>Local Law No. 2</u> (Animal Management) 2011	Section 10(3) <u>Local Law No. 2</u> (Animal Management) 2011	LEGISLATION
23/03/2016 TBA	23/03/2016 TBA	23/03/2016 TBA	23/03/2016 TBA	23/03/2016 TBA	23/03/2016 TBA	23/03/2016 TBA	23/03/2016 TBA	23/03/2016 TBA	23/03/2016 TBA	23/03/2016 TBA	DATE AND NUMBER OF RESOLUTION
											CONDITIONS TO WHICH THE DELEGATION IS SUBJECT

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AMENDMENTS AT 23 MARCH 2016

	DELEGATE	DESCRIPTION OF POWER DELEGATED	LEGISLATION	DATE AND NUMBER OF RESOLUTION	CONDITIONS TO WHICH THE DELEGATION IS SUBJECT
,	Chief Executive Officer	Power to determine reasonable time, and allow access, for owner to inspect an impounded animal.	Section 34(2) <u>Local Law No. 2</u> (Animal Management) 2011	23/03/2016 TBA	
-	Chief Executive Officer	Power to recover as a debt the costs arising from damage or loss caused by a person removing, or attempting to remove, a seized or impounded animal.	Section 35(2) <u>Local Law No. 2</u> (Animal Management) 2011	23/03/2016 TBA	
_	Chief Executive Officer	Power to give effect to the directions given by the Magistrates Court on appeal by the owner or responsible person for an animal against the decision to make a destruction order.	Section 40(1)(c) <u>Local Law No.</u> <u>2 (Animal Management) 2011</u>	23/03/2016 TBA	
	Chief Executive Officer	Power to appeal a decision of the Magistrates ! Court to the District Court in respect of a decision to make a destruction order for an animal.	Section 41 <u>Local Law No. 2</u> (Animal Management) 2011	23/03/2016 TBA	
0,	Chief Executive Officer	Power to publish a declaration notice.	Section 6(3) <u>Local Law No. 3</u> [Community and Environmental Management] 2011	23/03/2016 TBA	
	Chief Executive Officer	Power to publish an emergency declaration in notice.	Section 7(3) <u>Local Law No. 3</u> (Community and Environmental Management) 2011	23/03/2016 TBA	
~	Chief Executive Officer	Power to take reasonable steps to provide public notice regarding restricted activities declared for local government controlled areas or roads.	Section 5(2) <u>Local Law No. 4</u> <u>(Local Government Controlled Areas, Facilities and Roads)</u> <u>2011</u>	23/03/2016 TBA	

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REGISTER OF DELEGATIONS **AMENDMENTS AT 23 MARCH 2016** COUNCIL TO CEO

NO.	DELEGATE	DESCRIPTION OF POWER DELEGATED	LEGISLATION	DATE AND NUMBER OF RESOLUTION	CONDITIONS TO WHICH THE DELEGATION IS SUBJECT
1999	Chief Executive Officer	Power to take reasonable steps to provide public notice regarding declarations of: (a) motor vehicle access areas; and (b) prohibited vehicles.	Section 6(6) Local Law No. 4 (Local Government Controlled Areas, Facilities and Roads) 2011	23/03/2016 TBA	
2000	Chief Executive Officer	Power to place a notice at each public entrance to a local government controlled area showing the opening hours for the local government controlled area.	Section 7(3) Local Law No. 4 [Local Government Controlled Areas, Facilities and Roads] 2011	23/03/2016 TBA	
2001	Chief Executive Officer	Power to temporarily close a local government controlled area to public access.	Section 8(1) Local Law No. 4 (Local Government Controlled Areas, Facilities and Roads) 2011	23/03/2016 TBA	
2002	Chief Executive Officer	Power to revoke a temporary closure of a local government controlled area to public access.	Section 8(2)(b) <u>Local Law No.</u> <u>4 (Local Government</u> <u>Controlled Areas, Facilities</u> <u>and Roads) 2011</u>	23/03/2016 TBA	
2003	Chief Executive Officer	Power to place a notice of closure, including a statement of the duration of the closure, at each public entrance to a local government controlled area.	Section 8(4) Local Law No. 4 (Local Government Controlled Areas, Facilities and Roads) 2011	23/03/2016 TBA	
2004	Chief Executive Officer	Power to determine whether land adjoining a road requires fencing.	Section 9(1) <u>Local Law No. 4</u> (<u>Local Government Controlled</u> <u>Areas, Facilities and Roads)</u> <u>2011</u>	23/03/2016 TBA	
2005	Chief Executive Officer	Power to give a compliance notice to a landowner.	Section 9(2) Local Law No. 4 (Local Government Controlled Areas, Facilities and Roads) 2011	23/03/2016 TBA	

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NO.	DELEGATE	DESCRIPTION OF POWER DELEGATED	LEGISLATION	DATE AND NUMBER OF RESOLUTION	CONDITIONS TO WHICH THE DELEGATION IS SUBJECT
2006	Chief Executive Officer	Power to adopt a numbering system.	Section 10(1) Local Law No. 4 (Local Government Controlled Areas, Facilities and Roads) 2011	23/03/2016 TBA	
2007	Chief Executive Officer	Power to give a compliance notice to an owner or occupier of land adjoining, or adjacent to, a road.	Section 11(1) Local Law No. 4 (Local Government Controlled Areas, Facilities and Roads) 2011	23/03/2016 TBA	
2008	Chief Executive Officer	Power to specify a vehicle crossing standard.	Section 11(1)(b), (c) and (d) Local Law No. 4 (Local Government Controlled Areas, Facilities and Roads) 2011	23/03/2016 TBA	
2009	Chief Executive Officer	Power to provide timber or wood for use as firewood at a park or reserve.	Schedule 1, section 4, column 2, (p) <u>Subordinate Local Law</u> <u>No. 4 [Local Government</u> <u>Controlled Areas, Facilities</u> <u>and Roads) 2011</u>	23/03/2016 TBA	
2010	Chief Executive Officer	Power to provide a waste container at a public swimming pool.	Schedule 1, section 7, column 2, (i) <u>Subordinate Local Law No. 4 [Local Government Controlled Areas, Facilities and Roads] 2011</u>	23/03/2016 TBA	
2011	Chief Executive Officer	Power to establish rules for the use of a season ticket for a public swimming pool.	Schedule 1, section 7, column 2, (m) <u>Subordinate Local Law</u> No. 4 (Local Government Controlled Areas, Facilities	23/03/2016 TBA	

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REGISTER OF DELEGATIONS COUNCIL TO CEO

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Power to provide a drainage point for the disposal of liquid waste at a local government camping ground. Power to provide a waste container at a local government camping ground. Power to provide a waste container at a local solution and Roads 2011 Power to provide a waste container at a local schedule 1, section 8, column 2, (h) Subordinate Local Law 2, (h) S
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AMENDMENTS AT 23 MARCH 2016

Chief Executive Officer Chief Executive Officer
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REGISTER OF DELEGATIONS COUNCIL TO CEO AMENDMENTS AT 23 MARCH 2016

2025 2024 2030 2029 2028 2026 Ö 2031 2027 Chief Executive Officer DELEGATE Power Power which stock may be delivered to the saleyard. parking permit will be issued. Power to determine whether a parking permit will be granted. Power to determine whether community service organisation. which is consistent with the objects of the organisation parking permit for an activity organisation will use a community Power to issue a parking permit part of a local government office to a local government office or the relevant Power to erect a public notice authorising entry agreement for undertaking the activity at a DESCRIPTION OF POWER DELEGATED Power to decide the days and times during Power to determine if a community identification label. local government camping ground. ð ö require and execute a written issue a commercial a temporary works service service vehicle zone Section 7(5) <u>Subordinate</u> <u>Local Law No. 5 (Parking)</u> 3, (b)(ii) Subordinate Local Section 7(4) <u>Subordinate</u> <u>Local Law No. 5 (Parking)</u> Section 8(1) Local Law No. Schedule 2, section 9, column 3, (b)(vi) Subordinate Local Schedule 2, section 8, column LEGISLATION Section 5(1) Local Law No. 6 (Operation of Saleyards) 2011 Local Law No. 5 (Parking) Section 7(2)(b) Subordinate Section 7(1) Local Law No. 5 and Roads) 2011 Controlled Areas, Controlled Areas, Facilities Law No. 4 (Local Government (Parking) 2011 (Parking) 2011 Law No. 4 (Local Government and Roads) 2011 **Facilities** NUMBER OF DATE AND RESOLUTION 23/03/2016 23/03/2016 23/03/2016 23/03/2016 TBA TBA TBA ТВА TBA TBA TBA CONDITIONS TO WHICH THE DELEGATION IS

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2038	2037	2036	2035	2034	2033	2032	NO.
Chief Executive Officer	Chief Executive Officer	Chief Executive Officer	Chief Executive Officer	Chief Executive Officer	Chief Executive Officer	Chief Executive Officer	DELEGATE
Power to issue an approval for use of a saleyard for a prescribed activity.	Power to give a written statement of the cost of repairs or replacement to a person liable to pay these costs.	Power to repair or replace any damage or injury to the saleyard or any structure or property of the local government caused by stock.	Power to recover, as a debt, from the owner of the stock and the person with possession and control of the stock, the costs of repairing or replacing any damage or injury to the saleyard or any structure or property of the local government caused by the stock.	Power to feed stock or take any other reasonably necessary action in respect of stock as a consequence of the person responsible for the stock being in contravention of the local law and recover the costs incurred (including labour and other overhead costs) as a debt.	Power to approve an extension of time for removal of stock from the saleyard following the day of the sale.	Power to refuse to permit stock to be delivered to the saleyard.	DESCRIPTION OF POWER DELEGATED
Section 11(1) <u>Local Law No. 6</u> (Operation of Saleyards) 2011	Section 10(5) <u>Local Law No. 6</u> (Operation of Saleyards) 2011	Section 10(4) <u>Local Law No. 6</u> (Operation of Saleyards) 2011	Section 10(1) <u>Local Law No. 6</u> [Operation of Saleyards] 2011	Section 9(8) <u>Local Law No. 6</u> (Operation of Saleyards) 2011	Section 9(1) and (3) <u>Local Law</u> <u>No. 6 (Operation of Saleyards)</u> <u>2011</u>	Section 5(2) <u>Local Law No. 6</u> (Operation of Saleyards) 2011	LEGISLATION
23/03/2016 TBA	23/03/2016 TBA	23/03/2016 TBA	23/03/2016 TBA	23/03/2016 TBA	23/03/2016 TBA	23/03/2016 TBA	DATE AND NUMBER OF RESOLUTION
Subject to consideration of the application of Section 16(5) Local Law No. 6 (Operation of Solewards) 2011							CONDITIONS TO WHICH THE DELEGATION IS SUBJECT

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Chief Executive Officer Executive Officer sale return. payable on the basis of the information in the saleyard and associated facilities different classes of stock Power to fix different times for the selling of the order regular sale day and advise the auctioneers of establish the order of priority of sale. Power to establish a roster of auctioneers for other than a regular fixed stock sale day or stock at the saleyard on a day, or at a time, regular stock sales may be conducted at the Power to fix the days and times during which DESCRIPTION OF POWER DELEGATED Power to determine the prescribed included in the sale return. Power to determine the information to Power to prescribe fees for the Power to fix the order of priority of sale for any Power to require a further drawing of lots to regular sale days. Power to grant approval to conduct a sale of use 9 fees the be No. 6 (Operation of Saleyards) Section 16(4)(b) Local Law (Operation of Saleyards) 2011 Section 14(7) Local Law No. 6 Section 14(6) Local Law No. 6 (Operation of Saleyards) 2011 LEGISLATION Section 16(4)(a) Local Law No. Section 14(3) Local Law No. 6 Section 14(9) Local Law No. 6 Section 12(2) Local Law No. 6 Section 12(1) Local Law No. 6 (Operation of Saleyards) 2011 Section 14(3) Local Law No. 6 (Operation of Saleyards) 2011 (Operation of Saleyards) 2011 (Operation of Saleyards) 2011 of Saleyards) Saleyards) 2011 DATE AND NUMBER OF RESOLUTION 23/03/2016 23/03/2016 23/03/2016 23/03/2016 23/03/2016 23/03/2016 23/03/2016 TBA TBA TBA TBA TBA TBA TBA TBA TBA CONDITIONS TO WHICH THE DELEGATION IS

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Chief Executive Officer

2056

Chief Executive Officer

costs) incurred by the local government as a 21(1), the costs (including labour and overhead whom written notice is given under section 2055

Chief Executive Officer

the grant of an approval under section 20(1)

Power to recover, as a debt, from the person to

Section 21(4) Local

Law No

TBA TBA Section 20(3) Local Law No. 6

(Operation of Saleyards) 2011

(Operation of Saleyards) 2011 Section 20(1) Local Law No. 6

23/03/2016

TBA

Power to determine appropriate conditions for

tickets or the like, or the hawking or selling of Power to grant an approval for the sale of raffle

goods or services, at the saleyards

conditions of use.

arrangement and determine the terms and available by way of lease, licence or other uses the dipping facilities, the prescribed fees.

Power to recover, as a debt, from a person who

use of the saleyard for the purpose of stock Power to impose conditions on an approval for saleyard for any purpose of stock management. Power to grant an approval for use of the saleyard for any purpose of stock management. Power to grant approval for the use of the

(Operation of Saleyards) 2011

Section 17(4) Local Law No. 6

23/03/2016

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Section 18(2) Local Law No. 6

23/03/2016

TBA

(Operation of Saleyards) 2011

Section 17(3) <u>Local Law No. 6</u> (Operation of Saleyards) 2011

Section 17(1) Local Law No. 6

(Operation of Saleyards) 2011

TBA

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Executive Officer

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Chief Executive Officer

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Chief Executive Officer

Power

to make facilities

at the saleyard

(Operation of Saleyards) 2011

TBA

Section 19 Local Law No. 6

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Chief Executive Officer

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Chief Executive Officer

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DELEGATE

REGISTER OF DELEGATIONS COUNCIL TO CEO

Chief Executive Officer prescribed fees. any or all of the persons liable to pay the prescribed fees, to recover as a debt the Power to immediately take proceedings against DESCRIPTION OF POWER DELEGATED **AMENDMENTS AT 23 MARCH 2016** Section 16(4)(c) Local Law No. 2011 6 (Operation of Saleyards) LEGISLATION DATE AND NUMBER OF RESOLUTION TBA CONDITIONS TO WHICH THE DELEGATION IS

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REGISTER OF DELEGATIONS COUNCIL TO CEO AMENDMENTS AT 23 MARCH 2016

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Lockyer Valley Regional Council
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11.0 ORGANISATIONAL DEVELOPMENT AND PLANNING REPORTS

11.1 Request to the Deputy Premier, Minister for Infrastructure, Local

Government & Planning and Minister for Trade and Investment for Inclusion of Land at Plainland in the Urban Footprint during the

current review of the SEQ Regional Plan

Date: 16 March 2016

Author: Trevor Boheim, Manager Planning and Environment

Responsible Officer: Dan McPherson, Executive Manager Organisational Development &

Planning

Summary:

The rapid growth taking place in the Plainland Crossing Estate and a review of the intent of the draft Lockyer Valley Regional Council Planning Scheme regarding the future growth of Plainland have highlighted the short-term potential for urban development to the north of the current extent of the Urban Footprint at Plainland.

Officer's Recommendation:

THAT Council resolves to write to the Deputy Premier, Minister for Infrastructure, Local Government and Planning and Minister for Trade and Investment requesting support for the inclusion of Lots 1-6 RP154611, Lots 1-3 RP139585, Lots 2-6 RP880784, Lots 12-15 RP141940 and Lot 1 RP861739 in the Urban Footprint during the current review of the South East Queensland Regional Plan.

And Further:

THAT Council endorses the following planning principles that support the inclusion of the abovementioned land in the South East Queensland Regional Plan's Urban Footprint at this point in time:

- The land in its entirety is located adjacent to and in close proximity of what is presently and will for the short and medium term be the fastest growing centre in the Lockyer Valley;
- 2. As a centre Plainland is presently serviced with retail, commercial and community development that conveniently provides for the day-to-day needs of existing and future residents;
- 3. There is a commitment by Queensland Urban Utilities to provide a reticulated sewerage service to Plainland in the short term and this land will be easily able to be serviced and contribute to the realization of greater economies of scale;
- Despite the past fragmentation of large areas in surrounding localities, this land has in its entirety been maintained in larger lots so as to preserve its potential for future development at urban densities;
- 5. Development of the land for residential purposes at urban densities provides a



higher and better use of the land than envisaged by the current South East Queensland Regional Plan and consolidates urban growth;

- 6. The land has a good accessibility to the Warrego Highway through a gradeseparated intersection and provides a location for residential growth that is not constrained by flooding;
- 7. The rapid take up of residential lots and construction of new residences in the existing stages of the Plainland Crossing Estate, which in part adjoins the land to the south, is evidence of market demand for housing at urban densities in Plainland;
- 8. The absence of additional suitable land within the Urban Footprint at Plainland will unnecessarily constrain the growth of what is the fastest growing centre in the Lockyer Valley; and
- 9. The land was included in the Emerging Communities Zone by the draft Lockyer Valley Regional Council Planning Scheme, which had received Ministerial approval for notification, and this reflected an agreed position that the land is suitable for urban development.

RESOLUTION

THAT Council resolves to write to the Deputy Premier, Minister for Infrastructure, Local Government and Planning and Minister for Trade and Investment requesting support for the inclusion of Lots 1-6 RP154611, Lots 1-3 RP139585, Lots 2-6 RP880784, Lots 12-15 RP141940 and Lot 1 RP861739 in the Urban Footprint during the current review of the South East Queensland Regional Plan.

And Further:

THAT Council endorses the following planning principles that support the inclusion of the abovementioned land in the South East Queensland Regional Plan's Urban Footprint at this point in time:

- The land in its entirety is located adjacent to and in close proximity of what is presently and will for the short and medium term be the fastest growing centre in the Lockyer Valley;
- 2. As a centre Plainland is presently serviced with retail, commercial and community development that conveniently provides for the day-to-day needs of existing and future residents:
- 3. There is a commitment by Queensland Urban Utilities to provide a reticulated sewerage service to Plainland in the short term and this land will be easily able to be serviced and contribute to the realization of greater economies of scale;
- 4. Despite the past fragmentation of large areas in surrounding localities, this land



has in its entirety been maintained in larger lots so as to preserve its potential for future development at urban densities:

- 5. Development of the land for residential purposes at urban densities provides a higher and better use of the land than envisaged by the current South East Queensland Regional Plan and consolidates urban growth;
- 6. The land has a good accessibility to the Warrego Highway through a gradeseparated intersection and provides a location for residential growth that is not constrained by flooding;
- 7. The rapid take up of residential lots and construction of new residences in the existing stages of the Plainland Crossing Estate, which in part adjoins the land to the south, is evidence of market demand for housing at urban densities in Plainland;
- 8. The absence of additional suitable land within the Urban Footprint at Plainland will unnecessarily constrain the growth of what is the fastest growing centre in the Lockyer Valley; and
- 9. The land was included in the Emerging Communities Zone by the draft Lockyer Valley Regional Council Planning Scheme, which had received Ministerial approval for notification, and this reflected an agreed position that the land is suitable for urban development.

Moved By: Cr Holstein Seconded By: Cr Pingel Resolution Number: 4579

CARRIED

5/0

Report

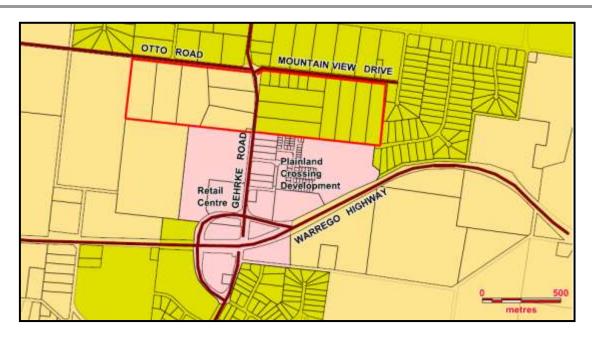
1. Introduction

The current South East Queensland Regional Plan (SEQRP) includes only a limited area within the Urban Footprint which is inconsistent with the anticipated short and medium term growth of Plainland. The current review of the SEQRP provides an opportunity to address this matter.

2. Background

The extent of the Urban Footprint (pink) and the proposed expansion (within the red border) is shown on the map below.





3. Report

It is considered that to be most effective in lobbying for the inclusion of the land in the Urban Footprint that Council writes directly to the responsible State Government Minister, being the Deputy Premier, Minister for Infrastructure, Local Government and Planning and Minister for Trade and Investment.

The following nine matters have been identified as sound planning reasons for the inclusion of the land in the Urban Footprint and these should be set out in the correspondence:

- 1. The land in its entirety is located adjacent to and in close proximity of what is presently and will for the short and medium term be the fastest growing centre in the Lockyer Valley;
- 2. As a centre Plainland is presently serviced with retail, commercial and community development that conveniently provides for the day-to-day needs of existing and future residents:
- There is a commitment by Queensland Urban Utilities to provide a reticulated sewerage service to Plainland in the short term and this land will be easily able to be serviced and contribute to the realization of greater economies of scale;
- 4. Despite the past fragmentation of large areas in surrounding localities, this land has in its entirety been maintained in larger lots so as to preserve its potential for future development at urban densities;
- 5. Development of the land for residential purposes at urban densities provides a higher and better use of the land than envisaged by the current South East Queensland Regional Plan and consolidates urban growth;
- 6. The land has a good accessibility to the Warrego Highway through a grade-separated intersection and provides a location for residential growth that is not constrained by flooding;



- 7. The rapid take up of residential lots and construction of new residences in the existing stages of the Plainland Crossing Estate, which in part adjoins the land to the south, is evidence of market demand for housing at urban densities in Plainland;
- 8. The absence of additional suitable land within the Urban Footprint at Plainland will unnecessarily constrain the growth of what is the fastest growing centre in the Lockyer Valley; and
- 9. The land was included in the Emerging Communities Zone by the draft Lockyer Valley Regional Council Planning Scheme, which had received Ministerial approval for notification, and this reflected an agreed position that the land is suitable for urban development.

4. Policy and Legal Implications

The inclusion of the land in the Urban Footprint is entirely consistent with the policy intent of the draft planning scheme as approved by the State Government for notification and the strategic framework contained in the new scheme.

5. Financial and Resource Implications

There are no adverse financial or resource implications for Council arising from providing support for the request. Future development of the land will result in the payment of infrastructure charges and additional rates to Council.

6. Delegations/Authorisations

There are no implications for delegations or authorisations arising from this report.

7. Communication and Engagement

There are no communication or engagement implications arising from this report.

8. Conclusion

The inclusion of the land in the Urban Footprint in the review of the SEQRP is consistent with the new planning scheme and represents a sound planning outcome that will support the future growth of Plainland.

9. Action/s

That Council resolves to write to the Deputy Premier, Minister for Infrastructure, Local Government and Planning and Minister for Trade and Investment as per the Officer's Recommendation.



11.2 Update on the Review of the South East Queensland Regional Plan

and Release of the State Infrastructure Plan

Date: 16 March 2016

Author: Trevor Boheim, Manager Planning and Environment

Responsible Officer: Dan McPherson, Executive Manager Organisational Development &

Planning

Summary:

This report provides Council with an update on the current review of the South East Queensland Regional Plan (SEQRP) and the release of the State Infrastructure Plan (SIP).

Officer's Recommendation:

THAT Council receive and note the Update on the Review of the South East Queensland Regional Plan and Release of the State Infrastructure Plan report.

RESOLUTION

THAT Council receive and note the Update on the Review of the South East Queensland Regional Plan and Release of the State Infrastructure Plan report.

Moved By: Cr Friend Seconded By: Cr Pingel

Resolution Number: 4580

CARRIED

5/0

Report

1. Introduction

There has been a refocusing of the SEQRP review with information having been recently provided on the intended progress of the review over the coming year. The SIP was released by the State Government on 14 March 2016.

2. Background

Council wrote to the Director-General of the Department of Infrastructure Local Government and Planning on 24 November 2015 to set out the priority issues that should be addressed during the SEQRP review.

The priorities raised were as follows:

A review of policy for rural areas and the regulatory elements for the Regional Landscape and Rural Production Area so that the SEQ Regional Plan:

(a) ensures the ongoing protection of productive agricultural land;



- (b) allows for contemporary approach to farm restructuring that allows productive agricultural land to remain in production;
- (c) facilitates development that will ensure the long-term viability of rural villages and rural localities:
- (d) provides opportunities for rural families to continue to reside in those parts of the region where they have resided for generations; and
- (e) addresses the fact that rural villages, localities and areas in the western part of the Lockyer Valley are located in close proximity to a full range of urban services and employment opportunities in Toowoomba.
- 1. A review of the extent of the Rural Living Area to allow for infill development and rational consolidation of existing rural residential areas.

3. Report

Letter from Director-General regarding SEQRP Review

On 10 March 2016 Council received a response from the Director-General of the Department of Infrastructure Local Government and Planning to its letter of 24 November 2015. A copy of this response is attached.

The Director-General's letter of 10 March 2016 refers to discussions between Council officers and officers of the Department about the need for greater flexibility in the SEQRP in respect of rural areas and rural communities and technical responses to achieve this outcome.

It is advised that on 28 January 2016 the Manager Planning and Environment and the Coordinator Strategic Land Use Planning attended a meeting with representatives of the Department and senior officers from the Scenic Rim and Somerset Regional Councils. These discussions addressed the option of broadening and strengthening existing statutory mechanisms of the SEQRP to provide a way for more detailed local planning work undertaken by Councils to, subject to Ministerial approval, override some of the restrictions imposed by the SEQRP on rural development. Agreement was made to meet further to refine these mechanisms to achieve greater flexibility.

Refocussed review of the SEQRP and meeting with Council officers

On 14 March 2016 the Manager Planning and Environment and the Coordinator Strategic Land Use Planning attended a meeting of senior Council officers that was convened by the Council of Mayors (SEQ). The purpose of the meeting was to provide information on changes in the team responsible for the SEQRP review and a refocussing of the project that have been made at the request of the Deputy Premier and Minister for Infrastructure Local Government and Planning and Minister for Trade and Investment, the Honourable Jackie Trad MP.

The meeting was attended by Mr Stuart Moseley who has recently been appointed Deputy Director-General of the Planning Group, and Ms Kerry Reithmuller, who as Executive Director has recently taken over responsibility for the review of the SEQRP. Also present were Mr Greg Vann, of Buckley Vann Town Planning Consultant, who has been appointed Project Director for the review and Mr Malcolm Griffin, who as a private consultant is assisting with the review.



It was apparent that there has been both a change in the direction of the review and a drawing of expertise from outside of the State Government to shape and drive the review. The following points were noted from the discussion:

- There would be a higher level of collaboration with local government including the secondment of senior Council officers to work with the team that is reviewing the SEQRP;
- The Urban Footprint will remain and it will be "real and meaningful" with sufficient land for a mix of infill and greenfield development;
- A compact urban form is a given and there will be more attention on the design of higher density urban areas;
- Economic development and job creation will be addressed;
- Community consultation will occur in two distinct phases, these being a general engagement and "conversation" with the community on the challenges facing South East Queensland and then formal release of the draft SEQRP for consultation, with the latter to be completed by the end of 2016;
- Meetings of the Regional Planning Committee will begin in late April 2016 with the first meeting to be provided with a project plan, results of some qualitative analysis, a consultation and engagement plan and a forward program of meetings;

The 14 March 2016 meeting was the first of a reference group that will meet regularly to provide technical input into the SEQRP review from local government. Similar reference groups will be set up with the development industry, and the community and environmental sectors.

State Infrastructure Plan (SIP)

The SIP was released by the State Government on 14 March 2016. A copy of the two component parts of the SIP, Part A – Strategy and Part B – Program is available at http://www.dilgp.qld.gov.au/infrastructure/state-infrastructure-plan.html.

A review of the Part B – Program indicates very few specific projects have been identified that will have a benefit or impact on the Lockyer Valley:

- The Inland Rail (Melbourne to Brisbane via Inland NSW) is identified as a priority infrastructure initiative for the Australian Infrastructure Plan;
- The provision of bus and passenger rail connections between Brisbane and Toowoomba is noted as a proposal raised through consultation on the SIP;
- No Priority Development Areas are identified in the Lockyer Valley;
- No specific cross-government projects are identified in the 1-4 year program for the Lockyer Valley although a share of some of the State-wide projects could be expected;
- The Toowoomba Second Range Crossing and the Warrego Highway Upgrade Program are identified in the 1-4 year program for transport and a share of some of the State-wide projects could be expected;
- The upgrade of the Ipswich Motorway from Rocklea to Darra, which is identified as a project in the 1-4 year program for transport would have benefits for the Lockyer Valley;
- No specific energy or water projects are identified in the 1-4 year program for the Lockyer Valley:
- No specific health, digital, education and training or justice and public safety projects are identified in the 1-4 year program for the Lockyer Valley although a share of some of the State-wide projects could be expected;



 No specific arts, culture and recreation projects or social housing projects are identified in the 1-4 year program for the Lockyer Valley although a share of some of the State-wide projects could be expected;

4. Policy and Legal Implications

There are no policy or legal implications for arising from this report.

5. Financial and Resource Implications

There are no financial or resource implications for arising from this report.

6. Delegations/Authorisations

There are no implications for delegations or authorisations arising from this report.

7. Communication and Engagement

There are no communication or engagement implications arising from this report.

8. Conclusion

There has been a refocusing of the SEQRP review with changes to the senior Departmental officers responsible for the review and expertise from the private sector being brought in to oversee the review. Council officers have been able to raise issues relevant to the Lockyer Valley and have been working with officers of the Department to find technical mechanisms to provide greater flexibility in rural areas. The SIP has been released. A review of the projects listed in Part B – Program reveals very few projects that will benefit the Lockyer Valley.

9. Action/s

That Council notes the content of this report.

Attachments

1 ViewAttach 12 Pages2 ViewAttach 2A56 Pages3 ViewAttach 2B112 Pages



Department of Infrastructure, Local Government and Planning

Our ref: DGC15/1524 Your ref: 2701700

10 MAR 2016

Mr Ian Flint Chief Executive Officer Lockyer Valley Regional Council PO Box 82 GATTON QLD 4343

Dear Mr-Plint

Thank you for your letter of 24 November 2015 about the issues affecting rural communities and the Lockyer Valley in relation to the review of the South East Queensland Regional Plan 2009-2031 (SEQRP).

I would like to express my appreciation for the interest that the Lockyer Valley Regional Council (the Council) continues to show in relation to the review. The Government is committed to working with all south east Queensland (SEQ) local governments to ensure we develop the best possible regional plan to guide future growth while protecting the natural assets that make SEQ an enviable place to live.

In its review of the SEQRP, the Department of Infrastructure, Local Government and Planning (the Department) is looking at how we can best engage with SEQ councils and communities.

I am aware that discussions to date between the Department and Council officers have included conversations about the need for increased flexibility for rural communities, the expansion of land classified in the SEQRP as Rural Living Area, options for supporting rural families to stay living in their homes, and the protection and support of rural and agricultural economic activities.

The review of the SEQRP will reflect and build upon the strong policy intent established in earlier versions of the regional plan supporting the rural areas of our region.

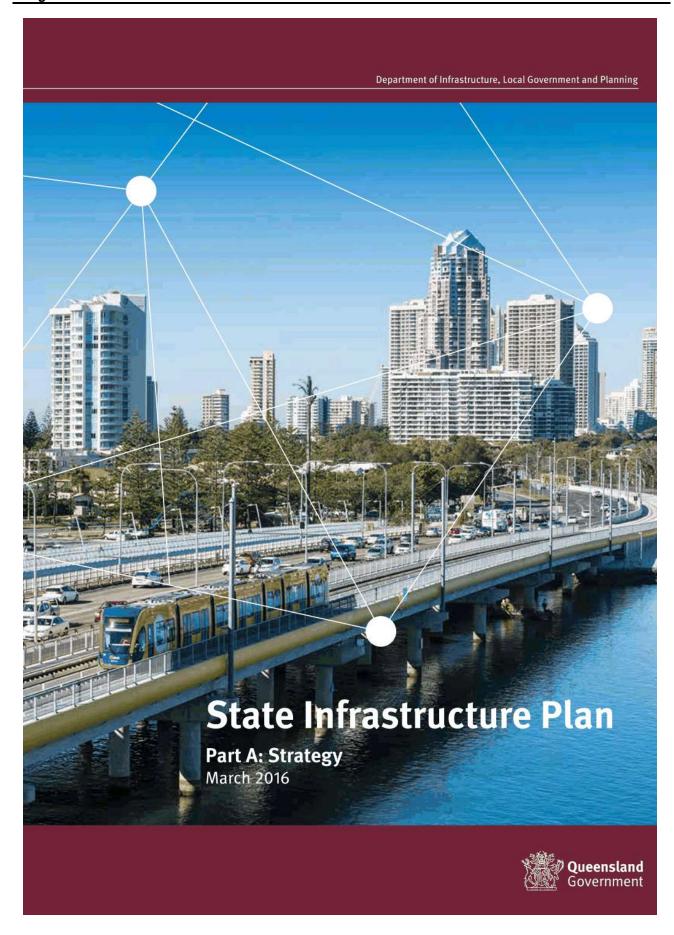
The Department looks forward to ongoing discussions and engagement with officers from the Council to inform the SEQRP review. To this end, one-on-one meetings with Council officers are expected to be organised in the first half of 2016 to discuss technical solutions to the matters raised by the Council. In the meantime, the Department will consider the issues outlined in your letter to help inform the preparation of a draft SEQRP.

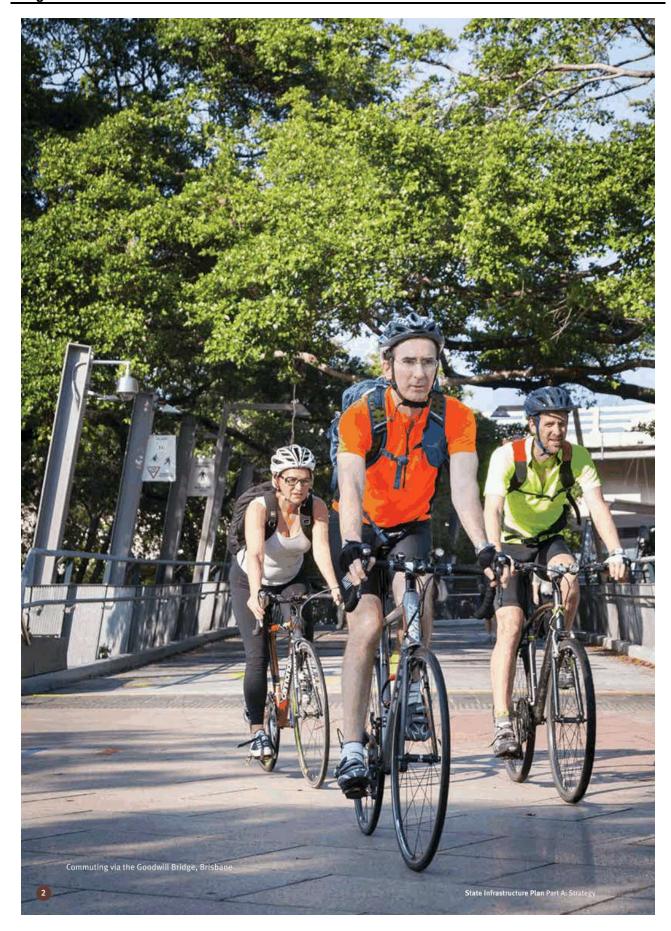
Level 12, Executive Building 100 George Street Brisbane PO 80x 15009 City East Queensland 4002 Australia Telephone +61 7 3452 7009 Website www.dilgp.qld.gov.au ABN 251 66 523 889

If you require further information, I encourage you to contact Mr Sean Collingwood, Principal Planner, Planning in the Department on 3452 7614 or by email at SEQRegionalPlan@dilgp.qld.gov.au.

Yours sincerely

Frankie Carroll Director-General





Foreword

The State Infrastructure Plan marks the culmination of work across government to deliver an infrastructure strategy and program that underpins economic growth, supports jobs and creates long-term prosperity for all Queenslanders.

It represents a bold new approach to addressing Queensland's future infrastructure needs, focused on using our scarce resources wisely, working in partnership with the private sector and implementing a program of reform initiatives.

The new framework for planning and prioritisation of infrastructure projects provides a solid foundation for making informed investment decisions. It will help identify the best, most cost-effective way to address the service needs and infrastructure challenges facing Queensland.

Leveraging opportunities for the private sector to put forward value-for-money proposals that respond to Queensland's infrastructure opportunities, while protecting our ownership of public assets, will play a critical role in this.

Innovative new reform initiatives will improve the way infrastructure planning is coordinated across government, and strengthen integration with regional land-use planning.

As part of this, a newly-created Infrastructure Portfolio Office will monitor the implementation of the State Infrastructure Plan, and drive infrastructure innovation and best-practice across government. It will undertake an important program management function, providing a cross-government perspective to infrastructure expenditure, timeframes, and resourcing.

A high-level Infrastructure Cabinet Committee will also be established, with responsibility for driving the state's infrastructure program, ensuring whole-of-government integration in relation to infrastructure planning and delivery.

Importantly, feedback from industry, investors and other stakeholders during consultation on the draft State Infrastructure Plan reinforced the government's approach to planning, prioritising and delivering infrastructure.

It has also helped strengthen the final State Infrastructure Plan, ensuring it provides a clear direction on the future of infrastructure in Queensland for all levels of government, the private sector and the community.

As our economy undergoes a period of structural change and diversification, it will be vital for our infrastructure investments to maximise the economic opportunities of the future, while continuing to support traditional drivers of growth.

Annual updates to the government's infrastructure program will ensure we make the most of our existing assets and select the right projects to deliver benefits to all Queenslanders.



ANNASTACIA PALASZCZUK MP Premier and Minister for the Arts



JACKIE TRAD MP
Deputy Premier, Minister for
Infrastructure, Local Government
and Planning and Minister for

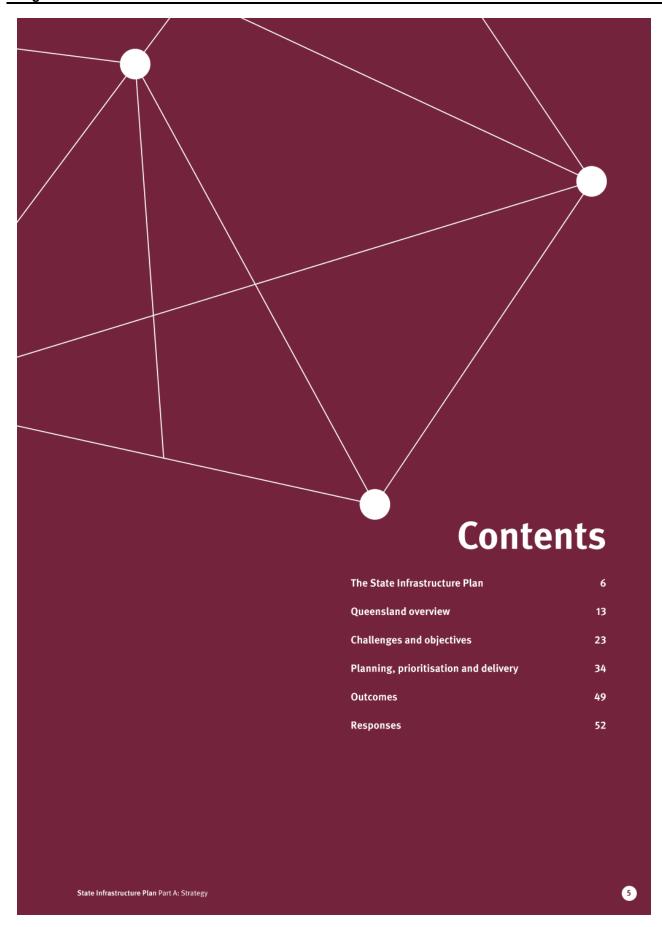
Trade and Investment

Cover image: Gold Coast Light Rail Stage 1

State Infrastructure Plan Part A: Strategy

3





Introduction

The State Infrastructure Plan (SIP) sets out the Queensland Government's infrastructure priorities and a clear vision to grow the state. The SIP includes a framework to plan and prioritise infrastructure investment and delivery. It demonstrates the government's commitment to address the state's infrastructure needs in a timely, sensible and cost-effective way, while working within current funding constraints. The SIP:

- sets the strategic direction and fosters innovation in planning and delivering infrastructure
- identifies the anticipated service needs and infrastructure investment opportunities for a prosperous Queensland
- develops a sustainable and credible program of investment, which will be informed by the independent advice of Building Queensland
- provides a framework for greater coordination between public and private infrastructure.

The SIP describes how and where government will focus its attention through two distinct but related components—the strategy and program.

Accommodating future population and economic growth provides a challenge and an opportunity for all levels of government. Similarly, planning for and providing infrastructure to support a growing population, or as a catalyst for economic development, is a shared responsibility across all levels of government. While the SIP focuses mainly on infrastructure delivered by the Queensland Government, it is also a valuable tool for planning infrastructure across other levels of government and the private sector.



Kinchant Dam Improvement, completed 2015 (image courtesy of SunWater)

It will help to coordinate infrastructure across government agencies and align national, state, regional and local infrastructure plans.

The SIP positions the Queensland Government to take the lead in relation to:

- coordination and integration of land-use and infrastructure planning and delivery
- coordination and integration of infrastructure across all asset classes
- best-practice in asset management and procurement
- data gathering and analytics for improved demand forecasting and information sharing, as well as network optimisation and identification of network inefficiencies
- managing community expectations, user demand and behavioural change
- ensuring new approaches in planning, delivery, funding and maintenance of infrastructure are feasible and sustainable.

The SIP recognises the significant investment local government makes in infrastructure, the community assets for which it is responsible and its commitment to continuous improvement in financial reporting and asset management practices.

Through the implementation of the SIP, the state government will continue to partner and work cooperatively with local government in the development and delivery of shared priorities to optimise economic development opportunities for Queensland communities.

The SIP program provides local authorities with an understanding of key state government projects and regional priorities. Examples of private infrastructure proposals which are important to the state's development are also highlighted.

Building or expanding existing infrastructure will not always be the best solution, so the SIP looks at ways to use infrastructure better, smarter and differently. If we can reuse, refit and share infrastructure, we can do more with less, be innovative and agile and better plan for disruption.

Through the SIP, the state government is capitalising on previous infrastructure investments and making prudent decisions for the timely provision and operation of infrastructure into the future.

The SIP therefore sets out a vision that extends beyond market and election cycles, and holds public service delivery, productivity and performance as underlying drivers by setting policy frameworks.



How to use this plan

The SIP is built around three core components: directions, responses and programs. These components are outlined in two separate documents—Part A: Strategy and Part B: Program (Figure 1).

Part A: Strategy

Part A sets a clear vision to guide infrastructure investment in Queensland and will be updated every five years. The strategy provides a cohesive model for infrastructure planning and delivery which integrates with land-use and economic planning. It is designed to guide infrastructure planning within Queensland Government agencies and policy responses to broader infrastructure challenges.

It also identifies the state's infrastructure challenges and objectives, and presents a clear set of directions to address them. The directions will guide the government's approach to the planning, delivery and operation of infrastructure.

The state's approach to infrastructure planning and prioritisation, as well as future investment across sectors, is also highlighted, with broad outcomes giving a high level indication of what the government is seeking to achieve as a result of this investment.

Part A then presents the government's responses, or statements of intention, for each infrastructure asset class (e.g. health, transport and education) based on a planning and prioritisation framework.



Marsden State High School

Part B: Program

Part B outlines how the SIP will be implemented, immediate and longer term projects, as well as opportunities and priorities for each region.

It identifies a number of policies and initiatives that government will undertake to support implementation of the SIP.

It outlines, by region, potential future projects to support liveability and productivity in regional Queensland, including projects at various levels of maturity. Many of these are currently unfunded, but represent potential projects for future investment, either by varying levels of government or the private sector.

Part B confirms the government's infrastructure program prepared for each asset class. These initiatives are in two categories:

1–4 year program: Forward program of projects either in planning, approaching procurement and construction or underway. It also includes key maintenance programs. The majority of these projects and programs have firm funding commitments for 2015–16 through the state budget. In later years, the funding amount is indicative only.

For the construction and engineering sectors, the 1–4 year program will help guide workforce management and business planning.

Future opportunities: Consisting of future priority opportunities and infrastructure gaps, identified as either short-term or medium to long-term (covering the indicative 15-year timeframe of the document). While the program outlines what needs to be achieved, it is not prescriptive about how this is delivered. Where possible, these issues will be addressed in collaboration with the private sector to develop innovative, cost-effective solutions.

The future opportunities will help inform stakeholders such as industry bodies, regional development groups and the research sector looking to work with government to address longer term challenges.



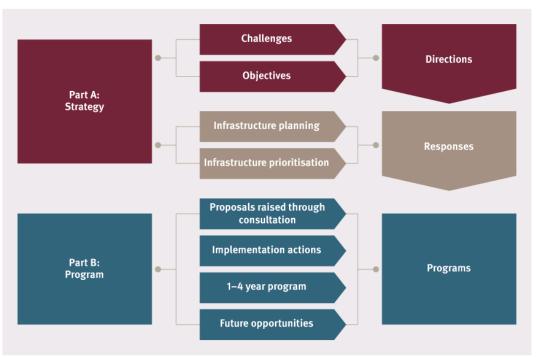


Figure 1: Structure of the State Infrastructure Plan

8

Infrastructure benefits

Infrastructure supports business efficiency and is a critical factor in improving the competitiveness of the Queensland economy.

Along with other states and countries, Queensland will face a number of challenges over the coming years. These challenges come with exciting opportunities, which require bold new strategic directions for planning, investment and delivery of infrastructure. The opportunities for new infrastructure investment in Queensland are substantial and extend well beyond the existing capacity of federal, state and local governments.

In recent times there has been a shift at all levels of government to increased private sector involvement in owning, financing, building and operating infrastructure. Consideration of future funding sources should include alternative methods which may better capture the value of public investment and provide a return on investment to the private sector.

We need to consider alternative solutions and innovative approaches to meeting future infrastructure needs, built on transparent processes that give the public confidence they are receiving value-for-money. This may include pursuing new funding models that challenge the current private/public ownership debate. For example:

- determining how the value the private sector gains from public infrastructure investment can be shared with government and the community
- utilising hybrid investment vehicles that can allow funders to draw income from assets.

The SIP presents opportunities for the private sector to partner with government and to put forward innovative market-led proposals that respond to Queensland's challenges in an efficient and value-for-money way.

It recognises that investment in non-infrastructure solutions, such as behaviour change, may generate the best value-for-money. For example, South East Queensland's (SEQ) water consumption permanently reduced after the 'waterwise' campaigns of the latter part of the last decade.

Implementation of the SIP will encourage:

- equitable and sustainable funding and financing models that encompass opportunities for local government and the private sector
- economic growth and innovation

- proactive engagement with industry, the private sector, communities and other levels of government as an integral part of the government's new approach. Engagement will occur at initial planning and assessment, through to funding and co-funding opportunities with the private sector
- social and employment outcomes for communities from major infrastructure projects.

Infrastructure investment is guided by consistent long-term pipelines of infrastructure projects that will:

- meet anticipated needs for new infrastructure, maintenance and replacement
- manage/mitigate the risk for private sector investors and contractors
- maintain ongoing employment of a capable workforce for infrastructure construction and maintenance
- provide long-term confidence in the economy.

Supporting employment and productivity through infrastructure-related spending

Infrastructure investment has a well-established link to economic gains. The International Monetary Fund estimates that each dollar of infrastructure investment could boost economic activity by as much as \$1.80'. It has long-term benefits to labour productivity and incomes by enhancing the state's capital stock.

Building new infrastructure is not the only path for government to support economic activity and jobs. In fact, maintenance of existing assets often supports more jobs per dollar spent than construction of new infrastructure as it is more labour intensive. Further, with relatively less time needed to undertake planning and design and obtain permits, maintenance projects can provide a faster response when addressing concerns relating to weak demand in the economy. In addition, maintaining existing assets preserves past investments in infrastructure and ensures communities remain attractive and vibrant. As a result, this type of activity not only extends the life of existing assets but has the immediate benefit of supporting jobs in local communities.

State Infrastructure Plan Part A: Strategy

9

¹ IMF Note to the Group of Twenty Deputies (February, 2009).

The Queensland Government is committed to delivering better infrastructure outcomes for Queensland. Through development of the SIP, the government delivers on its guarantee to effectively engage with all levels of government, industry and the community to build confidence and progress infrastructure priorities for the state.

In 2013–14, Queensland's 77 councils managed \$89 billion of non-financial assets, with an average of \$1.9 billion in assets added to the total local government asset base each year for the past ten years². This represents about one-third of all public (non-financial) assets across the state.

Under the Partners in Government Agreement, the Queensland Government and Local Government Association of Queensland (LGAQ) have committed to cooperate and coordinate activities, including to:

- recognise that local government is responsible for significant community assets and is committed to continuous improvement in financial reporting and asset management practices
- seek opportunities to partner and work cooperatively in the development and delivery of shared priorities
- work together to optimise economic development opportunities for Queensland communities.

As part of Working Queensland, the state is advancing important capital works projects to boost business confidence, increase labour force productivity and skills development, foster emerging and innovative industries and support investment in productive infrastructure. This includes the capital works program of \$10.1 billion in the 2015–16 financial year, ensuring a consistent flow of works to underpin jobs growth and economic activity. Queensland Treasury estimates the capital works program will support 27,500 full-time equivalent jobs.



Team work on the Bruce Highway Upgrade Project (Vantassel Street to Cluden Drive) in Townsville

² ABS 5512.0 - Government Finance Statistics, Australia, 2013-14



North Queensland infrastructure

Almost three-quarters of northern Australia's population live in Queensland. The Queensland Government has identified a range of projects, programs and infrastructure to drive economic growth in North Queensland.

In response to the Australian Government's White Paper on Developing Northern Australia (White Paper), the Queensland Government held the Townsville Economic Forum on 9 October 2015. The forum was attended by around 40 North Queensland mayors, the Premier and a number of Queensland Government ministers.

Several priorities to shape the implementation of the White Paper were proposed at the forum with key priorities being water, energy and transport infrastructure, stronger governance frameworks and embracing the digital economy more effectively. These key priorities are reflected throughout the SIP.

Much discussion at the forum focused on infrastructure classes such as water infrastructure, ageing health assets and beef roads. These are reflected in the new proposals raised through consultation section in Part B of the SIP.

A number of private investment projects such as oilseed processing facilities in the Central Highlands, the Palm Island Business Precinct, the proposed Aquis Great Barrier Reef Resort, and the Hinchinbrook to Wallaman Falls ecotourism master plan were highlighted at the forum.

As a result of the forum, the Minister for Disability Services, Minister for Seniors and Minister Assisting the Premier on North Queensland, the Honourable Coralee O'Rourke MP, led a delegation of North Queensland mayors to Canberra from 2–3 February 2016. As part of the delegation, Minister O'Rourke and mayors met with Australian Government ministers to discuss regional infrastructure priorities and make the case for additional Australian Government funding.

In addition, Minister O'Rourke met with more than 130 North Queensland business leaders through the North Queensland business roundtables to discuss the challenges and opportunities facing the region. As part of these consultations, stakeholders identified a number of road, rail and water infrastructure options that have informed the development of the SIP.

Further, the Northern Queensland Economic Summit in Cairns from 4–6 November 2015 showcased the region to around 250 potential investors. Feedback from potential investors has helped inform the development of the SIP.

Case study Gold Coast Light Rail Stage 2

Gold Coast Light Rail is a transformational project for the Gold Coast and SEQ.

Together, the Queensland Government and the City of Gold Coast have identified a light rail corridor to be delivered in stages. The corridor extends 42 kilometres from the heavy rail network at Helensvale station to the Gold Coast Airport at Coolangatta.

Gold Coast Light Rail Stage 2 is the second stage of a world class public transport system for residents and visitors to the Gold Coast.

Extending the system will reduce road congestion on the Gold Coast and its major arterials, and improve connectivity between the Gold Coast and Brisbane. As congestion increases on the Pacific Motorway, the efficiency of the rail system and its mass transit capabilities become increasingly important for the region.

Stage 2 proposes a 7.3 kilometre light rail system to extend Stage 1 from the terminus at the Gold Coast University Hospital in Southport, to connect with the existing heavy rail network at Helensvale via the Smith Street motorway.

Delivery of Stage 2 will not only enhance Stage 1 of the system but will also improve connectivity between Brisbane and the Gold Coast, providing significant economic benefits to Queensland.

Stage 2, with the potential to carry around 3000 customers per hour, is critical infrastructure to respond to the increasing demand for public transport in the city and support the Gold Coast 2018 Commonwealth Games.

Delivering Gold Coast Light Rail Stage 2 in time for the games will help to guarantee Queensland's international reputation as a premier host of major events.



Setting the scene

Queensland is a large and diverse state, with strong communities, climate extremes, and natural resources that underpin our economy and have environmental and cultural heritage values that need to be protected for future generations. These attributes shape the infrastructure we need to support development and contribute to Queensland's identity.

Queensland's infrastructure must adapt to economic changes affecting our industries and regions, such as technological change and the emergence of a knowledge economy. Long-term infrastructure planning will seek to anticipate and positively facilitate these shifts to stimulate growth and job creation, and encourage public and private sector innovation.

Infrastructure must also be flexible to meet changing service needs, including where and how people choose to live and work, and the services they need through different stages of their lives. Queensland's infrastructure must be sustainable, resilient and work with the environment to reduce impacts and improve our ability to recover from natural disasters.

Underpinning these factors is increasing pressure on government expenditure in the context of weakening government revenue. While there are high community expectations about the provision of infrastructure and service levels, there are competing priorities for limited funds. Fundamental shifts in thinking, planning and delivery are therefore required.

The community

Over the past decade, there has been a dramatic change in Queensland's social profile in terms of population, age, where we live and what is important to us. People are living longer and more will be entering retirement in coming decades (see Figure 2).

This will increase demand on health services, requiring a different approach to the provision of some services. Queensland households are also changing with more people living alone, creating demand for different housing types and more dwellings.

Likewise, demographic changes will also impact the way we deliver services and infrastructure. Younger generations need different housing types, use technology differently, and make different transport choices, which is generating more demand for digital networks and transport and housing options.

As consumers we are spending less on physical products and more on experiences, culture and entertainment, driving new and increased demand for leisure and recreation. We are also spending and doing more online with more personalised services. Queenslanders are investing more money and placing more importance in education, contributing to the growth of our knowledge economy.



Enjoying a healthy, active retirement



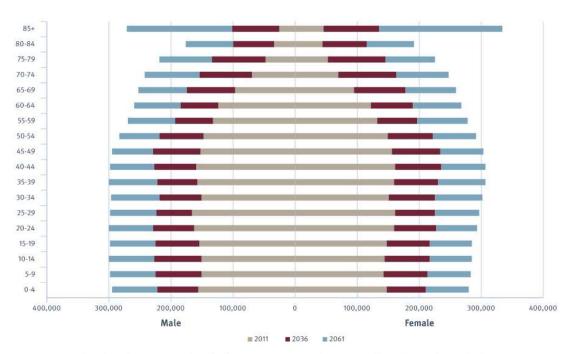


Figure 2: Projected population by age group and gender (Source: ABS 3101.0 Australian Demographic Statistics and Queensland Government population projections, 2013 edition, medium series)

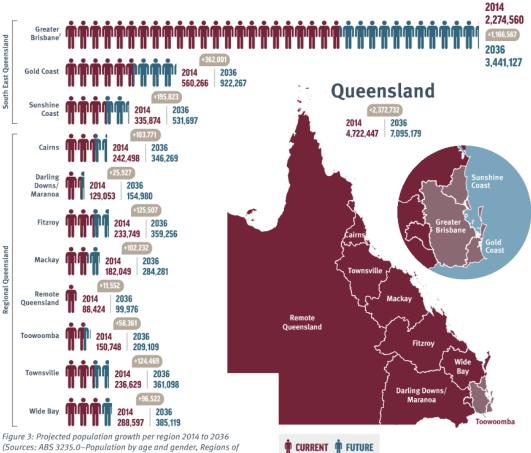
These demographic and lifestyle changes are set to continue over the next 10 to 20 years and this is in the context of a population that continues to grow. From a population of 4.7 million, Queensland is expected to grow to 7 million by 2036, and reach 10 million by 2061. Most of this growth will be in SEQ and some coastal centres (see Figure 3).

Along with economic activity, the fundamental driver for infrastructure demand is population growth, therefore demand for future infrastructure is likely to be greater in areas where growth is expected to be highest.



Smith Street Motorway upgrade and construction underway on the Gold Coast 2018 Commonwealth Games Athletes Village





(Sources: ABS 3235.0-Population by age and gender, Regions of Australia, 2014; Queensland Government population projections,

With this growth will come increased demand for essential services such as education, water and transport. Figures 4 and 5 provide a simplified illustration of the total additional demand the state will need to meet, based on this expected population growth. These figures are intended to be illustrative only and the examples of additional infrastructure/ services required are representative of the additional demand, rather than a suggested solution. For example, the suggestion of 170 wind turbines (Figure 5: Energy) is a representation of additional demand and not a proposal to build wind turbines, or a suggestion that this demand would be met solely through renewable sources. This demand has been aggregated based on existing consumption patterns and does not take account of demand management or

other strategies that may be implemented. SEQ and regional Queensland are shown separately as they have different demand profiles. For example, water consumption per person is substantially lower in the south east than in Far North Queensland. It is also recognised that demand in different communities may vary significantly, therefore infrastructure planning is based on detailed modelling.

In SEQ, demand is increasing in all asset classes except for energy, where supply generated from rooftop solar installations is offsetting demand created by population growth. In response to demand in other infrastructure classes, the government will need to look at new and different ways to service this demand, which may not always be new infrastructure.

³ The Greater Brisbane statistical area includes Brisbane City Council, Ipswich City Council, Logan City Council, Redland City Council, Moreton Bay Regional Council, Somerset Regional Council, and parts of the Scenic Rim and Lockyer Valley Regional Councils

SEQ-indicative future service demand



Digital (x100 PB/month)

2015

2036

503.79 755.30

25 billion gigabytes



Water

(ML/day)

2015

2036 930.54 1395.10

2 large water treatment plants



Energy

(GW hours/week)

2015

2036

140.01 138.89

no additional commercial generation required



Public transport

(x10,000 trips/day)

2015

2036 50.3 111.56

1682 additional rail services or 14,247 additional bus services



Road transport

(x10,000 trips/day)

2036 2015

766.18 1098.67

an additional 15 lane motorway



Airports

(x100,000 trips/day)

2015

2036

169.78 254.54

an additional 35,000 flights



Hospitals

(x100,000 bed days/year)

2015

2036

20.7 43.2

718,316 additional

hospital admissions



Schools

(x100 classrooms)

2015

2036

128.7 193.5

6480 additional classrooms



Emergency services

(x100 staff)

2015

114.7

171.9 5720 additional staff

2036



Corrections

(x100 prisoners)

2015

2036

48.0

72.0

an additional 2400 cells

Note: These figures are illustrative only and do not consider existing or planned capacity or changes in government policy, behavioural change or efficiencies brought about by new technology. Demand in different communities may also vary significantly with infrastructure planning based on more detailed modelling. Based on indicative demand projections commissioned by the Queensland Government (2015).

Figure 4: SEQ-indicative future service demand



Regional Queensland-indicative future service demand



Digital (x100 PB/month)

2015

2036

244.93 339.47

9 billion gigabytes



Water

(ML/day)

2015 2036

804.03 1134.64

10 small water treatment plants



Energy

(GW hours/week)

2015

2036

2036

74.71 95.93

170 wind turbines



Public transport

(x10,000 trips/day)

2036

2036

2015

2.79 3.91

260 additional bus services



Road transport

(x10,000 trips/day)

2015

507.96 704.03

2036

8 additional 2 lane roads



Airports

(x100,000 trips/day)

2015

82.54 114.40

an additional 13,000 flights



Hospitals

(x100,000 bed days/year)

2015

10.5 20.5

312,696 additional hospital admissions



Schools

(x100 classrooms)

2015

2036

69.3 90.0 2070 additional classrooms



Emergency services

(x100 staff)

2015

55.8 77.3 2150 additional staff

2036

Ш

Corrections

(x100 prisoners)

2015

23.4 32.4

2036

an additional 900 cells

Note: These figures are illustrative only and do not consider existing or planned capacity or changes in government policy, behavioural change or efficiencies brought about by new technology. Demand in different communities may also vary significantly with infrastructure planning based on more detailed modelling. Based on indicative demand projections commissioned by the Queensland Government (2015).

Figure 5: Regional Queensland-indicative future service demand



The economy

The Queensland economy is currently undergoing a period of structural change and diversification, as it transitions from the historic surge in resources investment toward broader-based drivers of growth. While the resources sector will continue to be an important contributor to the Queensland economy, the shift in activity and employment towards services, in particular health, education, professional services and tourism-related industries, is likely to continue (see Figure 6).

Future economic growth in Queensland will benefit from further diversification of the state's industries, including opportunities to expand our knowledge-intensive and technology-intensive industries, such as bio-manufacturing and e-health. Such fields have the potential to be significant creators of the jobs of the future, as well as becoming leading contributors to the state's economic growth.

In order to cater for growth in these sectors, future infrastructure requirements in Queensland are likely to differ from the resource-based infrastructure investment that has been a major contributor to Queensland's economic growth in recent years.



Boggo Road EcoSciences Precinct-growth in the knowledge economy

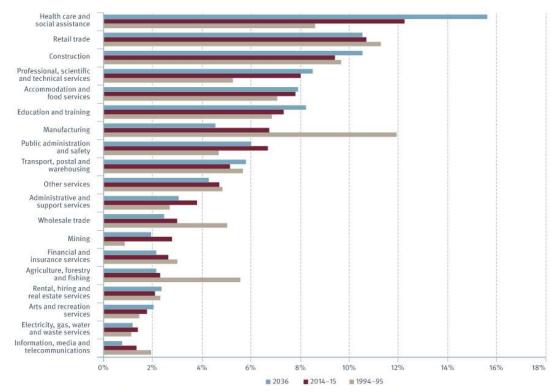


Figure 6: Jobs in Queensland by industry (Source: Report prepared for Queensland Government by EY, 2015. Figures for 2036 are indicative only)

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Beyond Queensland, the world economy is also changing. The rise of Asia and its growing middle class is creating new opportunities. Queensland is well positioned to capitalise on these opportunities. This will present opportunities for both regional and metropolitan areas of Queensland to build upon their competitive and comparative advantages and drive economic growth.

The provision of efficient infrastructure is a key enabler of this economic activity and can be met by making better use of existing infrastructure, and by selecting the right projects expected to deliver productivity benefits to the state.

To truly leverage the opportunities of the new world economy, Queensland's regions will need to play to their advantages to grow local economies. Different parts of Queensland possess valuable natural assets (e.g. fertile farmlands), resources, tourism attractions or beneficial proximity to markets (see Figure 7).

These different industry zones and the supply chains that underpin them require different infrastructure responses. For example, regions with tourism advantages require marine and aviation infrastructure, while agricultural areas and resource production need access to domestic and export markets through effective integrated supply chains.

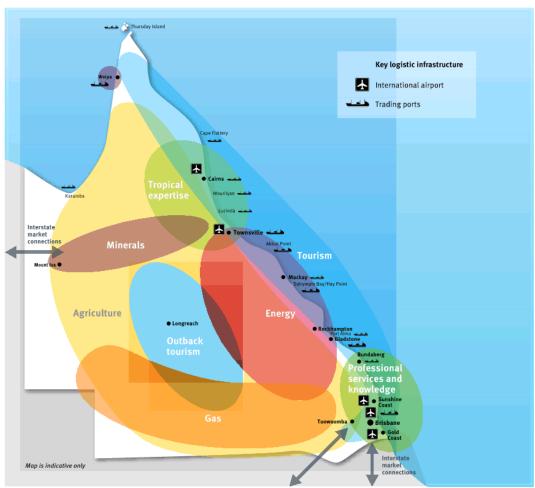


Figure 7: Queensland's broad economic zones-indicative only

State Infrastructure Plan Part A: Strategy

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The environment

Queensland is renowned for its environmental assets, which are both beautiful and diverse. Our natural assets are a part of our identity and also a strong part of our economy, with the popularity of ecotourism and the Great Barrier Reef.

For the benefit of future generations we must look after our environment, minimise the impact of infrastructure and work with our ecological systems. We must address Queensland's declining biodiversity and habitat fragmentation.

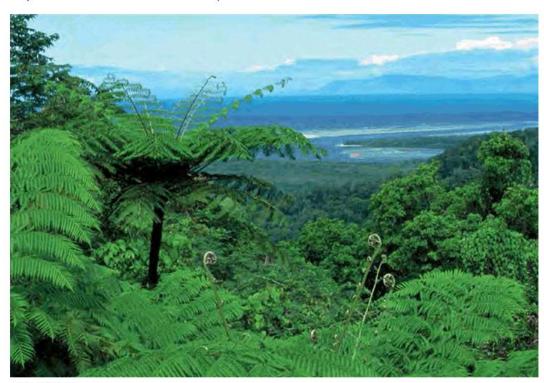
In looking after our environment, we must also closely manage our non-renewable wealth (e.g. minerals, coal and gas) and how we use our fertile farmlands, waterways and coastal areas, particularly as we look to increase high-value food exports to the Asia-Pacific region.

We must also plan to adapt to our changing climate, particularly with sea level rises of 0.8 metres expected by 2100, as well as increasing extreme weather events. Climate change requires significant, immediate and long-term action with smarter infrastructure solutions. Restricting average temperature rises to no more than 2°C will require

global emissions to approach zero by the second half of the century. This challenge requires Queensland and its infrastructure to boldly transition to a cleaner, more resilient and sustainable future.

As Figure 7 shows, Queensland's environmental assets support tourism along the coast and in the Outback. Our natural values provide competitive advantages in these areas. Therefore, while we need to support and build strong supply chains throughout regional Queensland for other industries, these should not be developed at the detriment of the environment, which also supports economic development through tourism, recreation and leisure.

Our infrastructure choices can also reduce our environmental impact. Initiatives and policy decisions such as facilitating more freight on rail, and greater public transport patronage, can contribute to a reduction in the state's carbon emissions. Similarly, a switch to more energy-efficient infrastructure models may have a positive economic impact by reducing reliance on imported fuels and reducing potential fuel supply chain interruptions or spikes in global fuel prices.



Daintree rainforest



Regional variations and needs

Queensland is Australia's second largest state consisting of 1,727,000 square kilometres. In an international context, it is nearly five times the size of Japan, seven times the size of Great Britain and more than double the size of Texas.

With a current population of 4.7 million, we have a population density of just 2.7 persons per square kilometre. By comparison, the population density of New South Wales is around nine persons per square kilometre.

Our decentralised population provides challenges in planning and delivering infrastructure and services. In SEQ, infrastructure will support economic development and help manage growth, whereas in regional Queensland, the role of infrastructure is also to support liveability and promote access to markets to further strengthen our regional economy. There are also major differences and challenges between SEQ and regional Queensland, given the differences in population density, distribution of expected population growth and climatic variations.

South East Queensland

SEQ is currently home to about 67 per cent (3.2 million people) of Queensland's population. SEQ has experienced high rates of population growth for more than 30 years, particularly within the Brisbane metropolitan area and on the Gold and Sunshine coasts. This growth has driven the need for significant infrastructure provision over time.

Around 1.7 million more people are forecast to call SEQ home by 2036, an increase of 54 per cent on the current population. Most of this growth is expected in the Brisbane metropolitan area, including significant infill and redevelopment as well as major new growth areas such as Ripley Valley in Ipswich, and Greater Flagstone and Yarrabilba in Logan. Significant growth is also projected for the Gold Coast and Sunshine Coast.

Brisbane continues to face increasing traffic congestion, with reliance on cars and a slow shift toward public transport. However, the trend towards more inner city and higher density residential development will help accommodate future growth, create a more sustainable public transport system and enable more efficient infrastructure solutions. This increase in density will also increase demand and support more active travel options, which in turn lead to a healthier lifestyle.

Road connections within SEQ are increasingly under pressure, with congestion and delays reducing economic efficiency and costing industry millions per year. The Australian Infrastructure Audit estimates the cost of delays on the Brisbane–Gold Coast–Sunshine Coast transport network caused by congestion in 2011 was around \$2 billion. In the absence of any additional capacity, the cost of delays across the region is projected to grow to around \$9 billion in 2031.

With the region's expected growth, existing natural rural and semi-rural areas will need to be protected, housing density increased in other locations, and infrastructure and land-use planning integrated to maintain our enviable lifestyles and improve service delivery.



Springfield Station catering for growth in SEQ

State Infrastructure Plan Part A: Strategy

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Regional Queensland

Regional Queensland is home to 33 per cent (1.5 million people) of Queensland's population, with most living in coastal cities or centres along inland transport routes. Queensland's regions are diversifying their economies by seeking out new opportunities, following a decline in mining investment and the impacts of drought. Lifestyle opportunities and liveability are key attributes of our regional centres. Infrastructure investments play a key role in maintaining that liveability.

For many regional communities, diversification will be essential to their long-term economic sustainability and resilience so they can endure hard times and build on their traditional strengths. New markets can help drive a more sustainable and broader based tourism industry in the regions.

Unlocking untapped coal reserves in the Galilee Basin will have significant economic benefits for centres such as Rockhampton, Mackay, Bowen and Townsville. Developing our knowledge industries in association with key universities at Rockhampton and Townsville will help expand our globally-recognised tropical expertise and ability to export knowledge services associated with the energy sector. Regional Queensland's fertile farmlands will also help grow food exports with increasing opportunities throughout Asia, particularly for luxury and specialised food products.

Connectivity between regional communities and secure and reliable supply chains will be important to underpin economic growth and competitiveness. Similarly, ensuring regions remain liveable by maintaining high quality education and health services and employment opportunities is vital to attract investment and underpin long-term prosperity.



Charters Towers, a liveable and vibrant regional centre (image courtesy of Townsville Enterprise)



The SIP sets out the state's strategic direction for infrastructure by identifying what we ultimately want from our infrastructure (our objectives) and how we can best achieve this (our directions). These objectives and directions seek to address the high-level challenges Queensland will face over coming decades. This relationship is shown in Figure 8.

The objectives and directions will help to guide and align planning across government and industry, and decision-making across government.



Disability support in Townsville

Challenges

Like the rest of Australia, Queensland faces many challenges if it is to maintain a prosperous, green and liveable society. Sound, well-coordinated planning is critical to position the state to address these challenges, and to ensure investment in infrastructure is of lasting benefit to current and future generations.

We must identify and develop strategic responses to the challenges of the future, so that we can improve our quality of life. This section defines and discusses the key challenges facing Queensland to inform the approach to planning, delivery and operation of infrastructure under the SIP.

Queensland's key challenges are:

- productivity
- population change and growth
- consumer expectations
- climate change
- natural environment
- domestic economy
- rapidly changing technology
- regional liveability.

Challenges

- Productivity
- Natural environment
- Population change and growth
- ▶ Domestic economy
- ▶ Consumer expectations
- ► Rapidly changing technology
- ▶ Climate change
- ▶ Regional liveability

Objectives

- Improving prosperity and liveability.
- Infrastructure that leads and supports growth and productivity.
- Infrastructure that connects our communities and markets.
- ▶ Improving sustainability and resilience.

Directions

- ► Finding the right solutions: better planning and assessment.
- ► The most effective funding and financing options available.
- ► The most efficient procurement: lower costs for business.
- ► Getting the most from what we have: better use of existing assets.
- ▶ Better engagement: understanding needs and setting expectations.

Figure 8: Challenges, objectives and directions



Challenge

Productivity: Queensland's future standard of living is at risk because of slower productivity and workforce participation.

Infrastructure investments that improve productivity will be key to Queensland's economic growth. Queensland has recorded weak growth in productivity since 2007-08 relative to the rest of Australia4. We will need to pursue new growth opportunities, adopt new technology and use our resources more productively.

While an increasing proportion of older people are continuing to work, their levels of participation in the workforce are lower than other age groups. Low levels of employment, including youth unemployment, can adversely impact on regional liveability.

Slower growth in the workforce will lead to weaker growth in incomes and subsequently lower government revenue to fund the services people require.

Challenge

Population change and growth: In a growing and ageing population, there will be increasing demand for high quality public services, many of which have a relatively high cost to government.

Improved health care and advances in medical treatments and technologies have contributed to increased longevity and life expectancy which, without changes to the way we deliver services, will see increased demand for high cost health infrastructure.

A key challenge for government is to respond to the needs of an ageing population while managing the ageing of the workforce. As the population ages, more people will move into older age groups that are the most frequent users of the public health system. This results in increased demand for existing services, and demand for new services as technologies and different models of care become available.

The largest pressure on the state budget in future decades is projected to come from increasing demand for health services. Without a change in approach, the proportion of the Queensland Government's expenditure on health care is projected to rise from around 28 per cent to over 40 per cent by 20505. Funding significant increases in health costs over the longer term presents significant challenges and the need to deliver these services differently is imperative.



Queensland Health Cancer Care Centre, Cairns

- Queensland Treasury & Trade, Queensland Productivity Update: 2011–12, February 2013
 Deloitte Access Economics, An IGR for the States: health and aged care expenditure Final Report, 23 January 2012



Case study Boosting economic growth through infrastructure investment

In the United Kingdom, long-term contracts between the central government and economic regions are being used to give cities greater control of their economic opportunities and challenges.

Known as 'City Deals', the contracts are designed to provide an additional incentive for regions to invest in infrastructure that boosts economic growth and productivity. This is achieved by allowing the region to 'earn back' a portion of the additional tax revenue generated from local investments in infrastructure.

As part of the City Deals, potential projects are assessed using an investment framework that examines their contribution to growth in jobs, productivity, and gross value added for an economic region. The City Deals also include locally relevant economic development programs and initiatives.

For example, the Greater Manchester City Deal includes plans to lower carbon emissions, encourage investment in new housing, and provide integrated trade, investment and businesses advice. The Greater Manchester City Deal was announced in March 2012 and more than 20 City Deals have since been signed.

Challenge

Consumer expectations: Rapidly changing and complex expectations of citizens are straining traditional methods of service delivery.

While government agencies have traditionally engaged with people through a 'per agency, single channel' approach, choice, customisation, responsiveness and ease of use are increasingly framing community views about the delivery and content of public services.

To ensure government expenditure is sustainable and better targeted, particularly as we face major demographic change, government will need to make better use of technology to potentially delay or avoid the need for capital-intensive infrastructure while achieving more efficient and responsive service provision.

Importantly, government can learn lessons from the private sector in harnessing new technology to achieve service delivery efficiencies. By designing digital services that are consistent and easy to use, fewer people will need to make phone or in-person contact. This will deliver efficiencies in operating costs, while making government services simpler, clearer and faster for Queensland families and businesses. However, the success of online service delivery will depend on adequate access to technology, particularly in regional Queensland.



Customer service guide at the Queensland Government Customer Centre-Beaudesert



Challenge

Climate change: Impacts of extreme weather are likely to worsen with climate change, compromising community safety and degrading public assets.

The Intergovernmental Panel on Climate Change has stated that the evidence for climate change is unequivocal. Rising global temperatures and sea levels will mean extreme weather events will be more commonplace in the future.

Queensland already experiences extreme weather and the impact on communities and public assets has been significant in recent times. For example, recent natural disasters have seen the loss of life, destruction of thousands of homes and reconstruction costs of billions of dollars. Transport network reconstruction costs between 2010 and 2013 totalled \$6.4 billion to repair 8741 kilometres of state-controlled roads (more than 25 per cent of the total) and 1733 bridges and culverts.

Addressing climate change requires planning and design decisions that make infrastructure networks more resilient to the long-term impacts of climate change and maximise safety, reliability and connectivity during extreme weather events. Appropriate disaster management and flood mitigation measures, either through infrastructure or other planning responses, will also help protect the community from the impacts of climate change. We need to minimise the chances of a cascade of failures in critical or priority infrastructure during extreme weather events.

Adapting to climate change will also require planning and design that works with vegetation, soils and natural processes to deliver infrastructure outcomes, called 'green infrastructure'. Such design recognises and works with natural defenses from extreme storms such as mangroves, natural processes for managing water flows and maintaining water quality, and natural processes to heat, cool, provide light and shelter.

Challenge

Natural environment: Queensland's acclaimed natural environment must be sustained for future generations.

Achieving strong economic growth and environmental outcomes are complementary objectives and must go hand-in-hand to maintain our prosperity and liveability. An improved environment can boost opportunities for tourism, while appropriate and sustainable management of fisheries can protect the future of the fishing industry.

A significant challenge in the coming decades will be the protection of the Great Barrier Reef, which supports nearly 70,000 jobs and is worth \$5.6 billion a year to the economy⁶. With a growing population and increased tourism, the reef will require careful policy management.

While 80 per cent of the state's regional ecosystems are represented in the protected area estate, greater effort is needed to offset the impacts of growth. The government's goal to protect 17 per cent of Queensland's land area by 2035 is an attempt to balance liveability, environmental protection and much needed growth and development. The infrastructure choices we make should avoid or minimise impacts on the natural environment.



Yeppen South floodplain works south of Rockhampton (image courtesy of AECOM)

⁶ Reef 2015 Long-Term Sustainability Plan, Australian Government, 2015



Challenge

Domestic economy: Shifting global demand is altering the economic base Queensland has historically relied upon, risking job growth and revenue to fund public services.

In recent history, Queensland's economy has been underpinned by agriculture, resources, construction, manufacturing and tourism. As Queensland moves from peak resource sector investment, additional workforce capacity is becoming available to transition to other growth sectors. More jobs are now being created in health and professional services, as the state's economy undergoes a structural shift into services.

Ensuring the state's resources, both human and physical, are directed to our most competitive export-orientated industries will ensure sustainability and profitability of industry, leading to sustainable high-value jobs. A greater emphasis on high value exports to Asia will require different or adapted infrastructure.

Challenge

Rapidly changing technology: New technology is testing the limits of how we plan for infrastructure, disrupting established methods of cost recovery and conventional sources of jobs.

New technologies will play an increasing role in how we plan future infrastructure capacity, from electric cars, to embedded sensors that report on asset condition. Technology is impacting the way we think about traditional 'hard' infrastructure, and also what we now consider to be critical infrastructure in its own right.

In the future, decisions between delivering new and replacement infrastructure may compete with technological responses to the same need. Some technology, such as smart metering, will likely disrupt established methods of cost recovery.

If consumer demand dictates building less (or different) infrastructure, there will be changes to the quantity and types of jobs available. An estimated 40 per cent of existing occupations may not exist within the next 15 years. However, there will be new jobs that have not yet been imagined. As the construction industry is Queensland's fifth largest employer of the state's workforce, those currently working in infrastructure-related sectors will need to prepare for new jobs provided by technological change.

Case study Digital disruption of infrastructure

Technology is fundamentally changing how we use and what we need from our infrastructure, presenting challenges in adaption but also opportunities with increases in efficiency.

A 2015 Telstra® report has predicted that the adoption of technology, like autonomous vehicles, could reduce the need to build new roads by around 60 per cent over the next 35 years. Embracing new technologies can deliver substantial benefits, including more informed decision-making and reducing demand costs. Other new technologies include sensors to monitor water quality and levels, electricity meters, and real-time information about public transport for operators and commuters.

CISCO's 'Smart Region' concept⁹ promotes the implementation of new technologies on a regional scale to improve public services and achieve economies of scale. They cite impressive achievements by cities using 'smart' initiatives, such as a 50 per cent reduction in water consumption. For individuals, it could mean accessing a smart phone application to monitor the electricity use of various appliances in your home, or checking the location of your bus. For governments, it can provide the ability to improve traffic management or to quickly detect water leaks and notify the landowner.



⁷ Australia's future workforce?, CEDA, June 2015

⁸ How Digital Infrastructure can substitute for physical infrastructure, 2015

⁹ South East Queensland: A Smart Region, CISCO, 2015

Challenge

Regional liveability: Regional Queenslanders continue to need quality services to ensure our regions remain strong, vibrant and self-contained.

Queensland is the nation's most decentralised state and consequently regions are a critical economic driver. However, Queensland's regions are sometimes affected by cyclical factors such as commodity price cycles, global economic downturns and low levels of private investor confidence.

Securing private and public sector investment in regional infrastructure is a key priority to achieve future

prosperity and to attract investment in high-value industries to rejuvenate regional economies. Attracting this investment will also drive growth and enhance the traditional retail and tourism industry base of many regions.

Improved access to cultural, recreational and digital infrastructure as well as good quality education and health infrastructure and services all improve regional liveability. Investment in this type of infrastructure helps generate lifestyle benefits that attract new residents.

Supporting economic growth by delivering the right infrastructure in regional areas will create sustainable job opportunities and ensure our regions remain strong and liveable.



The Strand water park, Townsville (image courtesy of Townsville Enterprise)



Objectives

As part of the government's strategy for infrastructure planning and investment, Queensland's infrastructure objectives articulate why infrastructure is important to maintaining and improving our way of life. The objectives, which will guide infrastructure priorities over the coming decades, are:

- improving prosperity and liveability
- infrastructure that leads and supports growth and productivity
- infrastructure that connects communities and markets
- improving sustainability and resilience.

These objectives are consistent with the Queensland Government's objectives for the community which seek to create jobs and a diverse economy, deliver quality frontline services, protect the environment and build safe, caring and connected communities.

Objective

Improving prosperity and liveability

Infrastructure investment drives competitiveness by increasing productivity and creating the right conditions for job creation. Well-functioning social infrastructure, such as health and education facilities and a range of affordable housing options, enhances community wellbeing and helps make our regions attractive places to invest and live. Infrastructure investment needs to recognise that some communities require specific investment to address social, economic, cultural and locational disadvantages. With limited capital and competing investment priorities, it is vital that all investments maximise economic, environmental and social return.



Enjoying drive tourism in regional Queensland



Objective

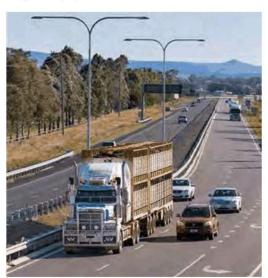
Infrastructure that leads and supports growth and productivity

Queensland's population will continue to grow over the next 20 years, with most of this growth in SEQ. Infrastructure supports economic development, liveability, and promotes access to markets both in SEQ and across the state. In regional Queensland, supporting liveability and facilitating access to markets are particularly important objectives, due to the size of the state and remoteness of many communities. Investment will need to facilitate supply chains, reduce the costs of doing business and create jobs. To achieve this, Queensland needs to carefully plan for the infrastructure needs of its growing population and future economy, with closer integration with land-use planning and careful sequencing to deliver the right solutions at the right time.

Objective

Infrastructure that connects our communities and markets

It is important that our communities and markets are well connected with the infrastructure linkages they need to function efficiently. Queensland's communities also need access to a broad range of private and public services including secure, reliable and affordable access to energy, water and the internet. We also need an integrated transport network that efficiently moves freight and people around and between communities.



Connecting communities and markets through efficient road networks

Case study Building back better

The Queensland Betterment Fund, funded jointly by the Queensland and Australian Governments under Natural Disaster Relief and Recovery Arrangements (NDRRA), was established in 2013 following Tropical Cyclone Oswald.

This natural disaster caused \$2.1 billion damage to many public assets that had been repeatedly impacted and restored following earlier disasters. Under the fund, \$80 million was approved to allow assets to be built back 'better' to a standard that would be more disaster resilient, reducing risk to the community and reconstruction costs from future events.

The funding framework significantly streamlined the process of eligibility, submission and assessment criteria for distribution of betterment funds. Local governments across Queensland have been empowered to assess, plan and implement disaster recovery at the grass-roots level. This enables betterment works to begin as soon as possible following a natural disaster, mitigating their impact on local communities.

Since 2013, the fund has delivered more than 230 projects with a total value of \$178 million, including contributions of council and NDRRA funding. A key test for the betterment program is whether it leaves infrastructure and communities less vulnerable to the natural hazards of Queensland's climate, with betterment projects withstanding disasters in 2014 and 2015, including cyclones Ita and Marcia.

Objective

Improving sustainability and resilience

Economic development and community wellbeing is underpinned by reliable infrastructure. Queensland's infrastructure must be resilient and adaptive to climate change, contribute to reductions in greenhouse gas emissions, for example by reducing energy intensity, and be considerate of the surrounding natural environment. In a state like Queensland, which is susceptible to cyclones and other extreme weather events, infrastructure must be suitable to withstand these events, or be quickly and cost-effectively repaired to reduce the impact to business and the community.



Directions

While the SIP objectives set out what we want from our infrastructure, the directions set out how we will achieve this.

The SIP sets the foundation for a better way forward—one that fosters innovation in planning, investment, delivery and use of infrastructure, and better communication and engagement with stakeholders.

Queensland's infrastructure directions are:

- Finding the right solutions: better planning and assessment.
- The most effective funding and financing options available.
- The most efficient procurement: lower costs for business.
- Getting the most from what we have: better use of existing assets.
- Better engagement: understanding needs and setting expectations.

Direction

Finding the right solutions: better planning and assessment

Finding the right solutions for Queensland is one of the most critical phases in the infrastructure lifecycle. Regardless of how well a solution is designed and delivered, the wrong project will always deliver suboptimal outcomes. Once selected, the right solutions need to be correctly timed and sequenced to optimise investment.

The government will strive to promote innovation and informed decision-making through the planning, design and selection of the right solutions. This may include non-build solutions where these can deliver the same outcome without the need to invest in expensive building and construction. The right projects will seek to balance economic, social and environmental outcomes.

Reform initiative Infrastructure Portfolio Office

Establish an Infrastructure Portfolio Office within the Department of Infrastructure, Local Government and Planning to plan and coordinate infrastructure, and integrate the links between regional planning and infrastructure planning.



Maintaining our vital rural industries



Direction

The most effective funding and financing options available

After selecting the right solutions, the most effective funding and financing methods must be identified. In broad terms, infrastructure can be funded and/ or financed by government, the private sector or a combination of both. With appropriate arrangements and risk sharing, the private sector can sometimes deliver or manage infrastructure more efficiently than government. However, private sector finance operates on commercial terms, so government must consider the ultimate cost and benefit to users and taxpayers of different delivery mechanisms. Notwithstanding this, infrastructure funding models such as public private partnerships are attractive for some large investments, and value capture methodologies can provide new ways to help fund infrastructure.

Reform initiative Value capture and improved funding and financing

Enhance the government's ability to fund and finance infrastructure by establishing a value capture approach and improving alternative funding and financing options.

Direction

The most efficient procurement: lower costs for business

Procuring and delivering solutions in the most efficient and cost-effective way has the potential to reduce the cost to end users and taxpayers. Improvements to procurement can help reduce the time and expense to industry to tender for government projects, and result in more innovative or flexible delivery or financing solutions.

Reform initiative Industry taskforce

Establish a joint industry-government Infrastructure Innovation Taskforce to examine a range of matters and report back to government, including ways to improve early market engagement and simplify procurement contracts and approvals.

Northern Australia Infrastructure Facility

The Northern Australia Infrastructure Facility (NAIF), an initiative of the Australian Government, is an example of the public and private sectors working together to bring forward infrastructure that would otherwise not be built for some time.

The Australian Government announced its intention to establish the Northern Australia Infrastructure Facility (NAIF) in the 2015-16 Federal Budget. It was one of the major initiatives included in the White Paper on Developing Northern Australia when it was released in June 2015. The White Paper recognised that infrastructure is critical in linking the dispersed populations and remote businesses in the north. When it commences on 1 July 2016, the NAIF will provide up to \$5 billion in concessional loans and/or guarantees to encourage and complement private investment in economic infrastructure. The NAIF will be targeted at projects that boost the productive capacity of northern Australia and would not otherwise be viable without access to concessional finance. At least half the finance for projects must come from the private sector.

Once the NAIF becomes operational, Queensland will administer loans on behalf of the Australian Government and ensure that infrastructure proposed for concessional finance is appropriately prioritised and sequenced in accordance with national and state investment pipelines and policies, including the SIP.

NAIF project selection will be undertaken by an independent board, which will be required to consult with the state government on projects being considered. All supported projects will need to meet existing regulatory requirements. North Queensland accounts for almost 75 per cent of northern Australia's population, and can expect to attract a significant share of NAIF finance across a range of possible projects including airports, ports, rail, roads, energy, water and communications infrastructure.



Direction

Getting the most from what we have: better use of existing assets

With such a large existing infrastructure portfolio, there are significant opportunities to better use, maintain and preserve existing assets. In some cases, successfully maintaining our assets and maximising their benefits would provide a credible alternative to delivering billions of dollars of new infrastructure. In considering the importance of making the most of what we have, the government is committed to making better use of existing assets, including moving to an approach where state assets are viewed as being assets of the Crown rather than of an individual agency.

Reform initiative Better asset use

Undertake an independent audit of Queensland Government agency (including statutory authorities) assets to identify underutilised capacity, which will inform strategic asset management plans

Direction

Better engagement: understanding needs and setting expectations

Government must balance a variety of stakeholder interests and expectations. The Queensland Government will seek to raise community awareness about service delivery constraints, increase community involvement in infrastructure matters and strive to better communicate how interests are balanced amongst competing priorities.

Reform initiative Community Infrastructure Reference Group

Establish a Community Infrastructure Reference Group, and undertake an initial program of work and research, including recommendations about the best way of supporting engagement in rural, regional and metropolitan areas of the state. This includes the use of engagement platforms.

Case study WestConnex alternative funding model

An innovative funding model is being used to deliver Sydney's WestConnex project, a 33 kilometre toll road designed to improve access to the city, airport and ports precinct. The \$14.9 billion project is planned to be constructed in three stages, with anticipated completion by 2023.

Under the typical public private partnership framework for toll roads, private sector investors accept the initial revenue risk for a project. For the WestConnex project, the New South Wales Government has established a state-owned company to deliver the project. Once the first stage of the project is operating and the toll revenue is established, the state-owned company can then borrow funds against that toll revenue to construct the next stage of WestConnex.

The government can then elect to sell some or all of its shares in the company and use that money to fund subsequent stages of WestConnex or an alternate project. The New South Wales Government has approved \$1.8 billion in 2013 to begin construction of the first stage of the project, with the Australian Government contributing \$1.5 billion. The Australian Government is providing a concessional loan of up to \$2 billion to help bring forward delivery of stage two, allowing work to start in 2015.

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Planning, prioritisation and delivery

Introduction

There is a strong relationship between the mechanisms the government uses to plan for future infrastructure needs and the development and selection of projects to address these needs. This process leads to a series of responses which will guide decisions over the longer term. This relationship is shown in Figure 9.

Infrastructure planning 1 State Infrastructure Plan Part A 2 Corridor plans 3 State strategic infrastructure documents Responses 4 Regional plans The responses are portfolio-level 5 Local government plans statements that describe the government's 6 State Infrastructure Plan Part B: Future strategic intent for the fifteen year horizon opportunities of the State Infrastructure Plan. They have been designed drawing on the state-level challenges and objectives. Infrastructure prioritisation Responses that sit outside specific asset 1 Project identification classes have also been captured as cross 2 Options assessment government responses. 3 Options alignment 4 Investment decision 5 State Infrastructure Plan Part B: 1-4 year

Figure 9: Infrastructure planning, prioritisation and responses

Achieving the state's objectives for infrastructure requires a rigorous planning process that ensures the right solution is delivered when and where it is needed. It is an approach that:

Will stand the test of time: Good planning is not rushed; it is methodical and evidence based. This does not mean the community and industry should have to wait to understand the government's plans. What it does mean is the government will take a long-term view and will commit to specific projects and initiatives as and when they are needed.

Responds to the real challenges facing the state:

Proper planning should address the challenges faced by our economy, community and natural environment. The eight major challenges described in this document will be reviewed every five years in line with the update of the SIP. Some may remain the same but others may change.

Takes advantage of the opportunities ahead of us: It is equally important to identify the opportunities that are within our grasp to ensure we have the infrastructure in place to take advantage of them. New technology, new markets and new ways of thinking are constantly

emerging. This is why government is engaging with industry, through means such as market-led proposals, on its future opportunities to develop innovative, cost-effective solutions.

Seeks whole-of-government solutions: Most of the challenges the state faces will not be solved by government acting alone through a single government department. Often the actions of one agency can help achieve outcomes for another.

For example, through planning for active transport the Department of Transport and Main Roads has a role in tackling the problem of obesity, a challenge identified by Queensland Health. Government works best when a range of levers are used to address problems. The new approach will capture input from across agencies and coordinate infrastructure planning.

Draws on the best ideas from industry: In July 2015 the government announced a streamlined process to enable private sector proponents to put forward innovative proposals for consideration by government. These market-led proposals will be facilitated through government by Queensland Treasury.



Infrastructure planning process

The SIP sets out a clear framework for both planning and prioritisation of infrastructure projects. The framework will be driven by a clear understanding of the state's needs in relation to transport, water, digital, energy and social infrastructure. These will be confirmed through a series of strategic infrastructure evaluations. Coupled with broad strategic corridor investigations, these will help inform regional planning processes.

The three key inputs that will inform the planning stage are as follows:

- corridor plans-planning for strategic transport and supply chain corridors that support regional productivity and access to markets
- state strategic infrastructure documents-strategic assessments for transport, water, digital, energy and social infrastructure
- local government planning documents.

The integration of these inputs and investigations through the regional planning process will identify the services that Queenslanders need and the corresponding infrastructure that delivers these. Once those needs are identified, the second step in the framework is prioritisation, where all options that could be used to address an identified need can be considered and evaluated.

This process of project identification and prioritisation informs investment decisions and ultimately agency delivery programs. The framework ensures consistency across government on strategies, regional plans and assessment processes. It is important that the state has mechanisms to prioritise across its asset classes to support and facilitate economic growth. This process is illustrated in Figure 10 and explained in further detail in this section.

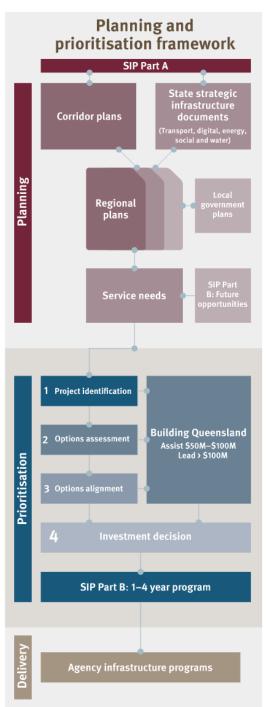


Figure 10: Planning and prioritisation framework



Integrating the drivers of planning

Delivering infrastructure in Queensland has two distinct drivers—supporting growth and facilitating growth. The drivers vary across the state, depending on the key characteristics and needs.

In SEQ, infrastructure principally supports growth. For example, by ensuring there are sufficient schools and health services to support areas of high population growth.

Along the coastal zone, infrastructure facilitates both population and economic growth by increasing the attractiveness of regional centres for business and industry and providing the right conditions to help business flourish. In these areas, infrastructure and services that support access to markets and regional connectivity facilitate economic growth.

Inland, infrastructure supports the efficient movement of commodities and supply logistics (refer to Figure 11).



Figure 11: Macro drivers-indicative only



Corridor strategies

As shown in Figure 12, vital east-west and north-south corridors support resource development, provide access to markets and connect communities.

Economic zones are largely connected or located along key transport corridors and connect key components within supply chains. These corridors generally contain highways and rail lines, which sometimes compete for the freight task.

Better infrastructure investment decisions can be made when the definition of the task is clear. Additionally, there is the potential for optimisation of corridors by co-locating other infrastructure classes.

The review of regional plans across the state will consider the strategic importance of identifying and protecting corridors.



Figure 12: Strategic corridors-indicative only

Regional plans

The state will integrate the development of regional land-use plans, economic plans and transport plans in a way that ensures alignment and consistency of approaches.

These regional-scale plans will build off the outputs of the state's corridor strategies and state strategic infrastructure assessments. They will be informed by local government planning documents such as planning schemes and local government infrastructure plans.

In developing these regional scale plans, there will be regard for other state policies including the Reef 2050 commitments, ports legislation, freight and tourism strategies as well as sectoral and asset class strategies.



Aligning infrastructure planning across government

Ensuring the infrastructure program aligns with infrastructure planning at other levels of government is another key aim of the SIP. Figure 13 shows the relationships between the SIP and corporate/strategic planning, infrastructure planning and land-use planning activities that take place at other levels of government.

At a federal level, the SIP has been informed by Infrastructure Australia's Australian Infrastructure Audit and the Northern Australia Audit. The state government will work with the Australian Government to determine the initiatives and projects from the 1–4 year program and future opportunities to be included in the Infrastructure Priority List and future national partnership agreements.

While detailed land-use planning is primarily the responsibility of local governments, the state

government's interest in ensuring regional level actions meet state level priorities is expressed in the statutory regional plans that exist in Queensland. Going forward, regional plans, including the SEQ Regional Plan, will describe future infrastructure challenges at a regional level, but actual projects will be reflected in updates to the SIP program.

In Queensland, local governments prepare local government infrastructure plans as part of their planning schemes. The state will work with local councils on incorporating key infrastructure into State Development Areas and Priority Development Areas.

In addition to achieving alignment across governments, alignment of infrastructure and land-use planning is essential for sustaining growth and infrastructure investment along with the identification and protection of key infrastructure corridors.

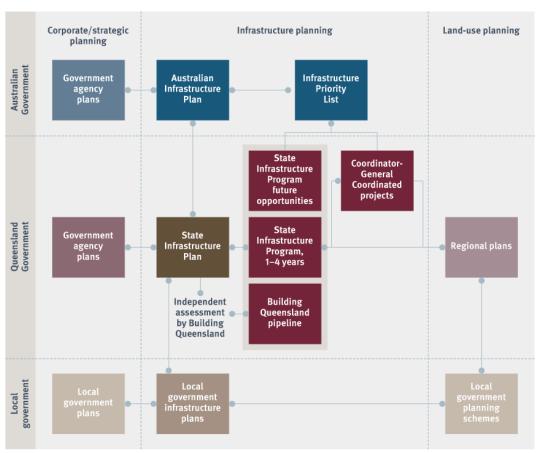


Figure 13: Planning alignment framework

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Infrastructure planning responsibilities

Given the role of infrastructure as an enabling component for effective service delivery, a number of Queensland Government agencies have responsibilities with respect to infrastructure provision. Some carry out a cross-government role with respect to oversight, coordination and governance, such as the Department of Premier and Cabinet and Queensland Treasury. Others have ministerial responsibility for cross-sector priorities such as economic development. Line agencies have varying degrees of responsibility for and control over infrastructure provision, however there has also been a shift towards the establishment of independent agencies or units within agencies to lead discrete elements of these infrastructure roles.

In Queensland, key agencies with responsibilities for infrastructure planning include:

- Department of Infrastructure, Local Government and Planning (DILGP) has ministerial responsibility for infrastructure prioritisation, planning, development, facilitation and coordination, including the development of the SIP and investment facilitation.
- As an independent statutory authority Building Queensland provides strategic, expert advice to government around a pipeline of priority infrastructure projects and their development, including assistance with (or taking carriage of) business cases for larger scale projects.
- The Commercial Group within Queensland Treasury provides governance over the delivery of privatelyfinanced projects by lead agencies, including leading the procurement phase and facilitating the evaluation of market-led proposals.
- Within the Department of State Development, the Coordinator-General is empowered to plan, deliver and coordinate large-scale infrastructure projects that are of economic, social and/or environmental significance to Queensland.
- The Department of Transport and Main Roads (TMR), Department of Energy and Water Supply and Department of Science, Information Technology and Innovation, are responsible for policy and/ or regulatory frameworks associated with the delivery of economic infrastructure. TMR also has responsibility for the planning, development and delivery of a significant capital program.

Role of the Coordinator-General

The Coordinator-General has wide-ranging powers under the State Development and Public Works Organisation Act 1971 to plan, deliver and coordinate large-scale infrastructure projects, while ensuring their environmental impacts are properly managed 10. These powers could therefore be used to improve project delivery certainty and reduce delivery timeframes.

Measures implemented by the Coordinator-General to reduce project approval timeframes include:

- standardisation of assessment terms of reference and outcome-focused conditions
- addressing the key requirements of subsequent statutory approvals during the assessment process
- disciplined procedures to set and adhere to timeframes underpinned by effective project scheduling, control and tracking procedures
- improved collaboration with the Australian Government under the Assessment Bilateral Agreement to meet all requirements under the Environment Protection and Biodiversity Conservation Act 1999 and thus reduce Australian Government approval timeframes after completion of state approval processes.
- Department of Education and Training, Queensland Health, Justice and Attorney General, Arts Queensland, National Parks, Sport and Racing and Public Safety Business Agency are responsible for the planning, development and delivery of a significant capital works program for social infrastructure.
- Department of Housing and Public Works is responsible for policy and regulatory frameworks associated with the planning and delivery of social infrastructure.
- A range of government-owned corporations and statutory authorities also play a role in planning and providing for key enabling infrastructure networks such as rail, ports, power and water.



¹⁰ Further information on the Coordinator-General's powers and current coordinated projects is available online at www.statedevelopment.qld.gov.au/coordinator-general

Infrastructure prioritisation

The Queensland Government's approach to infrastructure planning recognises there is typically more than one way to solve a problem. Often the best solution may be to upgrade existing infrastructure or consider different ways of meeting a service need. Infrastructure is ultimately built to deliver a service, so it is critical we explore options that involve building as well as those involving a change in the way we deliver services. This is why the future opportunities in Part B articulate infrastructure service gaps and challenges, not solutions.

To prioritise future infrastructure investment, the government is implementing an Infrastructure Investment Framework.

This four stage approach to prioritising infrastructure consists of the following steps:

Step 1: Project identification

Step 2: Options assessment

Step 3: Options alignment

Step 4: Investment decision.

The outputs of this prioritisation feed into either Building Queensland's assessment process and pipeline, or for projects less than \$100 million, into agency programs, which both feed into the SIP.

Role of Building Queensland

The government is committed to ensuring a consistent approach is applied to prioritising and assessing the costs and benefits of competing infrastructure projects. To that end, Building Queensland will play a role in developing business cases for all projects with an estimated capital cost of more than \$50 million (see Table 1). Projects assessed by Building Queensland will utilise the Project Assessment Framework as a foundation assessment standard. Building Queensland's frameworks will provide additional rigour in the assessment of projects.

Any business case led by Building Queensland must confirm the productivity gains anticipated from the project, timeframes for delivering the project and the cost benefit analysis for the proposal.

Building Queensland will produce a pipeline of priority projects every six months, which will be provided to government for consideration. In the first instance, the Board-endorsed pipeline will be provided to the Minister for Infrastructure. The pipeline will help to inform the deliberations of government as it determines which projects to fund for further development and/or implementation. The status of projects as reflected in six-monthly pipelines will be reflected in annual SIP updates.

Future opportunities identified in Part B of the SIP may form the basis of potential projects that Building Queensland will develop in future years.

Table 1: Building Queensland responsibilities

Estimated capital cost or net present value	Building Queensland	Sponsoring government agency
Less than \$50 million	Assist or lead, if directed	Lead
Between \$50 million to \$100 million	Assist or lead, if directed	Lead
Greater than \$100 million	Lead	Assist



Step 1: Project identification

Following identification of service needs through planning processes outlined above, the first stage of prioritisation involves the consideration of a range of ideas that are able to address an identified service need and generate a project.

There may be a number of options available to address a need, with both benefits and disadvantages to each. These options may be infrastructure or non-infrastructure in nature.

Detailed assessment of benefits, costs, viability, affordability and relative priority occurs in subsequent stages of the assessment framework.

Step 2: Options assessment

The options assessment (Figure 14) acts as the first filter for any infrastructure related investment decision across government. It represents a clear statement from the government that low cost options, that either maintain or improve services to Queenslanders, will be considered over 'big ticket' infrastructure projects that achieve similar outcomes.

While there is a clear preference towards nonbuild options, in many situations multiple options will be required to achieve the desired outcome. A combination of 'better use' and 'improve existing' can effectively delay the need for 'new' infrastructure, while 'reform' in combination with 'new' could reduce the cost of new infrastructure to the public.

This prioritisation tier is consistent with the strategic assessment stage of the government's Project Assessment Framework (first adopted in 2007) which seeks to develop and describe a range of solutions that have the potential to achieve the desired outcome.

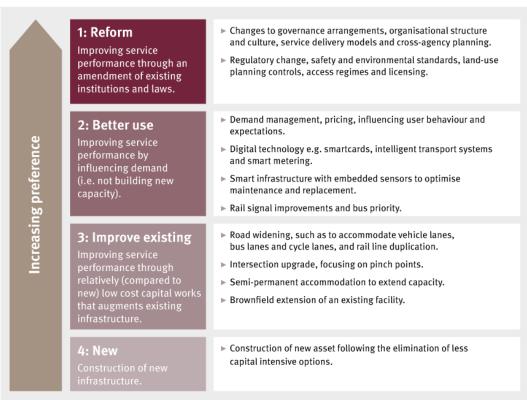


Figure 14: Queensland Government options assessment

State Infrastructure Plan Part A: Strategy

Step 3: Options alignment

This tier of evaluation (Figure 15) provides a level of detail regarding the government's objectives and priorities for infrastructure. The infrastructure objectives are 'foundation' criteria—they build off the core values of the government and are subsequently not expected to change.

The priorities are intentionally designed to focus investment towards specific areas of infrastructure development and delivery (e.g. sectors and components of the project lifecycle) for the five year horizon of the SIP.

They are not intended to be exclusionary—projects and initiatives that do not immediately sit within these will still be delivered by government. However, government is more likely to support public and private projects that demonstrate alignment with the priorities. For example, the development of new schools and renewal of existing schools to accommodate population growth will clearly remain an ongoing and necessary investment for government.



Figure 15: Infrastructure objectives and strategic priorities



The priorities, which are detailed below, represent the government's priority responses for infrastructure in a constrained funding environment. If additional funds became available, these areas should become the first focus of investment.

Priority

Increase capacity and resilience of SEQ's transport system

In the past there has been spare capacity for the region's demand to 'grow into'. However, Brisbane is now facing the highest traffic growth of any Australian city. Several of the region's major arterials are at more than 90 per cent capacity during peak hour and demand will likely exceed capacity on the Gold Coast, Sunshine Coast and Ipswich rail lines by 2031¹¹.

There is an urgent need to manage the transport system to meet the demands of a growing population, ensure its operational resilience to current and future climate impacts, reduce its greenhouse gas emissions and to maintain economic growth in the state. This has been identified in Queensland's submission to Infrastructure Australia for the Australian Infrastructure Plan as Queensland's highest priority.

Priority

Deliver a safe, equitable and sustainable health care system through a focus on technology

Queensland's size is one of its great advantages, with strong regions being the bedrock of our diverse economy and vibrant culture. However these positives must be balanced with the difficulty of maintaining safe, equitable and quality health services between regions. The state has made large investments in Queensland's hospitals in recent years. The imperative now is to fully optimise the use of these assets.

Even with advances in telehealth and other delivery models, face-to-face health services will always be needed. However, providing personalised and modern health services across a large and low density state places pressure on health professionals, upkeep of health facilities and medical equipment, and consequently health budgets.

The government must find a way to maintain an appropriately equitable level of health services across the state, while keeping expenditure within a budget envelope that also recognises the need to fund other essential government services. This priority draws on advances in digital technology as a key lever in improving the provision and management of health services across the state and leveraging from the new world-class hospitals.

Priority

Adapt to new technologies in the energy sector

Solar PV, smart meters, large-scale renewable energy generation, battery storage, smart homes, electric vehicles and smart grids will all play a role in transforming the electricity sector over the next 20 years.

Consumers will participate more actively as smart meters enable technology integration and demand side initiatives. Uptake of solar panels in Queensland has already been strong with one in four detached dwellings having solar installations.

While domestic demand is currently declining, with the introduction of solar PV creating upward pressure on network costs for all users, the long-term may include increased demand to service electric vehicles, increased centralised renewable generation or trade in localised generation. All of these scenarios would require reliable and sustainable network infrastructure.

Queenslanders have invested significantly in their transmission and distribution infrastructure assets and are best served by those assets continuing to provide critical services going forward.

To ensure those assets remain sustainable, Queensland will continue to actively pursue innovation from its transmission and distribution businesses, infrastructure resilience to dynamic change and efficient and innovative investment in the electricity network.

11 Infrastructure Australia, Australian Infrastructure Audit, Volume 2, April 2015



Priority

Improve regional connectivity and freight market access

The government will prioritise projects and initiatives that support connectedness and freight productivity in regional areas. The movement of freight is a critical activity driven by industry, population growth and consumer needs, and is fundamental in supporting economic growth.

Freight movement across the state is forecast to increase from 871 million tonnes in 2010–11 to between 1643 and 1741 million tonnes by 2026¹². This task will continue to place increasing pressure on road and rail transport systems and ports, particularly those supporting key inter-regional and urban links and freight market access.

Queensland's varied industries have different transport needs, including containerised freight, bulk freight, large and over-sized loads. Across the state there are ageing structures and pavements on key freight routes that are reaching their designed maximum load limits. Some of these structures and pavements were not designed for the size and weight of heavy vehicles. Other assets also require improved disaster and flood mitigation.

Transport's role in providing access to essential services cannot be overlooked, particularly in regional areas where distances are often greater and public transport services are less prevalent. Such transport disadvantage can also play a role in promoting individual isolation and disconnectedness from the community.

Priority

Focus on better preservation of public assets

The Australian Infrastructure Audit noted that much of the infrastructure that Australians will use in 2031 has already been built. There is a clear need then to invest in preservation and optimising existing assets.

The audit highlighted the assets at most risk of degradation are located in regional areas. The often relatively low demand or volumes experienced in these areas can make adequate cost recovery difficult and can make the consequences of asset failure seem less significant. Asset preservation is subsequently delayed.

There are also risks for higher density locations, particularly those experiencing high growth rates. Greater wear and tear from high volume use can degrade public assets quickly. The government will therefore prioritise projects and initiatives that preserve the state's public asset base.

An early indication of the government's intention in this space is the \$500 million statewide schools and hospitals fund. This was provisioned in the 2015–16 state budget towards asset maintenance and refresh of Queensland's education and health facilities.



Access to international markets through Port of Townsville Limited

¹² Moving Freight, Department of Transport and Main Roads, 2013



Step 4: Investment decision

Following assessment of project proposals and their alignment with priorities, this stage involves an assessment of the priority of the project. The assessment takes into account affordability and its alignment with priorities and objectives outlined by the government in documents such as Part A of the SIP.

The investment decision stage involves an assessment of the business case for the project and aspects such as the financial cost, and economic and social benefits. The costs, benefits and risks both of proceeding with the project and not proceeding should be considered. The preferred delivery method is also confirmed at this stage. For large complex infrastructure projects, specific purpose vehicles or statutory authorities may be the appropriate entity to oversee delivery. These delivery options are to be investigated as part of the investment decision stage.

However, an investment decision for a project is not made solely on the outcomes of a business case. The government's financial position and fiscal strategy is also a key input into these decisions, as the government must be accountable for the money it spends. To this end, investment decisions are a coalescence of the state's budget and its infrastructure and servicing needs.

Critical to managing the state's finances is the budget process. This process outlines the government's revenue and expenses for the coming years, provides an overview of the state's economy and details the government's priorities for delivery. Informing the infrastructure priorities for the government are the SIP, Building Queensland's pipelines, market-led proposals and total assessment management plans. Figure 16 outlines the relationship between the SIP and other infrastructure funding pathways, all of which combine to inform budget decisions.

As part of the ongoing management of the SIP, following the release of the budget each year, the 1-4 year program will be updated.

The Project Assessment Framework (PAF) is structured over seven stages, with evaluation and prioritisation of investment options occurring in progressively greater detail as more is understood about a project.

In alignment with Step 2: Options assessment, the PAF requires proponents to approach infrastructure from the perspective of service need and to prioritise non-infrastructure methods of meeting

The government requires a business case to be prepared for all major projects and initiatives. For infrastructure projects, the business case will include an economic cost benefit analysis which generates outputs such as a project's net present value (NPV) and benefit cost ratio (BCR).

The NPV and BCR are two metrics amongst a number of critical decision metrics the government will use to prioritise projects against each other and also options within projects (e.g. different rail route alignments).

The majority of these assessments are undertaken by individual line agencies, who are responsible for undertaking relevant processes in the development and delivery of their minor capital works programs.

State Infrastructure Plan Part A: Strategy

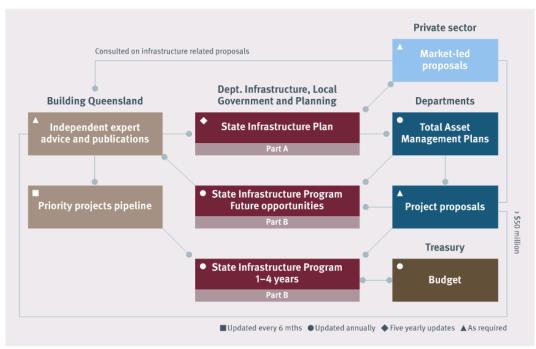


Figure 16: Queensland's new infrastructure planning cycle

Total Asset Management Plans

The Total Asset Management Plan (TAMP) framework is the whole-of-government policy for managing Queensland Government assets.

The policy facilitates a coordinated approach to asset management. The TAMP framework will ensure that asset planning is transparent and consistent across the Queensland Government.

The delivery of new assets can be expensive and takes a long time from planning through to operation. The government needs to ensure that both current and future assets support service delivery objectives in the most effective and financially responsible way.

TAMP information will play a vital role in developing the state budget and the SIP.

Market-led proposals

Market-led proposals (MLP) are innovative private sector solutions to the social and infrastructure challenges facing Queensland. This could vary from clever programs to address a specific social need in a single town through to major infrastructure challenges that involve several billion dollars. The huge range of projects and programs that can be developed by the private sector together with government means a clear, simple project development process is essential.

The MLP framework has clear stages with set requirements designed to contain early costs and provide feedback to allow proposals to develop in a manner that meets the government's agenda. These are facilitated through government by Queensland Treasury with involvement of relevant government departments, including a Building Queensland assessment.

The state can pursue an exclusive engagement with those unique proposals which meet the MLP criteria. Critical elements for the success of a proposal are the extent to which it meets a community need/government priority, demonstrated value-for-money, and is unique. The criteria are designed to ensure that a proposal provides benefits to government to justify not testing the proposal in a competitive environment.



Infrastructure delivery responsibilities

In Australia, planning, funding and delivering infrastructure is a complex business that is not well understood. It encompasses all three levels of government and the private sector. Figure 17 depicts a typical urban environment to illustrate, in a conceptual way, the various responsibilities for infrastructure provision. An aim of the SIP is to clarify the state's responsibilities and to articulate how the responsibilities across levels of government align.

The **Australian Government** currently has a lead responsibility to ensure infrastructure networks are integrated at a national level and that infrastructure planned and delivered at a state level contributes to national priorities and challenges. The Australian Government has a responsibility for significant economic infrastructure such as airports and major highway networks.

The **Queensland Government** currently has a lead responsibility in responding to the needs and challenges specific to the state and to represent the state in various forums at both the national and international level. State governments have been responsible for delivering public transport, road infrastructure and energy networks, and social infrastructure such as schools, hospitals and major sporting and cultural facilities.

Some state infrastructure is provided by governmentowned corporations, which are commercial businesses that provide important infrastructure to the state on a competitively neutral basis compared to the private sector.

Government-owned corporations additionally play an important role in sponsoring and enabling economic infrastructure.

Local government currently has a lead responsibility for the provision of road, walking and cycling, water, stormwater, sewerage and open space infrastructure that underpins urban and rural development at a local level. The **private sector** plays a role in financing, building and operating infrastructure, often in partnership with government. Private infrastructure may be funded directly by users, or by payments by the government.

This complex network presents a number of challenges for infrastructure planning. These include:

- ▶ Line of sight between service need and planning/ funding: Ideally in providing a service to the community, there should be alignment of activity, planning and funding between all levels of government. For example, in the case of water, local governments and local government-owned businesses are responsible for providing water to households and businesses. Councils would look to the state for certainty in relation to the construction and operation of dams, and to the Australian Government, which may choose to fund catalytic water infrastructure.
- Different incentives: Changes in infrastructure provision and service delivery desired by one level of government may be resisted by another in order to appeal to different constituencies. Achieving a high degree of cooperation between governments is often required for reform to occur.
- Accountability: It is often difficult for the broader community to understand which level of government is accountable for services and the delivery of infrastructure.

Despite these differences, there is a strong expectation that all levels of government and the private sector will work together to meet the infrastructure needs of communities.

The SIP plays a valuable role in addressing the challenge of coordinating across jurisdictions and balancing competing priorities. By providing a long-term but visible planning horizon, the SIP allows government agencies at all levels to make informed, considered decisions, while not being so far into the future as to be meaningless.

State Infrastructure Plan Part A: Strategy



		Tr	anspo	ort			Wat	ег			rts an creati				lucati d hea				Justic oublic			Ener	gy	Dig	ital	Housing
	Highways/motorways	Local roads	Busways	Heavy and light passenger rail	Cycleways	Regional water supply (source, treatment, transport)	Local water supply	Sewerage	Stormwater management	Conservation areas	District and local parks	Cultural centre	Universities	Technical and further education	Schools/kindergartens	Hospitals	Ambulance	Police	Fire and emergency services	Law courts	Correctional facility	Electricity (transmission/ distribution)	Gas	National Broadband Network	Other telecommunications	Social housing
Australian Government	0			0		0				0			0							0				0		26
Queensland Government	0	0	0	0	0	0				0		0		0	0	0	0	0	0	0	9	0				69
Local government		0	0	0	0	0	0	0	0	0	0	0														
Private sector													0	0	0	0							0	0	0	0

Note:

Queensland Government includes government-owned corporations, statutory authorities and boards. Local government includes sub-regional entities with multiple local governments as shareholders. Private sector may include non-government organisations.

Figure 17: General responsibilities for urban infrastructure provision

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Outcomes

Outcomes of infrastructure investment

Part A of the SIP outlines a number of objectives in relation to what we want from our infrastructure and directions that explain how we can achieve this. These seek to address Queensland's future needs at a statewide level to proactively drive the economy, enhance liveability and support population growth. They apply across infrastructure classes rather than specific asset types.

The statements identified below provide a further level of detail relevant to each asset class. They explain what government is seeking to achieve in relation to its investment in each asset class examined in the SIP. The state government makes a significant annual investment in the maintenance and delivery of infrastructure across the state. These statements show how communities and industry will benefit from this investment.

These statements provide different levels of detail, depending on the asset class being examined. The projects and opportunities appearing in Part B will support the achievement of these statements. Over time, they may be refined or change as others are identified or become more relevant.

Cross-government

- By 2031, most state owned infrastructure is "smart" and able to provide real-time data to operators and customers.
- Improved supply chain performance has increased productivity, accessibility and reliability.
- An increase of irrigable land has led to agricultural growth in North Queensland.
- Land-use, economic and infrastructure planning has been integrated.
- The state's investment in infrastructure is sustainable and better managed.
- Planning will enable growth and economic prosperity.
- Government assets will be better used.

Transport

- The safety and reliability of Queensland's transport system has progressively improved so that there are fewer fatal and serious injury crashes and improved travel time and reliability.
- The efficiency of the freight task has improved with more freight moved onto rail and through innovations in road freight.
- The north-south inland freight corridor via the Carnarvon Highway, Dawson Highway, Gregory Highway Developmental Road and the Kennedy and Palmerston highways has been progressively developed as an alternative to the Bruce Highway.
- Access to real-time transport information has improved the ease of public transport use and customer experience.
- Cycling's share of commuter trips to work has doubled by 2021 and tripled by 2031.
- "Towards zero deaths on Queensland Roads" targets are achieved including:
 - hospitalised casualties reduced from 6670 (average 2008–2010) to 4669 or fewer
 - fatalities reduced from 301 (average 2008–2010) to 200 or fewer by 2020.
- Shipping has continued to be effective because port channels, berth pockets and swing basins have been maintained in a sustainable way.
- Infrastructure consistent with master plans prepared under the Sustainable Ports Development Act 2015 is enhancing freight efficiency and supply chains for priority port development areas.

Energy

- By 2020, one million rooftops or 300 megawatts of solar photovoltaics (PV) provide energy in Oueensland.
- Up to 60 megawatts of solar generation have been provided with Queensland Government support.
- By 2030, agreed outcomes from an independent review into 50 per cent renewable energy are implemented.
- Agreed outcomes from the Queensland Gas Supply and Demand Action Plan are implemented.

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Outcomes

Water

- Water supply infrastructure is in place or in train where there is a sound business case and water resources are available.
- Appropriate solutions, including demand management, are evaluated and implemented after the water needs of local government have been assessed in partnership with the state.
- Greater use of recycled water has been encouraged by state policies, where it is fit-for-purpose and economically viable.
- Water demand and the effects of stormwater and sewerage discharge on the environment has been minimised, the effects of flooding mitigated and reuse of water maximised through urban design.
- State dams are safe during extreme climate events.
- Water is regarded as a valuable finite resource and the impact on availability and cost of water use behaviours is recognised by Queenslanders.
- The water management and trading framework maximises the efficient use of water and water infrastructure.

Health

- The value and benefit of capital investment proposals and commitments against the health capital budget have been maximised by the use of effective and disciplined system-wide capital governance arrangements.
- E-health and built assets that support and/or enable the implementation of new models of health service delivery are enhanced.
- A secure digital health system that enables the sharing of medical records for every patient in the Queensland Health system has been established in accordance with the e-health investment strategy.
- Telehealth service access has increased by 10 per cent for people in rural and remote Queensland.
- Continuity of appropriate levels of access, and effective asset management across the portfolio, are ensured by using capital funds to maintain and preserve aged health facilities in rural and remote Queensland.
- Ambulance attendance to the scene of a Code 1 incident (potentially life threatening situation) within a response time of 8.2 minutes (for 50 percentile) and a response time of 16.5 minutes (for 90 percentile) is supported by continued infrastructure investment.



Disability support in school

- Health care services and facilities for Aboriginal and Torres Strait Islander patients have been planned and designed with indigenous input to ensure an environment that encourages and welcomes patients in need of care.
- The needs of hospital and health services for new and vital health technology equipment have been addressed through a statewide strategy that supports innovation.
- Preventative health care activities (such as walking, cycling and passive and active recreation) have been enabled and promoted through a collaborative partnership with other government agencies that facilitates connected Queensland communities.



Outcomes

Education and training

- Skills and productivity have progressively improved through investment in assets and training priorities.
- By 2031, indigenous school attendance (between prep and year 12) meets the equivalent average rate for non-indigenous students across all regions.
- Partnerships between education institutions and industry have been expanded by collaborative use of facilities.
- The rate of education and training participation and qualification attainment by Queensland students has improved.
- By 2031, 100 per cent access to e-learning programs has been provided in regional areas.
- Infrastructure upgrades to enhance modern curriculum delivery requirements have been progressively undertaken.

Digital

- By 2031, all Queenslanders have fast connectivity to the internet.
- By 2031, every Queensland city and town with a population of 2000 or more will not experience any mobile blackspots.
- Queensland is recognised globally for its world-class digitally-enabled health care.
- Queensland will lead Australia in digital government services.
- By 2031, the Queensland Government leads the nation in the use of open data and data science to fully leverage infrastructure investments.

Justice and public safety

- By 2031, digital alternatives are available for 50 per cent of non-judicial processes and services.
- Modern court services cater for the safety, accessibility and confidential needs of all clients, judiciary and partners.
- The collaborative use of court infrastructure is increased by up to 50 per cent.
- ▶ By 2031, the occupancy rate in high security centres has reduced to 95 per cent.
- Rehabilitation and reintegration outcomes have been enhanced, through increased prisoner access to technology and digital communication.

- The use of technological solutions to deliver efficient and effective supervision services for offenders in the community has increased and the number of offenders returned to custody reduced.
- By 2031, less than four fire deaths per annum per million people has been achieved.

Arts, culture and recreation

- Access to arts and cultural infrastructure in regional and remote communities has improved.
- Queensland's reputation as a cultural destination in the Asia-Pacific region has grown.
- The heritage value of the cultural precinct and the state's most treasured collection has been conserved.

Social housing

- ► By 2031, the supply of affordable housing across the state has increased by 10,000.
- Where large surplus state land sites are disposed in the market for residential purposes, 15 per cent of new dwellings are designated for social/ affordable housing.
- The supply of housing suitable for indigenous households across the state has increased or improved.
- The number of beds provided through shelters, crisis housing and social housing has increased by 5000 to help reduce homelessness.
- By 2046, 50 per cent of social housing customers will interact with support services through real time information and communication.

State Infrastructure Plan Part A: Strategy

Responses

Previous sections have explained the state's challenges along with the Queensland Government's infrastructure objectives and directions. This section now outlines the government's strategic direction in response to these.

These responses describe where concerted effort may be required across the full spectrum of infrastructure over the SIP's 15-year planning horizon. These responses provide strategic direction for the Queensland Government across each infrastructure class, in addition to the five high-level priorities outlined earlier. These strategic directions allow state government departments and industry to align their activities in response to these priorities.

These responses provide higher order areas of focus and are intended to guide investment, by interpreting what the challenges and objectives may mean for each infrastructure class.

Future total asset management plans, agency strategic and service delivery plans and other asset activities of agencies should be influenced by these responses.

These responses also provide a line of sight from this strategy document to the annual SIP program where government departments have already begun working toward many of these. Through the annual revisions, additional projects will also come into focus in the 1–4 year program thanks to greater attention to these specific areas of response.

	CROSS-GOVERNMENT								
Integrate land-use and infrastructure planning to assist major projects and facilitate market-led proposals.	Early definition of infrastructure needs for regions and major projects.	Coordinate infrastructure to support critical domestic and export supply chains, key market sectors and high growth areas.	A digital-first approach to deliver higher quality services and manage demand.	Cross-government coordination to optimise government investment.	Focus on preserving the existing asset base.				

	TRANSPORT								
Focus on maintenance and rehabilitation of existing infrastructure to reduce the long-term cost of repair and improve network resilience.	Unlock the potential of critical supply chains by identifying and improving the freight network.	Seek innovation and technology solutions to create a better performing and lower emissions transport system.	Seek public transport solutions including demand management to address the strong growth of SEQ.	Digitally connected smart infrastructure to improve capacity, safety and security.	Connect regional communities with access to essential services and opportunities.				

	ENERGY							
Pursue a renewable energy future and continued demand management.	Maximise growth opportunities by improving the functioning of the gas market in Queensland.	Improve the efficiency of network businesses.	Manage the benefits of new technology and innovation.	Enable an adaptive, resilient and cost-effective energy sector in Queensland.				

WATER								
Working with customers and providers, to identify and progress potential infrastructure to support future water needs and economic opportunities.	Delay the need for new infrastructure by being more efficient and using alternative water sources.	Progress dam safety and capacity upgrades.	Encourage technologies in homes, farms, businesses and communities to reduce water use, improve water quality and communicate flood risks.	Use scientific-based water resource planning to support infrastructure decision-making.	Strengthen the coordination and planning of water infrastructure.			

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Responses

		HE	ALTH		
-	-			Dall'area land's	
Focus more on prevention to reduce demand on strained resources.	Employ more alternative service delivery models to improve access and patient experience and delay the need for new infrastructure.	Seek innovative partnerships with industry to deliver health services and fit-for-purpose health facilities.	Use new digital infrastructure that improves efficiency and the patient experience.	Deliver adaptive infrastructure that flexibly responds to changing service needs.	
		EDUCATION	AND TRAINING		
Create knowledge precincts on the sites we control by co-locating education with industry and local communities.	Provide fit-for- purpose and future focused infrastructure that maximises educational outcomes.	Support infrastructure that maximises export earnings from education.	Increase the use of digital service delivery to delay the need for new infrastructure.	Adopt a 'renew before new' approach to infrastructure to meet the demand for education.	Protect Queensland's education heritage.
		DIG	SITAL		
Work with providers	Develop	Use government's			
and the Australian Government to improve digital infrastructure.	infrastructure in regions that promotes digital inclusion.	purchasing power to drive digital transformations across all asset classes.			
		IIISTICE AND	PUBLIC SAFETY		
In a continue la	In average the use				
Innovatively manage the need for new infrastructure using demand management strategies.	Increase the use of technology to integrate services.	Rationalise under- utilised facilities and those that are no longer fit-for- purpose.	Enhance community safety through digital capabilities.		
		ARTS, CULTURE	AND RECREATION		
Deliver the Commonwealth Games legacy infrastructure program.	Work with industry to deliver infrastructure that drives visitor expenditure.	Protect the state's most treasured collections.	Deliver dedicated infrastructure for indigenous and regional art and culture.	Promote a coordinated approach to supporting infrastructure that elevates Queensland's tourism offering and delivers an exceptional journey for every visitor.	
		SOCIAL	HOUSING		
			HOUSING		
Realign the housing portfolio to improve its service capacity.	Renew the property portfolio to align with housing needs and reduce	Leverage the capacity of non-government organisations and the private sector			

State Infrastructure Plan Part A: Strategy

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the private sector in the delivery of services.

maintenance costs.





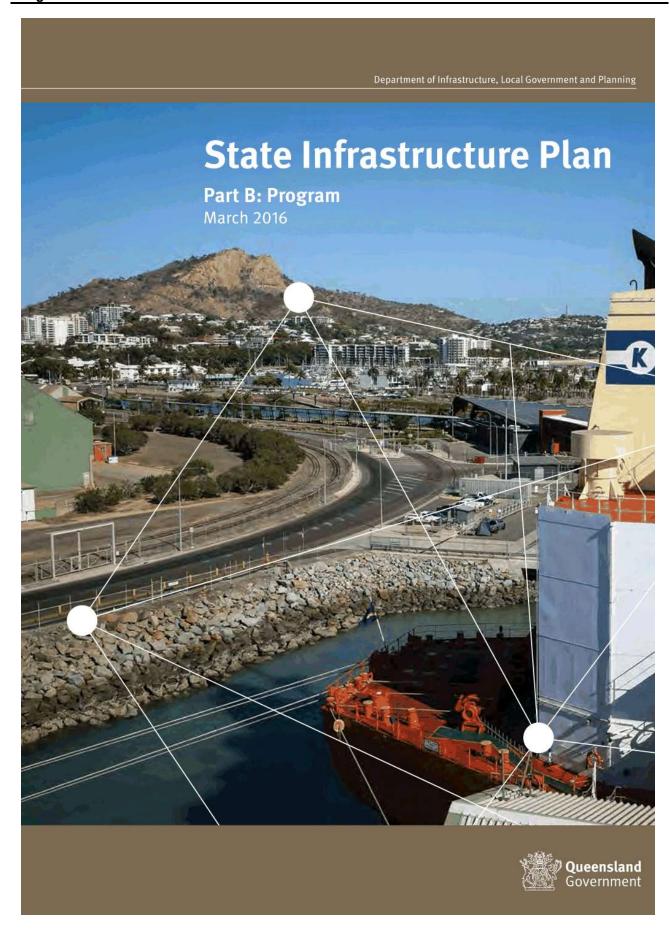
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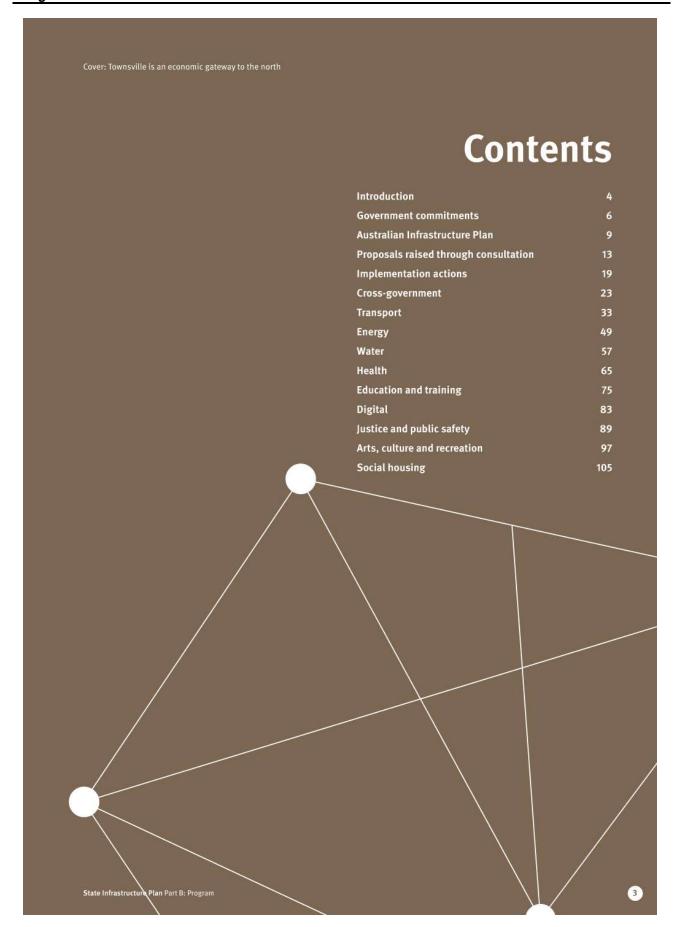


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Introduction

The State Infrastructure Plan (SIP) provides confidence and certainty to industry, the community and all levels of government about the future direction for infrastructure provision in Queensland.

Part B outlines how the SIP will be implemented, immediate and longer term projects and opportunities and priorities for each region.

An important component of the SIP is an annual infrastructure program. The program is a blueprint for the Queensland Government's infrastructure priorities across each asset class and includes future opportunities and a list of projects nearing the procurement or construction stages.

In the short-term, the program helps industry with its own planning and workforce management and informs decision-making across other levels of government. Over the longer term, the program sets bold new strategic directions for planning and delivering infrastructure in Queensland.

The infrastructure program is designed to be read in conjunction with Part A of the SIP. The 1–4 year projects and future opportunities in Part B address the challenges and objectives outlined in Part A, and align with the responses for each asset class.

These asset classes are:

- cross-government
- transport
- energy
- water
- health
- education and training
- digital
- ► justice and public safety
- arts, culture and recreation
- social housing.



Bruce Highway Cooroy to Curra upgrade

Each year following the state budget, Part B will be updated to reflect the funding commitments for the next four years.

Part B also identifies a number of policies and initiatives that government will undertake to support implementation of the SIP.

It outlines, by region, potential future projects to support liveability and productivity in regional Queensland, including projects that are at various levels of maturity. Many of these are currently unfunded, but represent potential projects for future investment, either by varying levels of government or the private sector.

Examining each asset class

For each asset class, the program outlines the following:

Introduction and snapshot

This section provides a snapshot of the asset class, outlining the role infrastructure plays in achieving the government's objectives for the community. It also provides a summary of the key challenges that will impact future infrastructure provision and identifies ways government can respond to these challenges. It also reiterates the responses set out in Part A.

1-4 year program

This is a four-year forward program of projects that are either in planning, approaching procurement and construction or underway and includes key maintenance programs.

It details the total estimated cost for each project, indicates whether other levels of government or the private sector are contributing funding and outlines the level of funding over the next four years. It reflects the government's current capital works program as outlined in the state budget and forward estimates. The majority of these projects and programs have firm funding commitments for 2015–16 through the state budget. However, where projects are programmed for the later years, the funding amount is indicative only. The level of funding will become more certain as the projects progress from the planning to delivery stages.



Introduction

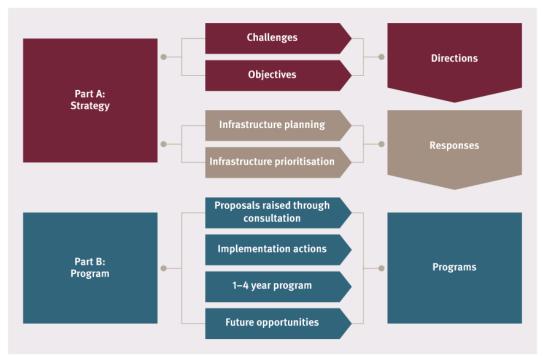


Figure 1: Structure of the State Infrastructure Plan

Future opportunities

This section outlines the infrastructure service gaps and future opportunities, and Queensland Government's strategic direction for infrastructure. While these future priority projects and programs reflect the government's strategic direction for infrastructure, they are currently unfunded. Innovative or alternative funding solutions, including market-led proposals and partnerships with other levels of government and the private sector, may be required to make these a reality.

These opportunities have been categorised as either short, or medium/long-term within the indicative 15-year timeframe of the document. This categorisation is reflective of the level of investigation already undertaken by government and also relative to the need for the potential projects.

As planning and development advances and funding options become certain, these opportunities will transition into the 1–4 year program in annual updates. As annual updates are prepared, the government intends to better articulate these future opportunities, and any solutions being explored, to assist with more integrated planning (particularly with local governments) and targeted market-led proposals.

State Infrastructure Plan Part B: Program

Government commitments

State Infrastructure Fund

To provide an immediate boost to infrastructure investment and increase business confidence, a State Infrastructure Fund (SIF) with an initial investment of \$500 million will be established. This will support the implementation of the SIP and further demonstrates this government's commitment to planning and delivering infrastructure. This new fund will focus on infrastructure projects that will enhance productivity, support jobs and are ready to be brought to market quickly, so that we continue to underpin productivity and jobs growth in Queensland.

New programs being established under the SIF are:

- Maturing the Infrastructure Pipeline Program, \$20 million—aimed at fast tracking early stages of the infrastructure project pipeline by developing strategic assessments and preliminary evaluations for projects identified through SIP consultation. This will initially target those projects highlighted in the proposals raised through consultation outlined in Part B.
- Priority Economic Works and Productivity Program, \$300 million—targeting productivity lifting and capacity improving infrastructure. This supports a range of themes in Part A including infrastructure that connects our communities and markets, and better use of existing assets.

- Significant Regional Infrastructure Projects Program, \$180 million—significant infrastructure projects in key regional centres that respond to a community need or provide increased economic opportunities. This also supports a range of themes in Part A including infrastructure that leads and supports growth.
- Initial projects to be funded through the Priority Economic Works and Productivity Program include:
 - ▶ Ipswich Motorway (Rocklea to Darra)—Stage 1
- Pacific Motorway-Gateway Motorway Merge Upgrade (southbound lanes)
- North Coast Line Capacity Improvement Project
- Dawson Highway (Gladstone-Biloela)—timber bridge replacement package
- Rockhampton Road Train Access—Stage 1
- Kawana Way and Nicklin Way—Sunshine Coast University Hospital intersection upgrades package
- Riverway Drive duplication (Gollogly Lane– Allambie Lane).

Accelerated Works Program

The Queensland Government understands how important job security and new jobs are to support communities across Queensland. In the 12 months to end of January 2016, more than 71,000 new jobs were created in Queensland, with the state government's \$10.1 billion capital works program supporting 27,500 jobs.

However, some parts of Queensland are experiencing subdued economic conditions due to a number of factors. In response, the state government has outlined an Accelerated Works Program (AWP) to maintain local economies and bring forward employment opportunities while other jobs or industries emerge.

The AWP will fast-track jobs and economic activity by getting projects underway sooner. These projects are part of government's commitment to drive the economy and sustain and create new jobs in regional Queensland.

The Queensland Government has announced the acceleration of more than \$440 million in projects supporting more than 950 jobs. The AWP has initially been targeted at Northern Queensland, but will also be extended to other regions. Selected AWP projects are shown in the following tables.



Government commitments

Townsville region (\$210 million in projects supporting more than 486 jobs):

Project	Budget
Arnot Creek Bridge Upgrade	\$10 million
Masters Road–Lansens Road Upgrade	\$5.1 million
Berth 4 upgrade	\$55 million
Townsville (Garbutt) depot upgrade Stage 2	\$42.5 million
Bulk earthworks and trunk and civil works at the Village, Ooonoonba, Townsville	\$9 million
Northern access intersection interim safety work	\$10 million
Bannisters Bog to Didgeridoo Lagoon new southbound overtaking lane	\$5.86 million
West Barrita Road to Jerona Road overtaking lanes north and south	\$9.8 million
Scovazzlos Road to Como Road overtaking lanes	\$9.6 million
Rollingside Weighpad to Hencamp Creek overtaking lanes	\$6.8 million
Alligator Creek Road to Alendale Drive overtaking lane	\$9.84 million
Wide centre line treatment Herveys Range Road	\$6.17 million
Bruce Highway widening and rehabilitation works including Didgeridoo Creek to East Barratta Creek, East Barratta Creek to West Barratta Creek, and Lochinvar Station Road to Collinsons Lagoon	\$8.8 million
James Cook University village infrastructure	\$5 million
School refurbishments, walking tracks in Magnetic Island and Bowling Green National Parks and Townsville Sports and Recreation Precinct	\$5.6 million

Cairns region (\$68 million in projects supporting more than 159 jobs):

Project	Budget
Cairns Special School	\$25 million
Repair and replace parts of the Cairns Convention Centre roof	\$13 million
Upgrades of Ergon depot at McLeod Street and Lake Street offices	\$12 million
Replacement police station at Gordonvale	\$4.5 million
Gordonvale fire station	\$3.5 million
Bruce Highway works between Innisfail and Cairns	\$2.5 million
Special Emergency Response Team (SERT) and Road Policing Command (RPC) Facility at Cairns	\$7.2 million

Mackay region (\$75 million in projects supporting 177 jobs):

Project	Budget
Overtaking lanes on the Bruce Highway including Thomsetts Road	\$8.15 million
Upgrade of the police station at Bowen	\$5.15 million
Abbot Point material offloading facility	\$4.25 million
Hay Point material offloading facility	\$2.5 million
Maintenance projects in eight schools across Mackay and the Bowen Basin	\$3.9 million
Overtaking lanes on the Bruce Highway between Dingo Creek to Emu Creek	\$7 million
Vines Creek Bridge	\$28 million
Woodlands Estate, Andergrove (Stage 7)	\$1.71 million
Woodlands Estate, Andergrove (Stage 8)	\$2.93 million
Wharf 4 and 5–Fender and Wharf upgrades	\$8.5 million



Government commitments

Fitzroy region (\$27 million in projects supporting 67 jobs):

Project	Budget
Civil and road works associated with Powerlink substations across the region, including Stanwell, Strathmore, Biloela, Moura and Nebo	\$9.3 million
Queensland Fire and Emergency Services operations in North Rockhampton	\$2.5 million
Allocated maintenance projects at three schools in Rockhampton—Warraburra State School, North Rockhampton State High School and Allenstown State School—and Yeppoon State High School	\$600,000
Works at the Hillclose Residential Estate at Gladstone	\$9.4 million
Gladstone Area Water Board works	\$4.7 million

Wide Bay region (\$36 million in projects supporting 13 jobs):

Project	Budget
Replacement of Childers Fire Station	\$2 million
School maintenance across the region	\$3 million
Queensland Rail works at the North Coast Line South, and Tamaree to Parana re-railing	\$31 million

Remote Queensland (\$27 million in projects supporting 50 jobs):

Project	Budget
Expansion of the Thursday Island fire station	\$700,000
Refurbishment of Mount Isa Fire Station	\$1 million
Queensland Rail culvert renewals at Mount Isa	\$12.6 million
Pavement strengthening and widening of Landsborough Highway (sections Blackall-Barcaldine)	\$12.5 million

Approved projects

Since the beginning of 2015, the Queensland Government has approved almost \$2 billion in infrastructure spending commitments. These include:

Investment	Budget
Building our Regions program	\$200 million
Townsville primary school/planning for new school	\$90 million
Cairns Special School	\$25 million
School infrastructure enhancement program	\$300 million
Non-state schools (capital grants)	\$124 million
Enhancing Regional Hospitals program	\$180 million
Western Roads Upgrades Program	\$40 million
Marine infrastructure funding boost	\$30 million
Gold Coast 2018 Commonwealth Games road upgrades	\$161 million
Support development of the North Queensland Stadium	\$100 million
Queensland State Netball Centre	\$30 million
Cultural Precinct infrastructure expansion and renewal	\$29 million
Recommissioning the Borallon Training and Correctional Centre	\$56 million
New Schools at Caloundra South, Coomera, Yarrabilba and Calliope	\$207 million
Rockhampton Riverfront and Yeppoon Foreshore Revitalisation	\$40 million
Gold Coast Light Rail Stage 2	Currently subject to commercial negotiation



Released on 17 February 2016, the 15-year Australian Infrastructure Plan, prepared by Infrastructure Australia, lays out reforms focused on improving the way we invest in, deliver and use infrastructure.

The associated Infrastructure Priority List has also been renewed and confirms the high priority of many Queensland infrastructure projects. The Queensland Government welcomes the release of the Australian Infrastructure Plan and new Infrastructure Priority List.

The plan contains 78 recommendations under four themes:

- productive cities, productive regions
- efficient infrastructure markets
- sustainable and equitable infrastructure
- better decisions and better delivery.

The plan aspires to be a long-term strategy that lays the foundation for a more productive Australia over the next 15 years and beyond.

Australian Infrastructure Plan recommendations

Many of the Australian Infrastructure Plan's recommendations for infrastructure reform will be supported by the Queensland Government, as they are consistent with our approach to smarter infrastructure planning and investment. However, the Queensland Government does not support asset sales and will not support the recommendation that Queensland should consider divesting all electricity network assets.



Cairns State High School

Infrastructure Priority List

The Australian Infrastructure Plan is accompanied by an Infrastructure Priority List to give structured guidance to decision makers, visibility to industry and transparency for the community. The full list can be found at http://infrastructureaustralia.gov.au/projects/infrastructure-priority-list.aspx.

The Infrastructure Priority List is broadly grouped as:

- Initiatives: priorities that have been identified to address a nationally significant need, but require further development and rigorous assessment to determine and evaluate the most appropriate option for delivery.
- Projects: priorities that have undergone a full business case assessment by Infrastructure Australia and that will address a nationally significant problem and deliver robust economic, social or environmental outcomes.

Each project and initiative on the Infrastructure Priority List includes a broad indication of when the project is likely to be delivered or have a material impact on national productivity. These timeframes are defined as:

- Within 5 years (near-term)
- Within 10 years (medium-term)
- ▶ Within 15 years (longer-term)
- Expected to be more than 15 years (future).

The Infrastructure Priority List is a 'rolling' list which will be updated periodically as proposals move through stages of development and delivery and to respond to emerging challenges and opportunities.

Queensland's inclusions on the Infrastructure Priority List

The Queensland Government is pleased that the Infrastructure Priority List includes 10 of the 12 initiatives from its September 2015 submission to Infrastructure Australia. The list confirms Cross River Rail as one of Australia's highest priority infrastructure initiatives, reinforcing the Queensland Government's view that it is our number one priority.

The Queensland Government will continue its dialogue with Infrastructure Australia and the Australian Government to ensure all of Queensland's priorities on the Infrastructure Priority List are progressed to the project stage, and that the Australian Government will play its part in helping to fund these priorities. We will also work to ensure more Queensland initiatives and projects are included on this list as Infrastructure Australia makes periodic updates.



Infrastructure Priority List-Queensland projects

Proposed initiative	Classification	Location	Problem Classification	Nominator
Cross River Rail (passenger rail connection to and through Brisbane CBD)	High priority	Brisbane	Near-term	Queensland Government
Ipswich Motorway—Rocklea to Darra	High priority	Ipswich/ Brisbane	Near-term	Queensland Government
Network Optimisation Portfolio ¹	High Priority	National	Near-term	Infrastructure Australia Audit identified gap
Port of Brisbane dedicated freight rail connection ²	High priority	Brisbane	Near-term	Infrastructure Australia Audit identified gap
National Freight and Supply Chain Strategy³	High Priority	National	Near-term	Infrastructure Australia Audit identified gap
Preserve corridor for East Coast High Speed Rail ^a	High Priority	Eastern seaboard: Melbourne to Brisbane	Near-term	Infrastructure Australia Audit identified gap
Gold Coast Light Rail Stage 2 (connecting existing Gold Coast Light Rail to Brisbane heavy rail at Helensvale)	Priority	Gold Coast	Near-term	Queensland Government
M1 Pacific Motorway—Gateway Motorway merge upgrade	Priority	Brisbane – Gold Coast	Near-term	Queensland Government
M1 Pacific Motorway upgrade— Mudgeeraba to Varsity Lakes	Priority	Gold Coast	Near-term	Queensland Government
Bruce Highway upgrade⁵	Priority	Statewide: Brisbane to Cairns	Near-term	Queensland Government
Beerburrum to Nambour rail upgrade	Priority	Sunshine Coast	Near-term	Queensland Government
Gladstone Port land and sea access upgrade	Priority	Gladstone and surrounding area	Medium-term	Gladstone Ports Corporation
Mount Isa—Townsville rail corridor upgrade ⁶	Priority	Far North Queensland	Medium-term	Queensland Government
Cunningham Highway—Yamanto to Ebenezer/ Amberley upgrade	Priority	lpswich	Near-term	Queensland Government
Inland Rail (Melbourne to Brisbane via inland NSW)	Priority	National	Longer-term	Department of Infrastructure and Regional Development (Australian Government)
Advanced Train Management System (ATMS) implementation on ARTC network ⁷	Priority	Australian interstate rail network	Near-term	Australian Rail Trac Corporation
Lower Fitzroy River water infrastructure development	Priority	Central Queensland	Medium-term	Infrastructure Australia Audit identified gap
Connect gas suppliers to eastern gas markets	Priority	National	Near-term	NT Government



Footnotes:

- The initiative would involve a portfolio of works focused on addressing congestion on urban road networks with comparatively high public transport and freight use. These works could use data and technology to improve network operations by optimising traffic flow through intersection treatments, traffic light sequencing, clearways and incident management. It would focus on urban motorways, major urban arterials, and access to central business districts.
- ² The proposed initiative would improve connectivity between the Port of Brisbane and freight terminals in the Brisbane region by preserving, and ultimately, constructing a dedicated freight rail corridor. The initiative should aim to meet the projected increase in freight volumes and capitalise on economic opportunities while encouraging a modal shift from road to rail.
- ³ The strategy would build on existing work, adopting a holistic approach to the planning and performance of the national freight and supply chain networks. The strategy will provide appropriate frameworks to support end to end planning of key freight and supply chains. It will:
- guide future investment
- support better use from existing infrastructure assets
- recommend a program of regulatory reforms and capital initiatives.
- † Confirm and begin the preservation of a corridor, based on the corridor set out in the Australian Government's High Speed Rail Study Phase 2, for a high speed rail link between Melbourne, Sydney and Brisbane.
- 5 Progressive priority upgrades to the Bruce Highway to address specific capacity constraints, flood resilience and safety concerns.
- ⁶ Includes construction of a new Townsville Eastern Access Rail Corridor to provide direct access to export facilities at the Port of Townsville for longer trains.
- ⁷ ATMS is a wireless satellite communications-based train control system, to replace line-side signalling, allowing:
- more train paths on single tracks
- improved line capacities
- reduced transit times and improve competition with road
- improved rail safety
- improved system reliability.



Bruce Highway at Ambrose

State Infrastructure Plan Part B: Program



#	PROPOSED INITIATIVE	#	PROPOSED INITIATIVE
1	Cross River Rail	8	Bruce Highway Upgrade
2	Ipswich Motorway-Rocklea to Darra (Stage 1)	9	Beerburrum to Nambour rail upgrade
Unmapped	Network Optimisation Portfolio	10	Gladstone Port land and sea access upgrade
3	Port of Brisbane dedicated freight rail connection	11	Mount Isa-Townsville rail corridor upgrade
Unmapped	National Freight and Supply Chain Strategy	12	Cunningham Highway–Yamanto to Ebenezer/ Amberley upgrade
4	Preserve corridor for East Coast High Speed Rail	13	Inland Rail
5	Gold Coast Light Rail Stage 2	Unmapped	Advanced Train Management System (ATMS) implementation on ARTC network
6	M1 Pacific Motorway—Gateway Motorway merge upgrade	14	Lower Fitzroy River water infrastructure development
7	M1 Pacific Motorway upgrade–Mudgeeraba to Varsity Lakes	Unmapped	Connect gas suppliers to eastern gas markets

12

Proposals raised through consultation

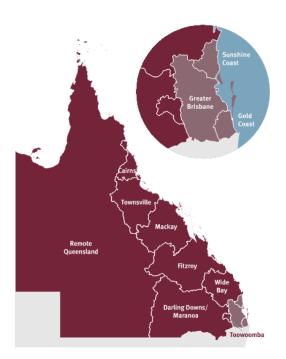
Part B lists the projects and programs that are currently outlined in forward funding estimates, as well as future opportunities to address the challenges identified in Part A. In a fiscally-constrained environment, there will always be greater demand on government expenditure than can be met.

Queenslanders have long been strong advocates for investment in their regions, particularly for infrastructure that generates economic development or supports population growth. This advocacy has helped to secure public and private investment in Queensland.

In late 2015, the Queensland Government undertook consultation on the draft SIP. The projects and initiatives listed below were raised by stakeholders through this consultation. They are at varying levels of maturity from early concepts to more advanced proposals seeking investment. The list is based on input received during consultation on the draft SIP, and does not reflect Queensland Government priorities. Projects have not been assessed or endorsed by government.

The state is supportive of investigating opportunities that can improve liveability and productivity in Queensland's regions. Creative thinking and partnerships will be required to identify how best to assess these priorities as expressed by regional stakeholders and fund solutions where the project proves to be feasible and economically sound. For the private sector, these provide opportunities to be considered by those interested in investing in Queensland and as potential market-led proposals.

The Queensland Government acknowledges that various stakeholders including councils, communities and industry believe these proposals are important to their local area.



State Infrastructure Plan Part B: Program

Proposals raised through consultation

Cairns

- 1 Cairns Active Transport Network extension
- 2 Cairns Shipping Development Project
- 3 Cairns water security-Nullinga Dam
- 4 Cairns Airport upgrade



Townsville

- 1 North Queensland Stadium
- 2 Infrastructure to support Townsville City Waterfront Priority Development Area
- 3 Development of a Northern Queensland Energy Investment Plan (not mapped)
- 4 Expansion of the Port of Townsville
- 5 Haughton pipeline duplications



Mackay

- 1 Mackay to Bowen Basin services corridor including Peak Downs Highway upgrade and Walkerston Bypass
- 2 Whitsunday Coast Airport expansion
- 3 Connors River Dam and pipelines



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Fitzroy

- 1 Rockhampton Convention Centre
- 2 Rockhampton Base Hospital carpark
- 3 Moura Link-Aldoga Rail project
- 4 Type 1 road vehicle access through Rockhampton
- 5 Fitzroy to Gladstone pipeline
- 6 Duplication of Capricorn Highway (Bruce Highway to Gracemere)



Wide Bay

- 1 Mon Repos Turtle Centre expansion
- 2 Flood proofing key community assets such as the hospital
- 3 Rainbow Beach helipad
- 4 Boyne River Mundubbera Bridge betterment project
- 5 Coastal ecotourist drive between Rainbow Beach and the Town of 1770
- 6 Maryborough/Hervey Bay Road upgrade
- 7 Port of Bundaberg expansion
- 8 Hervey Bay and Maryborough water networks interconnection
- 9 Upgrade Maryborough Hospital
- 10 Howard and Torbanlea to be sewered
- 11 Upgrade Granville Bridge

4 Wide Bay 8,9,11

Sunshine Coast

- 1 Sunshine Coast Airport expansion
- 2 Convention, exhibition and performing arts centre
- 3 Infrastructure to support the Maroochydore Priority Development Area
- 4 Undersea data cable
- 5 Sunshine Coast light rail project
- 6 High quality bus connection between Caloundra and Maroochydore
- 7 Sunshine Motorway (Mooloolah River Interchange)
- 8 Improve transport connections to the Sunshine Coast University Hospital





Greater Brisbane

Cross-government

1 Infrastructure to support Flagstone, Caboolture West and other growth areas

Arts, culture and recreation

2 Ipswich Performing Arts Centre

Transport

- 3 Salisbury to Beaudesert passenger rail
- 4 Springfield to Redbank rail extension
- 5 Manly to Cleveland rail duplication
- 6 Inner city bus capacity solutions
- 7 Upgrade of key bus/rail interchanges
- 8 Eastern Busway/transitway
- 9 Northern Busway/transitway
- 10 South East Busway extension

- 11 New rail freight terminal at Elimbah
- 12 Cruise ship terminal
- 13 Pacific Motorway widening through Logan
- 14 Redland City/Gateway Motorway Corridor
- 15 Tilley Road extension (Redland City to Port of Brisbane)
- 16 Warrego Highway/Brisbane Valley Highway (Bayley Road extension)
- 17 Protection of infrastructure corridors (Southern Infrastructure Corridor and extension of Park Ridge Corridor)
- 18 East Petrie bypass

Education

19 Moreton Bay Region University Precinct (Petrie)





Gold Coast

- 1 Gold Coast transit/bikeway upgrades
- 2 Gold Coast Light Rail-Stage 3 Broadbeach to Burleigh Heads
- 3 Varsity Lakes to Elanora passenger rail extension



Darling Downs

- 1 Energy supply to the Granite Belt-gas plus transmission
- 2 New England Highway-Warwick to the NSW border
- 3 Warwick heavy vehicle bypass
- 4 Gore Highway (Millmerran to Goondiwindi) pavement widening and strengthening



Toowoomba

- 1 Bus and passenger rail connection to Brisbane
- 2 Intermodal hubs at Inglewood and Toowoomba





Remote Queensland

- 1 Kennedy Developmental Road (Hann Highway) sealing
- 2 Connecting remote communities through optic fibre technology (various locations—not mapped)
- 3 Water quality improvements for island-based indigenous communities (various locations-not mapped)
- 4 Upgrade of ageing health assets (various locations—not mapped)
- 5 Improve drive tourism support infrastructure (various locations-not mapped)
- 6 New surface water storages (Galilee Basin, Gilbert and Flinders catchments)
- 7 Long distance coach infrastructure improvements (various locations—not mapped)



Multi-region

Justice and public safety

1 Public safety regional radio communications network

Transport

- 2 North Coast Line upgrades (more/larger passing loops, increased speeds)
- 3 Transport infrastructure to support development of the Galilee Basin
- 4 Transport infrastructure to support development of the Surat Basin
- 5 Increased park 'n' ride capacity
- Additional Bruce Highway upgrades (capacity around major centres, flood mitigation)
- 7 Upgrades of major arterial roads to allow higher productivity vehicles to be operated (e.g. Type 2 road trains from Clermont to Roma and Type 1 road trains from Gracemere to Rockhampton)

- 8 Smart Road Infrastructure for SEQ-Managed Motorways
- 9 Rail station upgrades

Energy

- 10 Connecting the North Queensland gas pipeline to the Queensland gas pipeline (Wallumbilla to Gladstone/Rockhampton)
- 11 Energy generation in North Queensland to reduce prices and improve reliability/resilience
- 12 Transmission lines-Northern Galilee Basin and Kennedy Energy Park

Wate

- 13 Nathan Dam and pipelines
- 14 Burdekin Falls Dam upgrade

These intiatives are not mapped.

Statewide

- 1 Active transport projects (walking/cycling)
- 2 Bridge replacement (timber/single lane)
- 3 Open level crossing elimination in urban areas
- 4 Intermodal hubs
- 5 Wastewater upgrades
- 6 Mobile blackspot and broadband improvements
- 7 Next generation ticketing
- ${\bf 8} \ \ {\bf Registration} \ \ {\bf and} \ \ {\bf licencing} \ \ {\bf modernisation} \ \ {\bf program}$
- 9 Pipeline infrastructure to unlock existing capacity in dams/groundwater

These intiatives are not mapped.



Finding the right solutions: better planning and assessment

1 Improved infrastructure and land-use planning, coordination and integration

An Infrastructure Portfolio Office (IPO) will be established to plan and coordinate infrastructure, and integrate the links between economic, regional and infrastructure planning. The IPO will be located within the Department of Infrastructure, Local Government and Planning and will undertake a program management function, including the coordination of infrastructure projects across government. Its functions will include:

- a broad infrastructure coordination and alignment role
- monitoring implementation of the SIP
- monitoring and reporting on the implementation of major infrastructure projects and programs
- integrating the development of key strategic infrastructure assessments, in partnership with delivery agencies, to inform future regional plans:
 - Queensland future water security strategy
 - Queensland digital infrastructure plan
 - Queensland transport strategy
 - Queensland energy policy framework
 - Social infrastructure strategy

- driving infrastructure innovation and bestpractice within government
- coordinating infrastructure engagement, taskforces and external expertise
- provide data analytics and modelling capability to improve infrastructure demand forecasting.

The IPO's coordination and integration functions will include:

- integrating regional land-use plans with regional transport plans and economic plans, commencing with SEQ and North Queensland
- overseeing a program of infrastructure coordination plans for SEQ local government areas to inform the SEQ regional plan
- coordinating strategic infrastructure corridor plans focused on the long-term transport needs for:
 - Queensland coast from Brisbane to Cairns
 - ▶ the Surat Basin
 - ► Mount Isa to Townsville
 - ► Central Queensland
 - key SEQ transport corridors.

2 Regional planning committees

Enhance the role of regional planning committees to oversee the alignment of state and local government infrastructure priorities.



James Cook University tropical research (image courtesy of James Cook University)



3 Infrastructure Designation review

Building on current planning reforms, establish a working group to review the apportionment of infrastructure works and charges for all state infrastructure subject to an Infrastructure Designation.

4 Establish an Infrastructure Cabinet Committee (ICC)

The ICC will drive and oversee the state's infrastructure delivery program, ensuring whole-of-government integration in relation to infrastructure matters.

5 Ex-post evaluations

Develop a scope and criteria for ex-post evaluations of significant projects and pilot at least two ex-post evaluations on strategic projects using independent auditors. Ex-post evaluations will then be embedded into government practice for very large projects, through Building Queensland.

6 Integration through the budget process

Government agency proposals submitted through the annual budgeting process will be required to demonstrate that opportunities outlined in the SIP are being addressed.

7 Better understanding of project benefits

State government business cases will include an assessment of who ultimately pays for and benefits from infrastructure project investments over the long-term. This information will assist with identifying value capture opportunities, and managing the state's fiscal exposure.

8 Project sequencing and prioritisation

Project sequencing and prioritisation will be improved by developing an infrastructure database that also supports state infrastructure coordination and asset management.

The most effective funding and financing options available

9 Value capture and alternative funding and financing

The state will enhance its ability to fund and finance infrastructure by establishing a value capture capability and improving alternative funding and financing options.

Actions in relation to value capture include:

- development and implementation of a value capture/sharing policy
- improving capability to apply value capture to infrastructure project development and delivery
- piloting new value capture models
- incorporating value capture into major infrastructure proposals as part of business case development, in conjunction with Building Queensland
- increasing awareness of value capture through research and stakeholder events.

Actions in relation to alternative funding and financing options include:

- improving capability to apply alternative finance and funding methods to infrastructure project development and delivery
- consideration of arrangements to facilitate private investment, including interaction with private sector participants and, if appropriate, establishing a panel
- incorporating alternative funding and financing approaches into major infrastructure proposals, in conjunction with Building Queensland
- working with local government and the private sector to investigate alternative infrastructure funding and financing options including superannuation funds and infrastructure bonds.

10 Leveraging funding

Secure funds for infrastructure projects from sources including the Northern Australian Infrastructure Facility and the Clean Energy Finance Corporation.



11 Review grant programs

Review fragmented infrastructure grant programs to local governments to optimise prioritisation, reduce overlap and duplication and improve alignment with the SIP. This review will also consider alternative allocation models such as the UK City Deals approach.

12 Deputy Premier's Infrastructure Innovation Challenge

Challenge industry to put forward innovative solutions to the infrastructure challenges outlined in the SIP. The challenge will leverage off the state's Advance Queensland initiatives by providing dedicated funding to develop innovative infrastructure ideas.

13 Market-led proposals

Continue to use the market-led proposals process to engage with industry in relation to innovative solutions to the state's infrastructure challenges and appropriately manage risk.

The most efficient procurement and better use of existing assets

14 Establish a joint industrygovernment Infrastructure Innovation Taskforce

The state will establish a taskforce to examine and report back to government on a range of matters including:

- appropriate contract structuring and the use of local contractors for infrastructure delivery to enhance local economic outcomes
- how best to consider whole-of-life or "totex" costing models for state government infrastructure
- how to better make industry aware of upcoming projects and future opportunities, to maximise partnering opportunities for a wide range of businesses
- how to improve early market engagement, simplify infrastructure procurement contracts and streamline approvals

- opportunities in relation to using technology and data analytics to better use infrastructure
- non-asset based solutions to better use underutilised assets.

15 Implement Building Information Management (BIM)

The state will progressively implement the use of BIM into all major state infrastructure projects by 2023.

16 Sustainability assessments

All state government projects of greater than \$100 million in value will include a sustainability assessment. For projects worth less than \$100 million, assessments will also be encouraged.

17 Better asset use

The state will improve the use of Queensland's public assets by:

- progressively rolling out strategic asset management plans (SAMPs) across all Queensland Government agencies, including statutory authorities
- undertaking an independent audit of Queensland Government agency (including statutory authorities) assets to identify underutilised capacity
- partnering with the Local Government Association of Queensland to develop and deliver an education program aimed at building asset management capability in Queensland Government agencies and local governments.

18 Develop a community needs focus on infrastructure use

Place-based infrastructure planning will be improved by partnering with community groups, industry and all levels of government to facilitate more collaborative and cost-efficient uses of state social infrastructure assets (for example, co-location and shared use).

State Infrastructure Plan Part B: Program

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Better engagement: understanding needs and setting expectations

19 Pursue better community engagement and outcomes in our infrastructure activities

A Community Infrastructure Reference Group (CIRG) will undertake a number of activities including:

- making recommendations about the best way of supporting engagement in rural, regional and metropolitan areas of the state
- determining how to help the broader community understand infrastructure issues and costs
- liaising with universities and peak bodies to establish best practice, pilots and industry champions
- work with government agencies to develop a program of opportunities and link with Working Queensland initiatives and Skilling Queenslanders for Work for potential sustainability and social outcomes
- Explore the need for a social impact unit to standardise approaches and benchmarks for major projects across industry and government.



State Library of Queensland

Measuring our performance

As infrastructure is typically an enabler of a service it can be measured in many different ways. In its simplest form this can include measuring inputs such as dollars spent by industry and region. However as infrastructure projects produce a physical asset it can also be measured as an output (e.g. a measure of the asset quality such as planned versus actual degradation) and indirectly as a contribution to a broader outcome (e.g. a measure of the service delivered using that infrastructure).

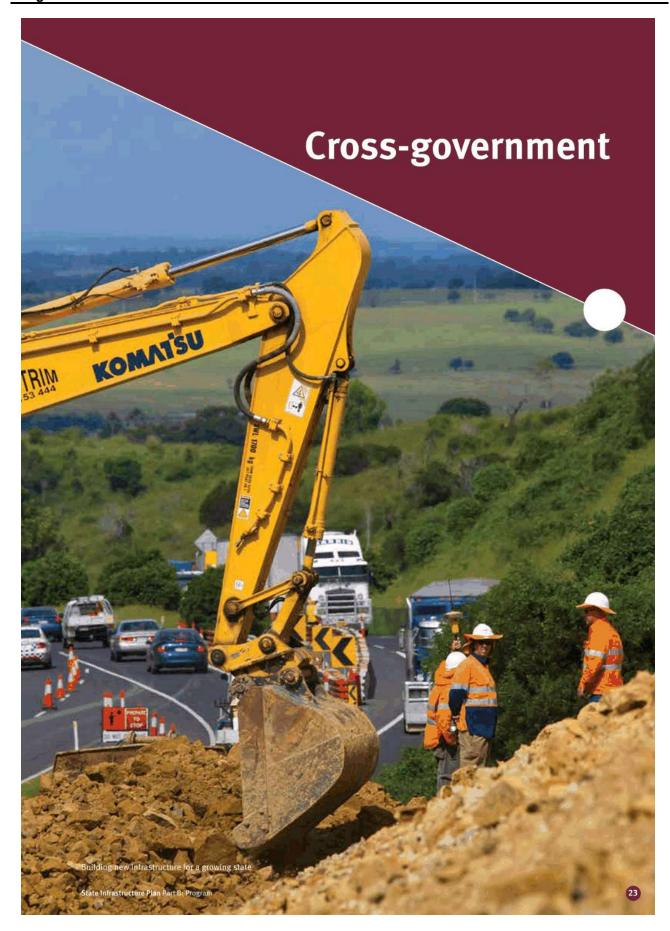
At a state economic level, infrastructure investment is a significant driver of economic prosperity and social outcomes. For long-term infrastructure programs,

it will be important to measure progress against the government's objectives. For example, the government's objectives for the community highlight creating jobs and a diverse economy.

Baseline indicators and success measures for each of the responses will be developed collaboratively with state agencies in accordance with the infrastructure class. These will be included in the 2017–18 first revision of the SIP to enable ongoing measurement.

A focus on measurement against responses will provide an indication of progress in implementing the SIP.

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A state government-wide approach to the planning and delivery of infrastructure plays a vital role in managing growth, harnessing economic opportunities and supporting healthy, active communities. Many of the future infrastructure challenges Queensland faces will require responses that span across infrastructure classes, levels of government, industry and the private sector.

Central to this is ensuring infrastructure is properly planned and sequenced in areas of high growth, future economic development or strategic importance, such as Priority Development Areas (PDAs) and State Development Areas (SDAs). This requires a coordinated approach that provides greater planning and development certainty for project proponents, integrates land-use and infrastructure planning, and ensures government's investment in infrastructure is maximised.

Providing leadership across asset classes is also critical to drive innovation and deliver smarter solutions to Queensland's infrastructure challenges. Policy and reform agendas that span beyond a single portfolio can be used to manage demand, optimise existing assets and develop collaborative solutions. One example of this is the Community Hubs and Partnerships program. This program facilitates opportunities for all levels of government, as well as the private and community sectors, to collaborate and plan the integration and delivery of services that benefit Queensland communities.

The state provides important services to build safe, caring and connected communities. These services ensure vulnerable Queenslanders participate in our economy and society, that families, children and young people thrive and social services are sustainable. As part of this, the state owns and funds the operation of 122 neighbourhood centres throughout Queensland, with funding of approximately \$13.7 million per year.

Cross-government leadership will drive new ways of addressing Queensland's infrastructure needs, particularly in times of increasing fiscal constraint.



Repair work to Collards Creek Bridge No. 1 on the Dawson Highway, between Gladstone and Biloela

This may include embracing innovative marketled proposals or digital solutions in place of built infrastructure. Meeting the infrastructure needs of emerging sectors, such as the Galilee Basin, renewable energy, the knowledge economy, an expanding tourism sector and increasing agricultural productivity, will require careful sequencing to ensure new economic opportunities are maximised.

Infrastructure and land-use planning for seaports and airports also requires coordination between levels of government. These facilities are essential to the economic prosperity of the state and are serviced and supported by state and local government infrastructure. In particular, transport networks across boundaries need to be efficient and effective for governments to leverage their economic building capacity.

The Queensland Government plays an important role in assisting local governments to meet their community infrastructure needs. Through targeted grant programs and loans, often in partnership with other levels of government, the Queensland Government can help support and grow local communities. This support is particularly important for councils affected by natural disasters and those with a small rates base. The programs play an important role in creating jobs, developing local economies, building resilience and improving the liveability of communities, particularly in regional and remote areas.

CROSS-GOVERNMENT RESPONSES

The Queensland Government has developed responses to address identified challenges and guide investment across both the 1–4 year program and future opportunities. Most projects or opportunities relate to at least one response, however some will relate to more than one response. As the SIP matures, the relationship between responses and these programs will strengthen.

Integrate land-use and infrastructure planning to assist major projects and facilitate market-led proposals. Early definition of infrastructure needs for regions and major projects. Coordinate infrastructure to support critical domestic and export supply chains, key market sectors and high growth areas.

A digital-first approach to deliver higher quality services and manage demand. Cross-government coordination to optimise government investment.

Focus on preserving the existing asset base.



Priority Development Areas (PDAs):

for specific accelerated development with a focus on economic growth.

26 PDAs:

PDAs and significant

- ▲ Caloundra South PDA ▲ Central Queensland University (CQU) Rockhampton PDA

- ▲ Clinton PDA, Gladstone
 ▲ Coomera Town Centre
 ▲ Fitzgibbon PDA, Brisbane
 ▲ Greater Flagstone PDA,
- Logan

 ▲ Maroochydore City Centre
 PDA

 ▲ Moranbah PDA

 ▲ Mount Peter, Cairns

 ▲ Northshore Hamilton PDA,

State Development Areas (SDAs)

Defined areas of land established by the Coordinator-General to promote economic development, including industrial hubs for large-scale, heavy industry, multi-user infrastructure corridors and major public infrastructure sites.

- Bromelton
 Callide Infrastructure Corridor
 Galilee Basin

- Galitée Basin
 Gladstone
 Queensland Children's Hospital
 Stanwell to Gladstone Infrastructure Corridor



11.2 Page 155 Attachment 3



1–4 year program

	Total		Contril	outions		Funandiaura	Funding (\$M)				
Project	estimated					Expenditure to June 2015			Indicative		
	cost (\$M)	Fed	QG			(\$M)	2015–16				
South East Queensland						_					
Willowbank Industrial Park	74.534		•			10.634	1.500	5.000	37.400	20.00	
Northshore Hamilton Urban Renewal Precinct, Brisbane ¹	131.600		•				35.500	44.000	52.100		
Yeerongpilly Green Urban Residential Village, Brisbane¹	32.350		•				11.000	12.300	9.050		
Toondah Harbour Mixed Use Revitalisation, Redlands²	90.650		•		•			5.450	16.200	49.00	
Fitzgibbon Chase Residential Estate Development, Brisbane	188.700		•		•	167.700	15.700	4.300	0.300	0.70	
Regional Queensland											
Torres Strait Major Infrastructure Program- Seawalls	9.600		•				9.600				
Abbot Point State Development Area Industrial Development ³	6.507		•			0.507	0.500	2.500	2.750		
Gladstone State Development Area Industrial Development ³	12.601		•			1.601	2.000	0.500	5.500		
Cairns Regional Industrial Estate Development	10.200		•					0.200	10.000		
Clinton Industrial Estate Development, Gladstone	11.695		•			0.195	1.000	5.000	3.000	2.50	
Mackay Regional Industrial Estate Development	6.300		•					3.300	3.000		
Townsville Regional Industrial Estate Development	9.750		•				0.250	4.000	5.000	0.50	
The Village Residential Estate, Oonoonba, Townsville ⁴	158.600		•		•	69.300	18.500	17.000	30.400	23.40	
HillClose Residential Estate, Gladstone	43.000		•		•	30.400	1.500	0.500	6.900	3.70	
Tannum Blue Residential Estate, Tannum Sands	31.900		•		•	22.800	1.900	1.500	3.300	2.40	
Clearview Rise Residential Estate, Roma	19.400		•		•	16.700	0.800	0.100	0.390	1.41	
Bushlark Grove Residential Estate, Moranbah	22.000		•		•	20.100	0.200	0.100	0.200	1.40	
Blue Ridge Residential Estate, Blackwater	15.600		•		•	13.200	0.200	0.200	0.400	1.60	
Woodlands Residential Estate, Mackay	29.700		•		•	22.100	0.900	0.400	2.200	4.10	



	Total		Contril	butions			Funding (\$M)				
Project	estimated					Expenditure to June 2015			Indicative		
·	cost (\$M)	Fed	QG			(\$M)	2015–16				
Statewide											
Natural Disaster Relief and Recovery–restoration funding ⁵	4547.000	•	•			3880.000	403.000	234.000	30.000		
Natural Disaster Relief and Recovery–2015 betterment funding	20.000	•	•				6.000	12.000	2.000		
Building our Regions program	200.000		•				100.000	100.000			
Local Government Grants and Subsidies Program	Ongoing		•				36.061				
Community Resilience Fund	40.000		•				40.000				
National Disaster Resilience Program	47.633	•	•			23.010	10.517	14.106			
Indigenous State Infrastructure Program	62.952		•			55.862	7.090				
Catalyst Infrastructure Program	59.350		•				20.000	20.000	19.350		
Minor works in industrial estates	12.000		•				3.000	3.000	6.000	Ongoing	
Build and maintain neighbourhood centres and crisis shelters	25.890		•			5.740	5.950	7.700	6.500		
Office accommodation capital works statewide	34.504		•				16.177	7.923	10.404		
Office accommodation maintenance statewide	75.559		•				25.348	16.737	33.474		
Government employee housing capital works statewide	35.983	•	•				21.282	9.449	5.252		
Government employee housing maintenance statewide	88.856		•				23.130	22.496	43.230		
Waste management and landfill projects at various locations ⁶	12.350		•	•	•		0.445	5.355	0.575		
Flood mitigation projects at various locations ⁶	11.760		•	•			0.562	6.777	0.669		

Notes:

- ¹ Total estimated costs based on current approved project business case. Estimated costs beyond 2018–19 cannot be determined at this point due to the long-term strategic nature of the project.
- ² Total estimated costs based on current approved project business case, and combined private sector and government investment. The Queensland Government will contribute land (approximate value \$20M) to the private sector investor and assist with project facilitation, which is expected to yield a minimum of \$130M in infrastructure for the community, ranging from parkland to water-based infrastructure.
- ³ Total estimated costs based on Capital Statement 2015–16. Estimated costs beyond 2018–19 cannot be determined at this point due to the long-term strategic nature of the project.
- * The Queensland Government has implemented an Accelerated Works Program for regional Queensland. Some of the announced projects are individually highlighted in this document, while others may be embedded in a larger program of work.
- ⁵ Represents NDRRA funding to councils by the Queensland Reconstruction Authority for events that occurred in the 2010 to 2015 financial years. Additional funding for NDRRA has been paid to the Department of Transport and Main Roads and other state agencies.
- ⁶ The sum of the cashflows does not equal Total Estimated Cost because cashflows are Queensland Government cashflows only.

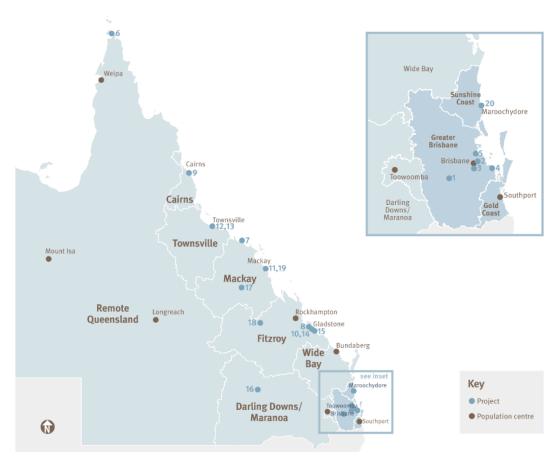
State Infrastructure Plan Part B: Program

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Selected projects 1-4 year program

#	PROJECT	#	PROJECT
1	Willowbank Industrial Park	11	Mackay Regional Industrial Estate Development
2	Northshore Hamilton Urban Renewal Precinct	12	Townsville Regional Industrial Estate Development
3	Yeerongpilly Green Urban Residential Village	13	The Village Residential Estate, Oonoonba, Townsville
4	Toondah Harbour Mixed Use Revitalisation	14	Hill Close Residential Estate, Gladstone
5	Fitzgibbon Chase Residential Estate Development	15	Tannum Blue Residential Estate, Tannum Sands
6	Torres Strait Major Infrastructure Program – Seawalls	16	Clearview Rise Residential Estate, Roma
7	Abbot Point State Development Area Industrial Development	17	Bushlark Grove Residential Estate, Moranbah
8	Gladstone State Development Area Industrial Development	18	Blue Ridge Residential Estate, Blackwater
9	Cairns Regional Industrial Estate Development	19	Woodlands Residential Estate, Mackay
10	Clinton Industrial Estate Development	20	Maroochydore PDA, Sunshine Coast



Future opportunities-short-term

Opportunity 1

Sequence infrastructure planning and work with industry to secure critical infrastructure to activate the state's key development and high growth areas (SDAs and PDAs).

Opportunity 2

Incentivise the sequencing of the delivery of new growth areas to maximise the use of existing infrastructure and manage capital expenditure on new infrastructure.

Opportunity 3

Secure transport, port facilities, water infrastructure and community amenities to unlock thermal coal in the Galilee and Surat basins, bauxite deposits near Aurukun and underexplored gas reserves in the Cooper Basin.

Opportunity 4

Investigate the impacts of climate change on existing and proposed state infrastructure and implement appropriate mitigation measures.

Opportunity 5

Investigate impacts on the Great Barrier Reef and prioritise infrastructure to support water quality improvements.

Opportunity 6

Implement strategies to protect the heritage values of the state's heritage-listed courthouses, and health and education facilities.

Opportunity 7

Maximise advances in technology to enhance asset preservation.

Opportunity 8

Implement business transformation strategies to embed a coordinated cross-agency approach to social infrastructure planning, sequencing and delivery to maximise government investment and community benefit.

State Infrastructure Plan Part B: Program

Opportunity 9

Explore opportunities to better use assets through co-location, better coordination and joined-up service delivery.

Opportunity 10

In partnership with industry, build Queensland's public and private sector capability to move towards a mandatory adoption of BIM on building projects by 2020 and on major infrastructure by 2023.

Opportunity 11

Consider the potential to lay telecommunications conduits as part of major new road/rail/ pipeline projects on a cost recovery basis from telecommunications carriers.

Opportunity 12

Improve the transport of grain to port by investigating the suitability of super depots.

Opportunity 13

Partner with the private sector to capitalise on the Northern Australia Infrastructure Fund to deliver economic infrastructure to northern Queensland.

Opportunity 14

Develop port master plans which integrate with adjoining infrastructure and land-use planning documents.

Opportunity 15

Ensure that business cases for future assets include alternative ways of achieving the outcome using digital means.

Opportunity 16

Investigate the suitability of a Bundaberg Port State Development Area.

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Future opportunities-short-term cont.

Opportunity 17

Plan and deliver infrastructure to service existing PDAs.

Opportunity 18

In partnership with utility suppliers, investigate opportunities through precinct utility planning to colocate services (e.g. water, energy, telecommunication infrastructure).

Opportunity 19

Engage with asset owners early in the planning process to identify opportunities for innovation (e.g. opportunities for precinct-wide approaches to water recycling or access to transport corridors).

Opportunity 20

Increase engagement with local government and local service providers in the construction and maintenance of state government infrastructure, such as housing and other government facilities.

Opportunity 21

Engage with Aboriginal and Torres Strait Islander local governments to develop strategies to eliminate the duplication of services and administration provided by the state and Australian Government agencies and nongovernment organisations.

Opportunity 22

Secure transport, port facilities, water infrastructure and other relevant infrastructure to support agricultural growth in northern Queensland.

Opportunity 23

Invest in infrastructure that will improve the efficiency, reliability and flexibility of agricultural supply chains in order to better serve existing and new export markets.

Future opportunities-medium/long-term

Opportunity 24

Secure appropriate infrastructure and develop regional connections to enable Queensland to capitalise on growth in drive, rail, cruise and aviation tourism sectors.

Opportunity 25

Identify catalytic infrastructure to support new agricultural, biowaste and biorefinery hubs across regional Queensland.

Opportunity 26

Investigate opportunities to improve material, manufacturing and construction practices that reduce energy consumption and greenhouse gas emissions and improve sustainable construction (e.g. the Cement Sustainability Initiative).

Opportunity 27

Embrace technological advances for improved delivery/ use of public services particularly those that decrease demand for investment in hard infrastructure.



Case study SunCentral Maroochydore

SunCentral Maroochydore represents a once-in-alifetime opportunity to establish a greenfield CBD for the Sunshine Coast. The Sunshine Coast Regional Council has established a separate entity, SunCentral Maroochydore Pty Ltd, to drive the design and delivery of the new city centre, with innovation and technology embedded in bold and exciting urban design.

The project represents a major city-making opportunity, with the unique circumstances of the site and the project delivery model presenting significant opportunities. These include opportunities for whole-of-government coordination of infrastructure, services and technology delivery, providing confidence for private sector investment.

The 53 hectare parcel of golf course land in the heart of Maroochydore is forecast to create more than 15,000 jobs by 2025. It is estimated to accommodate more than 4000 residents and produce \$5.9 billion in output to the Queensland economy.

Embedded smart city technology will enable:

- high speed connectivity for business, residents and visitors
- full wi-fi accessibility
- open data initiatives
- traffic/car parking information and management capability
- real-time information for public transport, public safety/emergency services, city guides and other community announcements
- charging stations for electric vehicles and other technology.

It will also enable Australia's first central city underground pneumatic waste system.







The Sunshine Coast Regional Council has committed \$100 million to the project to date, with the Australian Government providing grant funding to conduct feasibility into a light rail system that would ultimately connect the city centre to the new Sunshine Coast University Hospital at Kawana and Caloundra.

In addition, the Queensland Government has designated the passenger rail corridor connecting to Brisbane, with alignment of the corridor into the new city centre site. The construction timetables for the passenger rail line (Beerwah to Maroochydore) and other public transport connections and services are to be confirmed, including a bus forerunner service in advance of light rail.

State Infrastructure Plan Part B: Program

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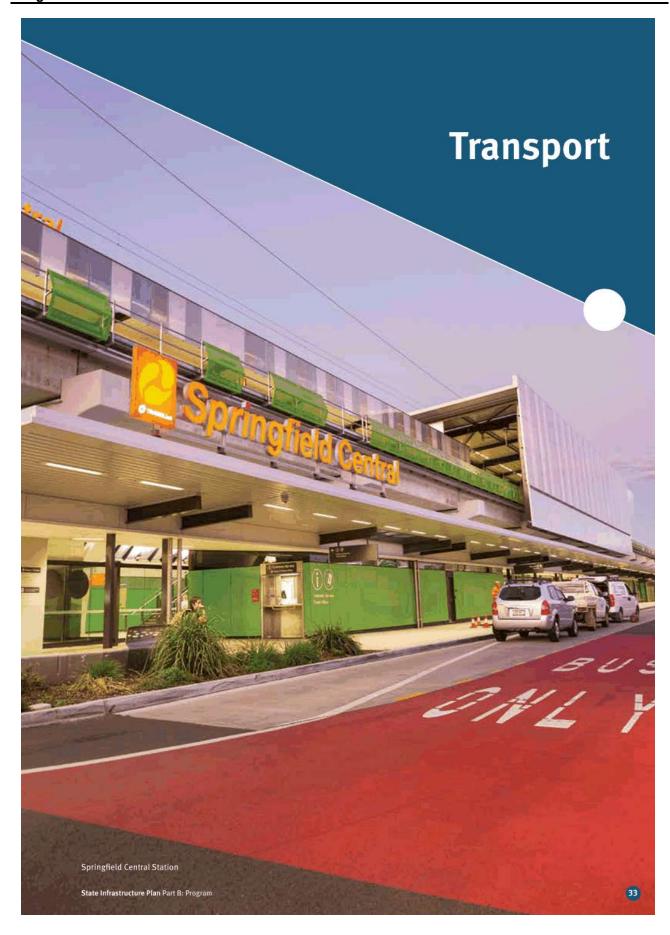
Case study Tourism infrastructure planning

Investment in infrastructure that underpins tourism and encourages visitor expenditure is key to being able to accommodate future growth and support job creation across Queensland. To drive tourism development in their region, Queensland's 13 regional tourism organisations have developed destinations tourism plans, which use a regional approach to identifying tourism infrastructure priorities.

The Department of Tourism, Major Events, Small Business and the Commonwealth Games has been working with each organisation and across government to refine and prioritise the infrastructure projects proposed in each plan. Regional tourism is also being supported through the Queensland Drive Tourism Strategy and the Tourism Transport Priorities Roundtable, where industry and government work together to identify tourism transport priorities.

These efforts will help identify tourism priorities throughout the state and will inform government's consideration of tourism in its infrastructure planning.





📤 Transport

Queensland's transport system is the backbone of our vast state. Our roads, bridges, railways and ports connect the state's communities, regions and industries to each other, the rest of Australia and the world. This network of transport infrastructure is the Queensland Government's biggest built asset and plays a critical role in moving people and freight across the state. The past decade has seen substantial investment in transport infrastructure to keep pace with population and economic growth.

Changing demographics and expanding markets make it increasingly challenging to meet the needs of both industry and the community. Managing growth is made even more difficult due to our decentralised population, extreme weather events and the distances between centres and economic zones. Adding to the challenge is ageing infrastructure in need of repair and upgrade, and increasing congestion on our roads and public transport networks.

Future investments will require smarter, valuefor-money solutions that provide cost-effective
connections between people and places. This includes
factoring in technology change that is expected to
result in lower emissions. Finding new ways to plan,
fund, build and maintain transport infrastructure, while
working with partners across the sector, will be critical
to achieving this. New technologies will play a greater
role in managing transport demand and improving
efficiency and safety. Investments in safe and efficient
active transport infrastructure will help manage
congestion and provide health benefits to
the community.

Enhanced planning and decision-making will also address transport challenges, while achieving broader objectives such as economic development. Methods such as land-use and public transport accessibility index modelling can be used to identify locations where the transport system can be better utilised to support employment and population growth. Changes in land-use should encourage development in these areas, providing alternatives to costly upgrades or new infrastructure in other areas. Creating more



Cairns City bus station

employment opportunities closer to where people live will reduce travel times and decrease congestion.

Over the next 15 years, freight transport will continue to grow across the state. The Queensland Government will work to improve safety, increase capacity and transport efficiency, and boost flood immunity and reliability on key freight routes. Investment will be targeted at unlocking the transport system's role in supply chains.

The state will continue to work collaboratively with local governments to ensure planning, funding and development of regional freight networks occurs. Increased movement of freight by sea will also require focus on maintenance of shipping channels and berths to ensure safe and efficient operation of ports, enabling import and export industries to operate and compete in global markets.

Improving integration between the road, rail, air and port systems connecting our major economic zones with interstate and overseas markets is critical to improving Queensland's global competitiveness and economic performance. This includes taking account of the increase in containerisation and development of multi-modal hubs. The optimisation of port activity at the four priority ports, the Port of Brisbane and airports will support the state's economy through better functioning supply chains and increased productivity, as well as having positive environmental impacts in regional areas.

TRANSPORT RESPONSES

The Queensland Government has developed responses to address identified challenges and guide investment across both the 1–4 year program and future opportunities. Most projects or opportunities relate to at least one response, however some will relate to more than one response. As the SIP matures, the relationship between responses and these programs will strengthen.

recus on maintenance and rehabilitation of existing infrastructure to reduce the long-term cost of repair and improve

network resilience.

Unlock the potential of critical supply chains by identifying and improving the freight network.

Seek innovation and technology solutions to create a better performing and lower emissions transport system. Seek public transport solutions including demand management to address the strong growth of SEQ. Digitally connected smart infrastructure to improve capacity, safety and security. Connect regional communities with access to essential services and opportunities.



Transport

Case study Modal shift on the North Coast Line

Queensland's North Coast Line (NCL) is a vital north-south rail route that links distribution centres in the south east to major population centres in central and northern Queensland. It supports a range of freight functions including intermodal containerised freight services and the haulage of coal, livestock and industrial products.

Despite continuing regional population growth and economic activity within the central and north Queensland regions, demand for rail freight on this corridor has been in decline in recent years. This can be attributed to a shift from rail to road freight as a result of significant advancements in high productivity vehicles, together with a need for more investment and upgrades on the rail network.

In response, the Department of Transport and Main Roads is identifying potential infrastructure and non-infrastructure enhancements to facilitate an increase in freight volumes on the NCL. A preliminary NCL Action Plan is being developed that will propose a 10-year program covering a range of investment initiatives to address corridor deficiencies, increase rail capacity and improve rail operational performance. These initiatives will aim to support a modal shift from road to rail freight to better equip Queensland's freight network to support continued growth on this corridor.







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Road Safety Strategy 2015-2021

State Infrastructure Plan Part B: Program

► Heavy Vehicle Action Plan (draft)

Transport Passenger transport services in Queensland operate across: passenger transport trips on bus, rail and trips outside of South ferry services within South East Queensland East Queensland in 2014-15 in 2014-15 South East Queensland Public Transport Projected Patronage Growth to 2019–20 (year-on-year change) of rail track of light rail track Queensland Rail operates and manages 6585 km of rail network across the state ------Privately-owned Aurizon operates and manages access to the 2670 km central Queensland coal rail network. 37



1–4 year program

	Total		Contril	outions		Evpondituro		Funding (\$M)				
Project	estimated					Expenditure to June 2015			Indicative			
	cost (\$M)	Fed	QG			(\$M)	2015–16					
South East Queensland												
Bruce Highway												
Six laning–Caloundra Road to Sunshine Motorway	1134.000	•	•			24.500	6.500	182.000	575.500	345.500		
Maroochydore Road interchange upgrade	187.000	•	•							187.00		
Boundary Road interchange upgrade (includes early works)	120.500	•	•		•	15.619	6.881	64.000	34.000			
Managed Motorways- Gateway Motorway to Caboolture	105.000	•	•					26.250	52.500	26.250		
Pumicestone Road upgrade	88.850	•	•			59.766	19.884	9.200				
Other road network projects												
Gateway Upgrade North	1161.975	•	•			62.400	175.940	313.260	550.795	59.580		
Ipswich Motorway-Rocklea to Darra¹	390.600	•	•			3.270	1.000	30.730	259.000	96.600		
Gold Coast 2018 Commonwealth Games road upgrades	160.700		•				50.600	75.100	35.000			
Coomera Interchange Exit 54 upgrade	74.700	•	•		•	1.700	48.000	25.000				
Waterford Tamborine Road–Anzac Avenue to Hotz Road duplication	39.500		•			0.050	1.550	2.900	35.000			
Mount Lindesay Highway– Beaudesert Road Bypass²	27.500		•	•		0.050	3.360	21.090	3.000			
Caboolture River Bridge upgrade (as part of Bridges Renewal Program)	17.137	•	•				7.000	10.137				
D'Aguilar Highway safety improvements	16.000	•				0.406	9.594	4.410	1.590			
Cunningham Highway upgrade (part of National Highway Upgrade Program)	12.500	•	•				0.500	8.000	4.000			
Rail												
New Generation Rollingstock	4040.201		•		•	9.747	6.300	121.232	741.172	3161.749		
New Generation Rollingstock stabling facilities	110.749		•			5.254	51.632	51.940	1.923			
New Generaton Rollingstock maintenance service centre	115.504		•		•	15.057	71.800	3.000	25.647			
New Generation Rollingstock connection works	73.042		•			46.454	26.188	0.400				
New Generation Rollingstock operational readiness	43.370		•			4.020	17.024	12.774	9.552			
Moreton Bay Rail Link	988.000	•	•	•		656.734	136.762	194.504				



Transport

	Total		Contril	butions				Fundir	Funding (\$M)			
Project	estimated					Expenditure to June 2015			Indicative			
rioject	cost (\$M)	Fed	QG			(\$M)	2015–16		2017-18 to 2018-19	Beyond		
Rail												
Caboolture rail line– Lawnton and Petrie third track	167.572		•			76.873	72.559	18.140				
Gold Coast Light Rail Stage 2	TBC	•	•	•	•	Currently sub	oject to comm	ercial negotia	tion			
Gold Coast rail line– Coomera to Helensvale duplication	163.257		•			0.880	63.373	54.400	44.604			
Citytrain Rollingstock Overhauls	393.873		•			135.520	53.671	23.276	72.687	108.718		
South East Queensland— Bridge Replacement and Renewal	152.724		•				31.949	31.527	54.215	35.033		
South East Queensland- Network Management and Enhancement	429.026		•				92.665	82.840	164.472	89.050		
South East Queensland- Other Network Renewal	134.816		•				26.080	37.531	54.347	16.858		
South East Queensland– Passenger Safety and Accessibility	249.312		•				42.585	60.639	102.316	43.773		
South East Queensland— Track Replacement and Renewal	78.308		•				12.937	13.827	33.283	18.261		
South East Queensland- Concrete Resleepering	97.359		•			57.359	30.000	10.000				
South East Queensland— Turnout Replacement and Renewal	96.512		•				15.535	16.127	43.236	21.615		
Public transport												
Park 'n' Ride construction and upgrades	21.280		•			0.280	3.000	6.000	12.000			
Active Transport												
Veloway 1-Stage D (O'Keefe Street-Lewisham Street)	25.222		•			0.360	5.900	9.701	9.261			
North Brisbane Bikeway Stages 1, 2 and 3	24.789		•			6.847	2.942	5.000	10.000			
Regional Queensland												
Toowoomba Second Range Crossing ³	1606.250	•	•			16.045	172.055	375.000	1043.150			
Bruce Highway												
Cooroy to Curra Section C upgrade	692.147	•	•			48.065	41.382	166.200	436.500			
Cooroy to Curra Section A upgrade	490.000	•	•			189.453	113.065	187.482				
Cooroy to Curra Section D upgrade	114.203	•	•			49.763	7.405	7.035		50.000		





1–4 year program

	Total		Contril	butions	Funandiausa	Funding (\$M)				
Project	estimated				Expenditure to June 2015			Indicative		
	cost (\$M)	Fed	QG		(\$M)	2015–16				
Regional Queensland										
Bruce Highway										
Mackay Ring Road Stage 1 (includes planning)	570.000	•	•		10.146	33.000	25.854	431.000	70.00	
Mackay northern access upgrade	80.000	•	•		0.422	0.478	5.500	73.600		
Rockhampton northern access upgrade (stage 1)	121.000	•	•						121.00	
Rockhampton bypass planning	65.000	•	•						65.00	
Tiaro flood immunity upgrade	107.000	•	•						107.00	
Saltwater Creek upgrade	103.000	•	•						103.00	
Sandy Gully bridge upgrade	57.500	•	•		1.100	4.000	32.000	20.400		
Tinana interchange	38.000	•	•		0.582	1.500	28.000	7.918		
Jumper Creek upgrade	23.000	•	•						23.00	
Hay Point Road intersection upgrade	15.000	•			2.491	9.874	2.635			
Goorganga Plains planning	15.000	•	•						15.00	
Sarina northern access upgrade	11.000	•	•			0.200	0.800	10.000		
Caboolture to St Lawrence pavement widening (Hebbards Road-North South Road)	17.000	•	•			0.250	11.750	5.000		
Haughton River floodplain improvements	515,000	•	•			1.000	7.000	73.250	433.75	
Edmonton and Gordonvale duplication	481.000	•	•						481.00	
Townsville Ring Road Section 4	200.000	•	•		49.055	72.183	78.762			
Townsville northern access intersection upgrades	72.000	•	•						72.00	
Cattle Creek and Frances Creek Bridge upgrade	174.000	•	•		0.150	5.902	21.135	146.813		
Yellow Gin Creek Bridge upgrade	45.000	•	•		2.400	20.800	21.800			
Arnot Creek Bridge upgrade⁴	10.000	•	•		0.070	2.500	7.430			
Cairns Southern Access Corridor (Stage 3)	135.000	•	•						135.00	
Cairns Southern Access Corridor (Stage 2)	58.000	•	•		0.250	13.250	22.500	22.000		
Burdekin Deviation planning	48.000	•	•						48.00	
Ingham to Cardwell Range Deviation planning	48.000	•	•						48.00	



Transport

	Total		Contri	butions				Fundir	ıg (\$M)	
Project	estimated					Expenditure to June 2015			Indicative	
, iojecc	cost (\$M)	Fed	QG			(\$M)	2015–16		2017-18 to 2018-19	Beyond
Bruce Highway										
Bowen to Ayr bridge and culvert upgrades	43.750	•			•	30.263	4.355	9.132		
Upgrade Bruce Highway at Central Queensland University	8.500		•				4.000	4.500		
Peak Downs Highway										
Eton Range Realignment Project	189.200	•	•			10.530	11.200	81.660	85.810	
Peak Downs Highway bridge replacements between Nebo and Mackay (as part of the Bridges Renewal Program)	70.000	•	•				12.916	40.000	17.084	
Other road and transport pro	jects									
Warrego Highway Upgrade Program	635.000	•	•			22.944	107.811	70.875	433.369	
North West District highway upgrade (as part of the National Highway Upgrade Program)	25.000	•	•				12.300	12.700		
New England Highway upgrades (as part of the National Highway Upgrade Program)	11.625	•	•				0.325	5.000	6.300	
Landsborough Highway (Blackall-Barcaldine) upgrades (as part of the National Highway Upgrade Program)	12.500	•	•			0.010	0.865	5.000	6.625	
Yeppoon Western Bypass Stage 2 ⁵	30.000		•	•		9.000	9.000	8.000	4.000	
Cape York Region Package	260.500	•	•			26.046	55.303	77.052	102.100	
Kogan Creek Bridge upgrade (as part of the Bridges Renewal Program)	6.880	•	•				6.880			
Vines Creek bridges upgrade ⁴	28.000		•			0.726	0.274	0.300	26.700	
Kin Kora intersection upgrade	25.050	•	•			5.350	11.700	8.000		
Western Roads Upgrade Program	40.000		•				19.300	20.700		
Dalrymple Road–Bohle River Bridge ⁶	40.000	•	•	•		6.500	18.000	15.500		
Mission Beach Safe Boating Project	20.767		•	•		1.623	9.000	10.144		
Mareeba Airport upgrade ⁷	13.000		•				1.300	4.550	7.150	





1–4 year program

	Total		Contril	outions		F 114	Funding (\$M)				
Project	estimated					Expenditure to June 2015		Indicative			
	cost (\$M)	Fed	QG			(\$M)	2015–16				
Regional Queensland											
Other road and transport pro	jects										
Royalties for the Regions— Far North Queensland ⁷	8.530	•	•	•				6.869			
Royalties for the Regions- Northern Queensland ⁷	7.970	•	•	•	•			4.833			
Royalties for the Regions- Central Queensland ⁷	1.000		•	•			0.800				
Royalties for the Regions- Darling Downs South West ⁷	11.781		•	•	•		4.042	4.808			
Gayndah, Monto and Mundubbera aerodrome upgrades ⁷	13.708	•	•	•				8.235			
Scrub Hill Road/Wide Bay Drive/Burrum Heads Road intersections ⁷	26.000		•					10.000	16.000		
Fraser Coast Airport upgrade ⁷	0.700		•	•				0.525			
Rail											
Regional Queensland– Bridge Replacement and Renewal	159.840		•				43.197	30.134	60.175	26.33	
Regional Queensland- Network Management and Enhancement	294.474		•				49.489	74.393	114.126	56.46	
Toowoomba Range Capacity and Clearance Upgrades	58.144		•			2.149	55.735	0.260			
Port of Cairns											
Tingira Street Subdivision Development	32.521		•			2.757	0.703	2.700	4.960	21.40	
Foreshore Development	22.092		•			19.452	1.640	1.000			
Port of Mackay											
Various (Gen Develop and Fuel Line)	2.962		•				1.472	1.490			
Port of Gladstone											
RG Tanna Coal Terminal Upgrades	99.639		•			28.394	62.320	8.925			
Port Services Projects	26.756		•			15.750	11.006				
Fisherman's Landing (earthworks)	6.500		•			1.050	5.450				
Port of Townsville											
Berth 4 Upgrade ⁴	55.150		•				10.150	25.000	20.000		
Miscellaneous (pile encap and b/water mod and truck port access)	3.969		•			0.061	2.610	1.298			



Transport

	Total		Contrib	outions				Fundir	16.250 498.177 81 26.460 69.631 620 13.963 62.540 163 66.895 168.497 50.656 475.544 113.296 188.118 37.271 24.483 32.390 36.241 16.216 21.792 40.218 21.094 9.564 14.469 34.392 1		
Project	estimated					Expenditure to June 2015			Indicative		
rioject	cost (\$M)	Fed	QG			(\$M)	2015–16	2016–17		Beyond	
Statewide							_				
Road network projects		_			_						
Bruce Highway-other projects ⁸	1648.704	•	•				165.467	166.250	498.177	818.810	
Bruce Highway Safety Package Program	736.200	•	•			1.569	12.340	26.460	69.631	626.200	
Bruce Highway Overtaking Lanes Program	275.000	•				4.234	29.263	13.963	62.540	165.000	
State Road Network improvement works	875.264	•	•		•	328.114	210.358	166.895	168.497	1.400	
National Land Transport Network–projects ⁹	559.598	•	•				33.398	50.656	475.544		
Targeted Road Safety Programs (excluding Black Spot Program)	450.501		•				149.087	113.296	188.118		
Black Spot Program	90.196	•					28.441	37.271	24.483		
Heavy Vehicle Safety and Productivity Package	79.890	•	•			1.076	10.184	32.390	36.241		
Statewide bridges upgrade (as part of the Bridges Renewal Program)	21.592	•	•				5.376		16.216		
Cattle Supply Chains improvements	62.010	•						21.792	40.218		
Rail											
Rollingstock Improvements	66.557		•				28.417	21.094	9.564	7.481	
Statewide Network Management and Enhancement	80.130		•				12.267	14.469	34.392	19.001	
Traveltrain Rollingstock Overhaul	94.014		•				38.081	5.556	36.928	13,449	
Public transport											
Statewide Bus Infrastructure Program	110.630		•				25.742	29.738	55.150		
Queensland School Bus Upgrade Program	84.978		•				23.190	21.582	40.206		
Passenger Transport Accessible Infrastructure Program	20.304		•				5.076	5.076	10.152		
Statewide infrastructure program to assist people with disabilities	19.170		•				4.470	4.694	10.006		
Active Transport											
Cycling Program	120.427		•				28.113	31.642	60.672		
Marine											
Boating Program	106.062		•				34.082	27.740	44.240		
Marine Safety Program	40.291		•				8.807	9.515	14.646	7.323	





1-4 year program

	Total		Contrib	outions			Funding (\$M)				
Project	estimated				Expenditure to June 2015			Indicative			
	cost (\$M)	Fed	QG		(\$M)	2015–16		2017-18 to 2018-19	Beyond		
Statewide											
Transport planning											
Transport Corridor Acquisition Fund	283.614		•			70.000	70.000	143.614			
Transport System Planning Program	211.200	•	•			67.217	53.689	90.294			
Other road and transport pro	jects										
Maintenance, Preservation and Environment Program	2631.714	•	•			515.507	580.438	1535.769			
Road operations projects	514.904	•	•	•		122.036	121.011	271.857			
Natural Disaster Relief and Recovery Arrangements (2014 and 2015 events) ¹⁰	127.223	•	•			116.877	10.346				
Transport Infrastructure Development Scheme ¹¹	215.528	•	•	•		68.541	68.917	78.070			
Supporting Drive Tourism Package	20.000		•				10.000	10.000			
Local Government Grants –other	64.578	•	•	•	6.595	37.154	17.042	3.787			
Statewide Traffic Signal- LED lamp replacement	17.500		•			8.750	8.750				
Emergency Vehicle Priority System rollout	13.500		•			1.480	2.890	9.130			

Notes:

- ⁷ Funding arrangements are currently under negotiation with the Australian Government.
- $^2\ QTRIP\ Published\ Budget\ \$26M.\ Total\ Estimated\ Cost\ and\ cash flow\ increased\ to\ include\ \$1.5M\ contribution\ from\ local\ government.$
- ³ Being delivered as a public private partnership.
- ⁴ The Queensland Government has implemented an Accelerated Works Program for regional Queensland. Some of the announced projects are individually highlighted in this document, while others may be embedded in a larger program of work.
- ⁵ QTRIP Published Budget \$15M. Total Estimated Cost and cashflow increased to include \$15M contribution from local government.
- $^{6}\ QTRIP\ Published\ Budget\ \$25M.\ Total\ Estimated\ Cost\ and\ cash flow\ increased\ to\ include\ \$15M\ contribution\ from\ local\ government.$
- ⁷ The sum of the cashflows may not equal Total Estimated Cost because cashflows are Queensland Government cashflows only. In addition, note that the Royalties for the Regions spend showing by region does not include all projects because some projects are instead included in the larger road programs.
- 8 Includes 2015–16 and 2016–17 funding allocation for Bruce Highway Cooroy to Curra Section B upgrade.
- 9 Includes 2015–16 funding allocation for Gold Coast Light Rail Stage 1.
- 10 Excludes ineligibles (which are captured as part of Transport and Main Roads' Maintenance, Preservation and Environment Program).
- $^{\prime\prime}$ Includes \$60m over 2015–16 to 2016–17 from Building our Regions.

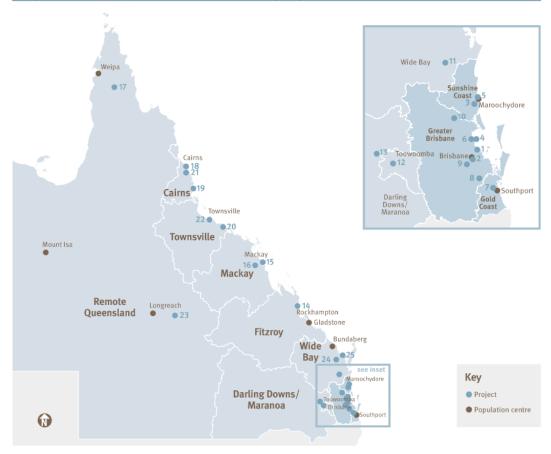
 $Additional\ information\ about\ most\ projects\ is\ available\ in\ QTRIP\ 2015-16\ to\ 2018-19\ Published.\ QTRIP\ 2016-17\ to\ 2019-20\ will\ be\ published\ in\ mid-2016\ in\ line\ with\ the\ next\ state\ budget.$



Transport

Selected projects 1-4 year program

#	PROJECT	#	PROJECT
1	Gateway Upgrade North	14	Yeppoon Western Bypass Stage 2
2	Veloway 1-Stage D (O'Keefe Street-Lewisham Street)	15	Bruce Highway Mackay Ring Road Stage 1
3	Bruce Highway six laning—Caloundra Road to Sunshine Motorway	16	Eton Range Realignment Project
4	Moreton Bay Rail Link	17	Cape York Region Package
5	Bruce Highway Maroochydore Road interchange upgrade	18	Bruce Highway Cairns Southern Access Corridor Stage 3
6	Bruce Highway Managed Motorways–Gateway Motorway to Caboolture	19	Mission Beach Safe Boating Project
7	Gold Coast rail line-Coomera to Helensvale duplication	20	Bruce Highway Haughton River floodplain improvements
8	Waterford Tamborine Road–Anzac Avenue to Hotz Road duplication	21	Bruce Highway Edmonton and Gordonvale duplication
9	Ipswich Motorway-Rocklea to Darra	22	Bruce Highway Townsville Ring Road Section 4
10	D'Aguilar Highway safety improvements	23	Landsborough Highway (Blackall-Barcaldine) upgrades
11	Bruce Highway Cooroy to Curra upgrade	24	Bruce Highway Tiaro flood immunity upgrade
12	Toowoomba Second Range Crossing	25	Scrub Hill Road/Wide Bay Drive/Burrum Heads road intersections
13	Warrego Highway Upgrade Program		



State Infrastructure Plan Part B: Program

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Future opportunities-short-term

Opportunity 1

Focus on innovative infrastructure solutions to relieve capacity constraints in the core inner city rail network to meet the expected passenger demands in SEQ.

Opportunity 2

Improve rail service efficiency and reliability by increasing inner and outer network stabling options.

Opportunity 3

Investigate optimisation/upgrades to key passenger interchanges across the transport network to improve reliability and efficiency and deliver better passenger outcomes.

Opportunity 4

Improve service efficiency, reliability and resilience across the bus network through bus priority interventions and busway maintenance.

Opportunity 5

Delivery of strategic park 'n' rides at appropriate network locations to support increases in patronage, manage congestion and improve access to public transport for those with limited alternatives.

Opportunity 6

Maximise the use of active and passenger transport infrastructure to manage congestion and maximise the existing infrastructure in the transport network.

Opportunity 7

Improve regional rail performance, particularly on the North Coast Line, to increase rail freight movements.

Opportunity 8

Respond to growth in population and freight movement by identifying and protecting future transport corridors.

Opportunity 9

Continue to address identified safety deficiencies on the transport network and improve safety of vulnerable road users.

Opportunity 10

Identify opportunities to enhance regulatory frameworks that optimise efficiency of supply chains and integration of transport modes including coastal shipping.

Opportunity 11

Improve safety and efficiency of the existing rail and bus network by implementing network-wide signalling upgrades such as European Train Control System Level 2.

Opportunity 12

Utilise the latest and most accessible technology to improve the communication and dissemination of real-time travel data to empower customers to make the best decisions in using the transport system.

Opportunity 13

Access the latest and most efficient technology to assist in gathering and analysing travel and freight data, asset condition and to improve resilience, efficiency, safety and operation of Queensland's transport networks.

Opportunity 14

Increase focus on maintenance of existing infrastructure to realise asset design life and delay the need for costly new infrastructure.

Opportunity 15

Investigate opportunities to expedite the open level crossing elimination program.

Opportunity 16

Investigate cost-effective transport solutions for small volume regional products to access ports.

Opportunity 17

Improve axle weight capacity and tunnel height clearances as a means of improving rail capacity.



Transport

Future opportunities-short-term cont.

Opportunity 18

Improve scheduling at ports to increase port efficiencies and reduce offshore queuing.

Opportunity 19

Identify and protect suitable future intermodal locations that will improve connections with ports and improve supply chain efficiency.

Opportunity 20

Investigate opportunities to enable appropriate development above urban public transport infrastructure.

Opportunity 2

Initiate a Regional Bridge Renewal Program to replace timber bridges and older concrete and steel structures, which are deteriorating due to age and increased use, and impede the use of freight-efficient vehicles.

Opportunity 22

Improve transport access to the Port of Townsville.

Opportunity 23

Continue to address passenger transport opportunities for the Gold and Sunshine coasts.



Queensland Rail freight train (image courtesy of Tourism and Events Queensland)





Future opportunities-medium/long-term

Opportunity 24

Encourage patronage growth on the SEQ passenger transport network during off-peak times to fully utilise existing infrastructure.

Opportunity 25

Increase rail capacity by investing in passing loops and holding bays on the rail network.

Opportunity 26

Enhance freight capacity and supply chain efficiency by assisting in the delivery of the Melbourne to Brisbane rail solution.

Opportunity 27

Improve passenger and freight movements between Brisbane and the Gold and Sunshine coasts by increasing capacity and efficiency on roads and public transport services as well as extending rail linkages.

Opportunity 28

Improve passenger and freight movements between Brisbane and Ipswich by increasing capacity on the Ipswich Motorway and related rail corridors.

Opportunity 29

Enhance freight efficiency by removing capacity constraints on key freight routes such as:

- Bruce Highway
- Warrego Highway
- ► Peak Downs/Gregory highways
- Flinders/Barkly highways
- Capricorn Highway
- Dawson Highway.

Opportunity 30

Prepare the transport network for connected/ autonomous passenger and freight vehicles.

Opportunity 31

Enhance inter-regional connections to support regional development such as tourism, maritime and agricultural activities.

Opportunity 32

Support Queensland's continued economic development through the long-term sustainable development of key ports.

Opportunity 33

Investigate opportunities to improve connections between active and public transport modes to increase accessibility and promote patronage growth.

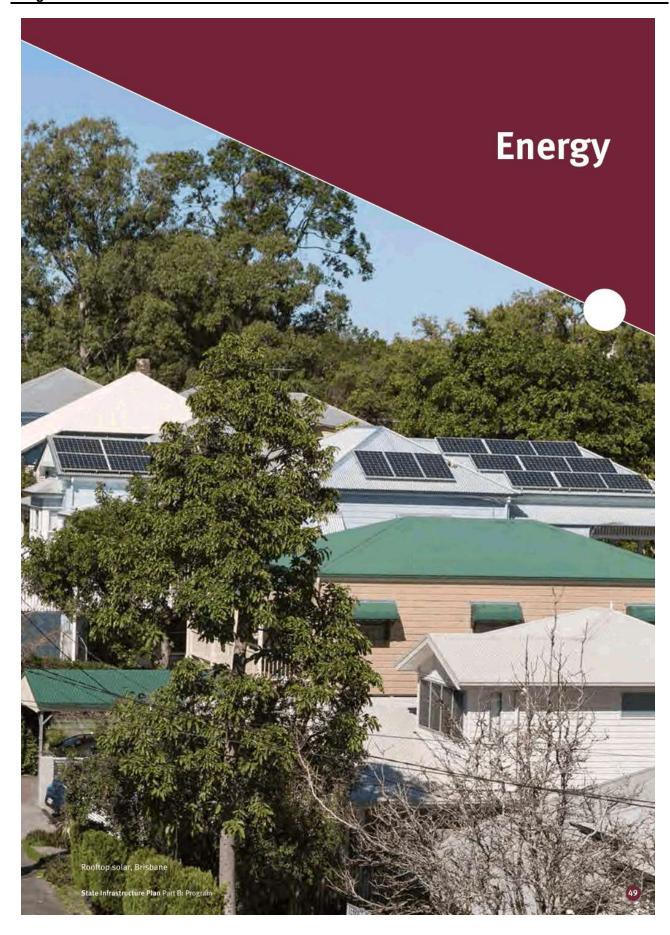
Opportunity 34

Manage seaside access to support land freight needs.

Opportunity 35

Investigate ways to better use port facilities in the Gulf of Carpentaria.







Queensland's energy infrastructure powers the state's economy. Access to reliable and cost-effective electricity is critical to the economy and provides an essential service to industry and the broader community.

We need to ensure electricity generation, transmission and distribution keeps pace with future demand from industrial and residential growth, while responding to rapid advancements in technology and market changes across the sector.

Currently, electricity generation in Queensland is heavily reliant on coal and gas, with renewable sources such as biomass and rooftop solar photovoltaic (PV) systems providing a small percentage of the state's commercially-generated electricity. Going forward, the Queensland Government will seek to take advantage of the wealth of renewable energy resources by encouraging investment in new technologies and alternative ways of meeting our electricity needs.

Government is undertaking the one million solar rooftops or 3000 megawatts of solar PV by 2020 initiative and an inquiry into a 50 per cent renewable energy target by 2030. These are important steps in helping the state diversify its energy mix and reduce its carbon emissions.

Until recently, investment in electricity generation and distribution infrastructure has been based on growing demand serviced by centralised generation, transmission and distribution. Declining average demand, changing consumer behaviour and technological advancements are driving a shift towards distributed generation infrastructure. Technologies such as rooftop solar systems and residential battery storage can help reduce overall load on the electricity network and increase the efficiency of electricity delivery. In remote areas, they can provide a lower cost alternative to centralised transmission and distribution.

Adopting these technologies can reduce or defer the need for major infrastructure upgrades. Investment can instead be directed at maintaining existing assets and replacing ageing assets across the transmission and distribution network. Other innovations in technology,



Powerline maintenance

including smart meters and interactive household devices, have the potential to transform the network from a one-way conduit to a platform for multilateral trade. The Queensland Government also supports investment in large-scale renewable energy projects, such as the Solar 60 program which supports up to 60 megawatts of solar power generation in Queensland, to drive growth in renewable energy investment. This program and other innovations will help stimulate the economy, create employment opportunities and reduce dependency on coal-fired generation.

Gas remains a vital energy source for Queensland's industrial and manufacturing sectors, and the production of liquefied natural gas (LNG) has become a major new export industry. In recent years, the private sector has made major investments in supply and pipeline networks. The Queensland Government will continue to support supply-side and market initiatives that encourage greater utilisation of this energy infrastructure.

ENERGY RESPONSES

The Queensland Government has developed responses to address identified challenges and guide investment across both the 1–4 year program and future opportunities. Most projects or opportunities relate to at least one response, however some will relate to more than one response. As the SIP matures, the relationship between responses and these programs will strengthen.

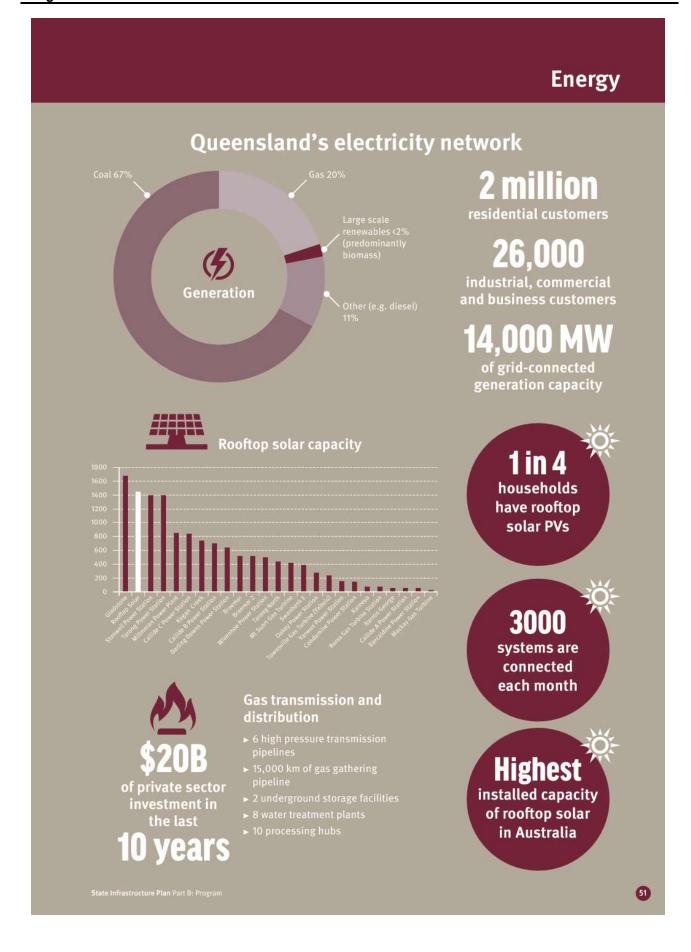
Pursue a renewable energy future and continued demand management. Maximise growth opportunities by improving the functioning of the gas market in Oueensland.

Improve the efficiency of network businesses.

Manage the benefits of new technology and innovation.

Enable an adaptive, resilient and cost-effective energy sector in Queensland.







1–4 year program

	Total		Contri	butions			Fundin	ıg (\$M)	
Project	estimated				Expenditure to June 2015			Indicative	
	cost (\$M)	Fed	QG		(\$M)	2015–16			
South East Queensland	_				_				
Rocklea Secondary Systems replacement	17.400		•		2.000	3.600	8.300	3.500	
SunCoast Powerline project—Palmwoods to Maroochydore	80.314		•		11.569	2.072	4.844	52.789	9.04
Kingston to Jimboomba Network upgrade	57.912		•		26.696	19.186	12.030		
Jimboomba to Jimboomba West–new 33kV powerlines	9.619		•					2.343	7.27
Springfield Central Substation-33/11kV	41.829		•		40.837	0.967	0.025		
Substation upgrades at various SEQ locations	202.520		•		137.940	22.457	18.544	19.097	4.48
Nudgee to Hendra cable upgrade	14.675		•		10.618	4.057			
Consolidate Brisbane Enterprise Program of Work	11.400		•			9.400	2.000		
Wivenhoe Hydro Power Station works	37.943		•		5.756	8.219	9.025	10.347	4.59
Powerlink augmentation and asset replacement ¹	1124.197		•		857.654	266,543			
Energex augmentation and asset replacement	434.320		•			434.320			
Regional Queensland									
Mackay Substation rebuild and Nebo Primary Plant replacement	54.800		•		9.700	8.100	25.600	11.400	
Blackall iPASS Secondary Systems replacement	26.200		•		17.500	6.200	1.500	1.000	
Stanwell and Ross Secondary Systems replacement	43.200		•		25.400	4.700	8.400	4.700	
Bulli Creek and Braemar iPASS Secondary Systems replacement	51.100		•		43.000	4.100	4.000		
Moura and Callide A Switchyard replacement	59.300		•		10.500	27.100	21.700		
Gladstone South Zone Substation upgrade	19.100		•		2.100	16.000	1.000		
East Warwick Zone Substation upgrade	33.390		•		23.752	9.602	0.036		
Central Toowoomba Zone Substation upgrade	84.487		•		66.769	17.718			
Grid Utility Support System (GUSS)	12.245		•		5.106	7.140			
General augmentation and asset replacement	1972.957		•			339.267	408.422	816.845	408.42
General augmentation and asset replacement at isolated power stations	98.012		•			13,199	21.203	42.407	21.20



Energy

	Total		Contrib	outions				Fundir	ıg (\$M)	
Project	estimated					Expenditure to June 2015			Indicative	
,	cost (\$M)	Fed	QG	LG	Priv	(\$M)	2015–16	2016–17	2017-18 to 2018-19	Beyond
Regional Queensland										
Capital works to connect new customers	1187.546		•				213.284	243.566	487.131	243.566
Works on unregulated networks	34.073		•				8.742	6.333	12.665	6.333
Bunbaberg Port Gas Pipeline ²	18.000		•			0.374	9.000	8.626		
Palm Island Renewable Ready Power Station	17.900		•				12.577	5.323		
Coconut Island 35kV Solar installation	0.062		•				0.062			
Camooweal Solar Project	0.307		•				0.307			
Various smaller projects throughout Queensland	55.969		•			26.670	24.761	3.157	1.380	
Stanwell Power Station works	205.600		•			18.200	38.900	48.000	92.100	8.400
Tarong and Tarong North Power Station works	124.500		•				39.100	17.600	55.400	12.400
Mica Creek Power Station overhauls	11.200		•				7.200	4.000		
Meandu Mine infrastructure maintenance and replacement	129.400		•				20.300	42.400	48.200	18.500
Kogan Creek Power Station and coal mine works	158.143		•			17.080	55.056	16.323	58.678	11.006
Callide Power Station works	279.791		•			15.993	36.450	31.237	168.135	27.976

Notes:

The Queensland Government has implemented an Accelerated Works Program for regional Queensland. Some of the announced projects are individually highlighted in this document, while others may be embedded in a larger program of work.

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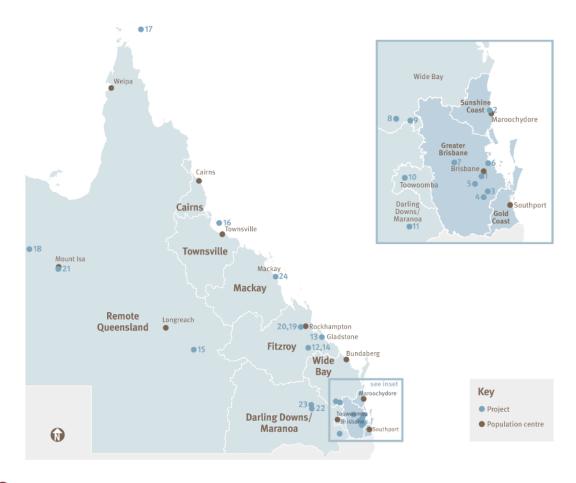
¹ This program incorporates Powerlink minor projects across Queensland.

² The private sector will build, own and operate the pipeline.



Selected projects 1-4 year program

#	PROJECT	#	PROJECT
1	Rocklea Secondary Systems replacement	13	Gladstone South Zone Substation upgrade
2	SunCoast Powerline project-Palmwoods to Maroochydore	14	Callide Power Station works
3	Kingston to Jimboomba Network upgrade	15	Blackall iPASS Secondary Systems replacement
4	Jimboomba to Jimboomba West-new 33kV	16	Palm Island Renewable Ready Power Station
5	Springfield Central Substation-33/11kV	17	Coconut Island 35kV Solar Installation
6	Nudgee to Hendra cable upgrade	18	Camooweal Solar Project
7	Wivenhoe Hydro Power Station works	19	Stanwell Power Station works
8	Meandu Mine infrastructure maintenance and replacement	20	Stanwell and Ross Secondary Systems replacement
9	Tarong and Tarong North Power Station works	21	Mica Creek Power Station overhauls
10	Central Toowoomba Zone Substation upgrade	22	Bulli Creek and Braemar iPASS Secondary Systems replacement
11	East Warwick Zone Substation upgrade	23	Kogan Creek Power Station and coal mine works
12	Moura and Callide A Switchyard replacement	24	Mackay Substation rebuild and Nebo Primary Plant replacement



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Energy

Future opportunities-short-term

Opportunity 1

Trial Total Energy Planning (TEP) practices for new residential and commercial developments to deliver lower energy consumption and costs, and reduce infrastructure requirements for developers and utilities.

Opportunity 2

Implement outcomes from the Gas Supply and Demand Action Plan.

Opportunity 3

Explore opportunities to establish research and pre-commercial biorefinery to build on Queensland's competitive advantage in this sector.

Opportunity 4

Examine opportunities to improve the energy productivity of the sector in Queensland.

Opportunity 5

Develop and leverage intelligence and resilience of the electricity network in relation to severe weather events such as cyclones.

Opportunity 6

Include renewable energy and gas supply in the planning of new developments, where appropriate.

Opportunity 7

Implement agreed government actions following the completion of the independent review to consider a credible pathway to achieving a 50 per cent renewable energy target by 2030 for Queensland.

Opportunity 8

Promote widespread use of energy sourced from renewable energy generation.

Opportunity 9

Investigate opportunities to incorporate energy efficiency and demand management into major infrastructure projects.

Opportunity 10

Facilitate and provide policy settings to accelerate uptake of cost reflective tariffs and advanced metering.

Opportunity 11

Work with Australian Renewable Energy Agency and the Clean Energy Finance Corporation to target renewable energy and distributed energy investment into Queensland.

Future opportunities-medium/long-term

Opportunity 12

Examine opportunities for more cost-effective localised solutions for rural and regional communities.

Opportunity 13

Examine opportunities to replace Queensland's 34 isolated power systems, including many diesel systems that service remote communities, with more efficient and sustainable supplies.

Opportunity 14

Examine opportunities for rural and regional communities to be more involved in decision-making regarding energy infrastructure.

Opportunity 15

Work at regional, state and national level to identify the opportunities and risks with the transformation of the energy sector with respect to distributed generation and battery storage.





Future opportunities-medium/long-term cont.

Opportunity 16

Investigate how to best utilise Queensland's changing generation mix in a low cost and sustainable manner.

Opportunity 17

Investigate managing decentralised generation controls in a similar way to demand-side peak management.



Powerlink's new substation at Yuleba North

Case study Reducing energy consumption and optimising existing infrastructure

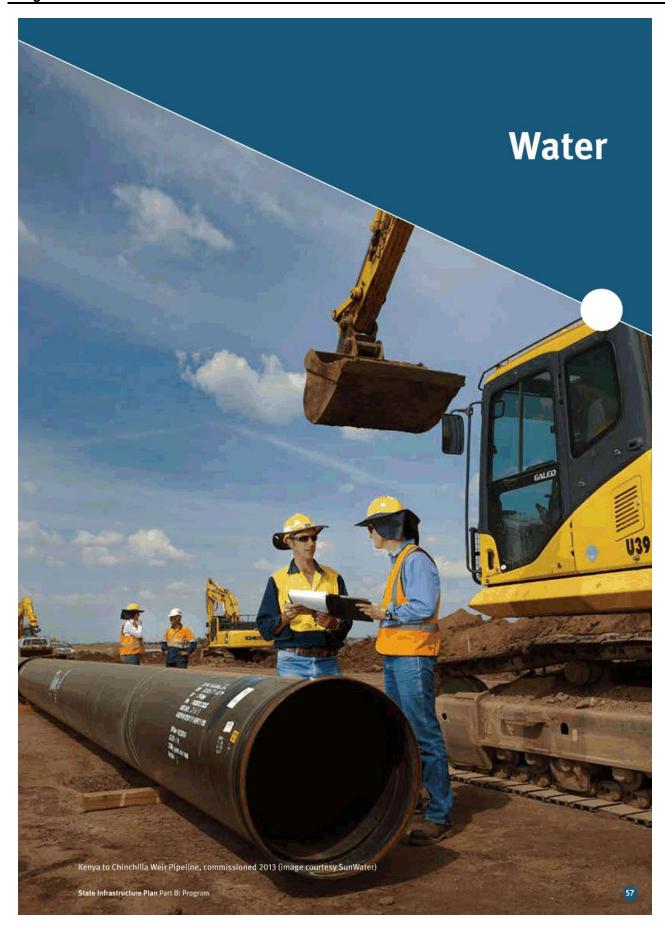
The Queensland Government is supporting and promoting trials of Total Energy Planning (TEP) practices for new residential and commercial developments. TEP aims to deliver lower energy consumption and costs to consumers, which in turn reduces infrastructure requirements for developers and utilities.

Modelling indicates TEP can potentially reduce peak electricity demand by more than 50 per cent in comparison to existing developments. Reductions in peak demand and total consumption are achieved through higher energy rating standards for new dwellings, energy efficient hot water and air conditioning, and lot and dwelling diversity, which leads to greater cooling efficiencies for occupants.

Lower peak demand means potentially less capital expenditure is required to provide electricity to a new development and may also allow increased residential development before future electricity network capital expenditure is required.

The state is undertaking innovative, commercially viable demonstration projects, such as The Village at Oonoonba near Townsville, to prove TEP innovations can be applied in the wider development industry. The Village is delivering lower total energy consumption and lower peak demand compared to existing and other new residential developments, providing ongoing savings for customers.







Water plays a vital role in supporting households, agriculture, business and industry. Infrastructure that delivers a clean, secure and accessible water supply is a key enabler of population growth and maximises Queensland's economic development potential. It also provides essential environmental stewardship by managing catchments, dams, stormwater and sewerage releases.

Communities across Queensland are reliant on the availability of a secure water supply. The security of water supplies is not only required for urban, agricultural and industrial needs, but also the construction, operation and maintenance of their support systems. These needs are regularly threatened in Queensland—particularly for agricultural use—as evidenced by the current Queensland drought covering more than 86 per cent of the state—the largest on record—and droughts occurring on average once every 18 years. Water infrastructure is therefore a critical foundation on which all other infrastructure depends.

However, water planning must consider both water supply and wastewater treatment. Water is heavy and expensive to transport, so it is rarely cost-effective to connect geographically isolated urban centres and water sources. This is important as it provides context and defines expectations for the water and wastewater infrastructure that is in place, and the state's commitment to better plan for infrastructure in the future.

Queensland's vast geography and diverse climate makes planning and managing a secure water supply complex. While much of the state can be affected by extended periods of drought, seasonal rains can quickly bring flooding and inundation to both coastal and inland communities. As the demands on our resources increase, rigorous assessment and planning will be essential to ensure sustainable and costeffective access to water services.



Irrigation, Lockyer Valley

Reactive water infrastructure solutions could prove to be a more costly way to provide long-term water security. Viable funding models will be essential to enable future infrastructure to be properly planned, built when needed and targeted at the right users. Effective water resource planning will also ensure traditional sources of water supply—such as rivers, lakes and springs—are managed to safeguard the health of the water source for long-term use and ecological sustainability.

Given the challenges faced by a changing climate, population growth and constrained capital, smarter water solutions will also be required. Modular, mobile and low-cost water infrastructure will be used to meet changes in the economy and population growth. Adaptive infrastructure will be required to move with demand and ensure greater value is extracted from water infrastructure. This will mean greater efficiency and less cost for consumers.

Innovative technology supporting water efficiency will play a crucial future role in our homes and industries. This means customers will be able to make better decisions about how and when they use the valuable resource. Advanced water technologies will also help cities recycle and reuse water locally and reduce the energy used to transport water.

WATER RESPONSES

The Queensland Government has developed responses to address identified challenges and guide investment across both the 1–4 year program and future opportunities. Most projects or opportunities relate to at least one response, however some will relate to more than one response. As the SIP matures, the relationship between responses and these programs will strengthen.

Working with customers and providers, identify potential infrastructure to support future water needs and economic opportunities. Delay the need for new infrastructure by being more efficient and using alternative water sources. Progress dam safety and capacity upgrades. Encourage technologies in homes, farms, businesses and communities to reduce water use, improve water quality and communicate flood risks. Use scientific-based water resource planning to support infrastructure decision-making.

Strengthen the coordination and planning of water infrastructure.



Water Queensland's water supply network Gladstone Area Water Board Mount Isa Water Board Mount Isa Gladstone ▶ \$9B in assets ▶ 19 major dams ▶ 63 weirs and barrages ▶ 82 major pumping stations ▶ 3100 km of pipelines and channels Queensland's water consumers providers in provide provide Queensland non-potable sewerage only water 30 36 large medium small (<1000 connections (>25,000 connections) connections) provide drinking water 59



1–4 year program

	Total		Contril	butions			Fundin	g (\$M)	
Project	estimated				Expenditure to June 2015			Indicative	
	cost (\$M)	Fed	QG		(\$M)	2015–16		2017-18 to 2018-19	Beyond
South East Queensland									
Mt Crosby Water Treatment Plant upgrade	53.836		•		9.496	19.230	7.000	18.110	
North Pine Water Treatment Plant upgrade	17.919		•		1.497	6.905	9.517		
Landers Shute Water Treatment Plant upgrade	9.344		•		0.280	5.380	3.684		
Lowood Water Treatment Plant upgrade	17.569		•		0.299	2.500	10.000	4.770	
Lake Macdonald Dam upgrade	66.362		•		0.471	2.381	32.000	31.510	
Leslie Harrison Dam upgrade	50.778		•		0.269	1.047	2.000	25.000	22.462
Seqwater infrastructure other capital works	Ongoing		•			51.263			
Regional Queensland									
Paradise Dam safety upgrade	25.000		•			25.000			
Burdekin Dam safety upgrade	17.480		•					17.480	
Teemburra Dam safety upgrade	9.463		•					9.463	
Lake Julius power reliability improvements	2.345		•			0.750	0.750	0.495	0.350
Lake Julius power pole replacement	1.679		•		0.179	0.300	0.300	0.600	0.300
Moondarra to MITR Pipeline upgrade	1.300		•			0.550	0.750		
Moondarra pipeline system upgrade	8,000		•				0.400	7.600	
Mount Isa Water Board other projects	6.213		•			2.493	0.855	1.365	1.500
Gladstone to Fitzroy Pipeline Project	34.302		•		33.353	0.453	0.034	0.462	
Toolooa Bends Offline Storage and Repump Station	22.851		•		1.525	4.220	17.106		
Lower Fitzroy Infrastructure	8.523		•		7.723	0.318	0.083	0.399	



Water

	Total		Contril	butions				Fundir	ıg (\$M)	
Project	estimated					Expenditure to June 2015			Indicative	
. 10,000	cost (\$M)	Fed	QG			(\$M)	2015–16		2017-18 to 2018-19	Beyond
Regional Queensland										
Gladstone North Industrial Area water supply upgrade	6.671		•				6.671			
Awoonga Dam Pump Station upgrade	5.720		•			1.338	4.382			
Gladstone Water Treatment Plant upgrade	5.053		•			0.240	0.925	3.888		
Gladstone Water Treatment Plant to South Gladstone Reservoir Pipeline replacement	3.480		•				0.582		2.898	
Gladstone Area Water Board capital works—water treatment plants	3.249		•				0.275	0.863	1.434	0.677
Gladstone Area Water Board Boat Creek Reservoir expansion	2.078		•					2.078		
Gladstone Area Water Board other projects	39.470		•			0.237	14.719	8.421	12.149	3.944
Cairns/Mt Peter sewer upgrade	11.200		•		•			6.700	4.500	
Kingaroy Wastewater Treatment Plant upgrade ¹	26.318		•	•			0.500	5.240	4.260	
Townsville Sewage Treatment Plant upgrade ¹	51.000		•	•				5.000	15.000	
Rubyanna Wastewater Treatment Plant (RWWTP)- Stage 1 ¹	62.050		•	•				2.500	2.500	
Port Douglas Water Supply Reservoir ¹	13.491		•	•				5.000		
Mareeba Wastewater Treatment Plant upgrade– treatment plant works¹	15.000	•	•	•				5.000		
Chinchilla Potable Water Treatment Plant upgrade Stage 1 ¹	21.500		•	•				5.000		
Various water infrastructure projects ¹	79.014		•	•	•		5.834	34.031	1.425	

Notes:



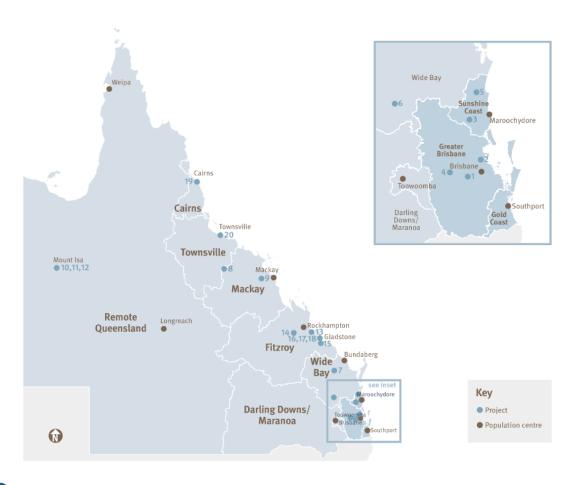
¹ The sum of the cashflows does not equal Total Estimated Cost because cashflows are Queensland Government cashflows only.

The Queensland Government has implemented an Accelerated Works Program for regional Queensland. Some of the announced projects are individually highlighted in this document, while others may be embedded in a larger program of work.



Selected projects 1-4 year program

#	PROJECT	#	PROJECT
1	Mt Crosby Water Treatment Plant upgrade	11	Mount Isa Water Board other projects
2	North Pine Water Treatment Plant upgrade	12	Moondarra pipeline system upgrade
3	Landers Shute Water Treatment Plant upgrade	13	Gladstone to Fitzroy Pipeline Project
4	Lowood Water Treatment Plant upgrade	14	Lower Fitzroy Infrastructure
5	Lake Macdonald Dam upgrade	15	Awoonga Dam Pump Station upgrade
6	Kingaroy Wastewater Treatment Plant upgrade	16	Gladstone North Industrial Area water supply upgrade
7	Paradise Dam safety upgrade	17	Gladstone Water Treatment Plan upgrade
8	Burdekin Dam safety upgrade	18	Gladstone Water Treatment Plant to South Gladstone Reservoir Pipeline replacement
9	Teemburra Dam safety upgrade	19	Cairns/Mount Peter sewer upgrade
10	Lake Julius power reliability improvements	20	Townsville Sewage Treatment Plant upgrade



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Water

Future opportunities-short-term

Opportunity 1

Provide clear, transparent and science-based mechanisms to identify and make available water resources to support resource, agricultural and industrial expansion and development.

Opportunity 2

Work with local government on water supply solutions for communities with projected water supply shortfalls resulting from increased growth or drought.

Opportunity 3

Support and encourage innovative water efficient and waterless technology for domestic, industrial and agricultural use to delay or avoid the need to construct costly additional water infrastructure.

Opportunity 4

Maintain water supplies to meet requirements, minimise flood risks and keep dams safe.

Opportunity 5

Develop a long-term water infrastructure supply and demand assessment which addresses water infrastructure projects and opportunities.

Opportunity 6

In partnership with local governments and water utilities, assess options to provide new water sources to the northern part of SEQ where demand is forecast to exceed supply beyond 2030.

Case study Improving infrastructure efficiency through smart metering technology

In order to produce accurate forecasts for water usage, a good understanding of current water usage patterns is needed. The residential sector consumes about 70 per cent of the water used in SEQ, therefore understanding usage patterns of residential water customers is a key driver in producing accurate water usage forecasts.

Many of the current assumptions used to forecast water usage were established prior to or during the SEQ Millennium Drought. There have been significant behavioural and structural changes as a result of this drought and therefore these assumptions may no longer be valid. Forecasts based on these assumptions are therefore unlikely to be accurate, creating risks in terms of efficient infrastructure investments and revenue generation.

Demand forecasts are critical to the planning of future infrastructure, assessing demand management measures and pricing. Differences between actual and forecast usage can lead to potential overinvestment, incurring unnecessary costs or underinvestment that results to service shortfalls.

To address this situation Seqwater, in collaboration with other SEQ service providers and Griffith University, has commenced a trial of smart meters on selected water connections. This will allow the collection of more detailed data to better understand residential water use behaviour, including changes in daily use associated with rainfall and temperature, and peak water demand patterns. In particular, data from these trials will be used to monitor changes in water usage due to changes in prices, climatic conditions, population and demand management measures.

The data will allow more reliable forecasts and better decision-making in terms of future planning for infrastructure investment. It will enable service providers and Seqwater to accurately assess a wide range of infrastructure utilisation options. The data will also provide Seqwater with early awareness of any 'rebound' in demand following the drought and prepare for changes in demand, rather than needing to be reactive.





Future opportunities-medium/long-term

Opportunity 7

Facilitate more efficient use of existing water resources and infrastructure assets and optimise access through continued expansion of water trading and flexible water sharing arrangements across the state.

Opportunity 8

Leverage infrastructure innovation and water conservation by encouraging the take-up of technology such as:

- alternative water use technologies for stormwater and water recycling, including smart systems that prevent run-off and treat water for fit-for-purpose reuse opportunities
- advanced water technologies to recycle and reuse water locally, and reduce the energy used to transport water
- solutions for sewage treatment plants to generate energy, rather than just using it
- water supply to on-site energy generation solutions
- modular, mobile and low-cost water supply and sewage management infrastructure.

Opportunity 9

Maximise the use of alternative water sources and supplies, such as treated industrial water.

Case study Mackay Regional Council's Smart Metering Technology

Smart meter technology is helping the occupants of 35,000 households across the Mackay region to save water and money by monitoring their consumption in real-time via mobile phones and computers.

Developed by Taggle Systems Pty Ltd and adopted, installed and expanded by the Mackay Regional Council after a pilot program in 2011, the automated meter reading (AMR) devices are fitted to water meters. The devices relay hourly consumption data back to a central database for analysis and decision making.

The data, analysed using algorithms developed by Mackay Regional Council, is then made available to individual consumers via a specialised website, www.myh2o.qld.gov.au. It can be accessed using personal technology such as tablets and smart phones. The site also facilitates a set of alerts which can notify consumers of leaks and high consumption via SMS and emails.

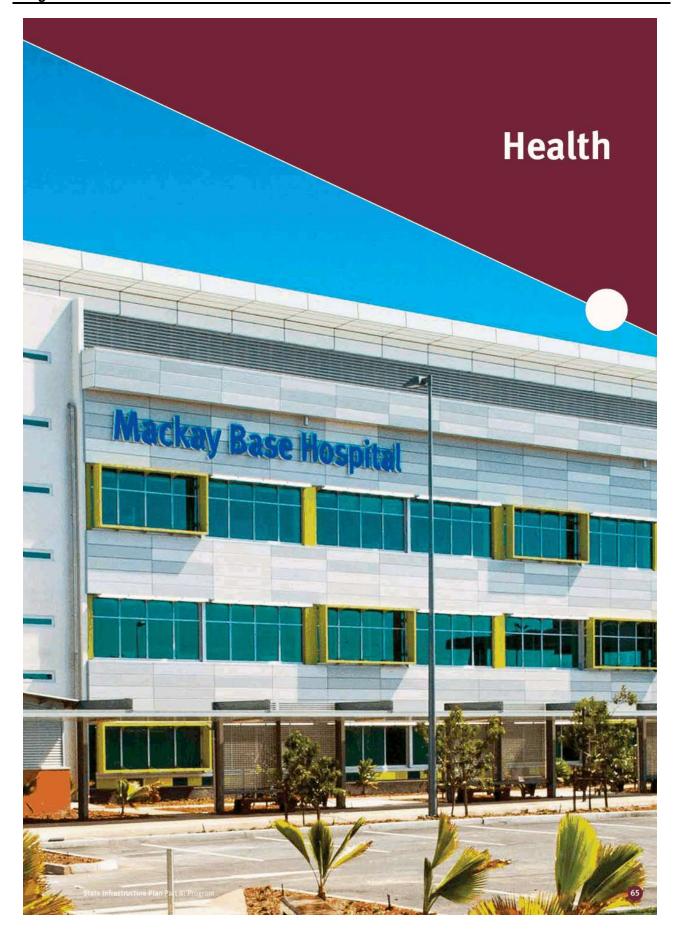
According to recent data, over 500 leaks are being detected every month across the region.

Smart meter technology has proven to be a valuable tool in Mackay Regional Council's demand management program, which is currently in its third year. The program has delivered around 10 per cent reduction in consumption, which in turn has helped the council to significantly defer planned capital expenditure on capacity expansion.

This technology is being expanded to remotely monitor several other items such as sewer manholes, storm water levels, rainfall, and soil moisture. This project, along with other initiatives currently being deployed, will form the basis for Mackay's Smart City initiative.

The Smart Metering Technology was named as a finalist at the Premier's 2014 Sustainability Awards.







As Queensland's population continues to grow, so does the community's expectation for improved and timely access to health services. Over recent years, the state has made significant investments in health infrastructure through a range of major capital projects. This includes new world-class teaching hospitals—Gold Coast University Hospital, Sunshine Coast University Hospital and the Lady Cilento Children's Hospital—as well as redeveloped hospitals and enhanced facilities in regional centres such as Cairns, Townsville and Mackay.

The provision of safe, sustainable health services into the future will be impacted by a number of significant pressures including changing demographics, an ageing population and increasing levels of obesity and chronic disease. To continue delivering affordable, quality care, we need health infrastructure with the flexibility and capacity to meet the future needs of the community. This demands a shift away from intensive capital investments to better utilisation of existing facilities and new models of care.

Going forward, investment in health infrastructure will increasingly be targeted at maintaining and improving existing assets. Currently much of the building stock in the health portfolio is ageing. To meet modern clinical standards these buildings will require ongoing refurbishment and upgrade work, and where appropriate replacement.

Innovation in health service delivery can also provide alternatives to investment in new infrastructure. This includes providing more care in the home or in community settings, improved telehealth services in regional and rural areas, and targeted hospital avoidance programs. Opportunities also exist to partner with non-government organisations and the private sector to better utilise existing facilities or jointly deliver new assets.



Townsville Hospital

Harnessing the potential of rapid advancements in technology will also enable more integrated, quality and safe health services. As technology evolves, patients will be able to access health care services in new and innovative ways. It will also provide clinicians with better access to patient information and the ability to offer previously unavailable treatment options.

Despite advances in technology and the benefits of alternative service delivery, additional built infrastructure will still be required to meet increasing demand for health services.

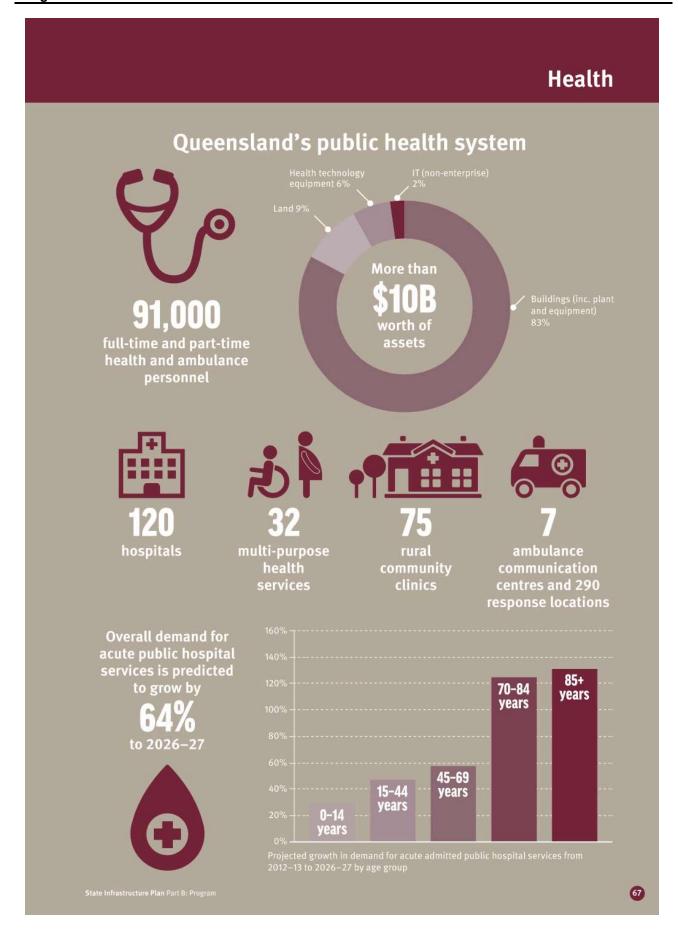
HEALTH RESPONSES

The Queensland Government has developed responses to address identified challenges and guide investment across both the 1–4 year program and future opportunities. Most projects or opportunities relate to at least one response, however some will relate to more than one response. As the SIP matures, the relationship between responses and these programs will strengthen.

Focus more on prevention to reduce demand on strained resources. Employ more alternative service delivery models to improve access and patient experience and delay the need for new infrastructure. Seek innovative partnerships with industry to deliver health services and fit-for-purpose health facilities. Use new digital infrastructure that improves efficiency and the patient experience.

Deliver adaptive infrastructure that flexibly responds to changing service needs.







1-4 year program

	Total		Contri	butions			Fundir	ng (\$M)	
Project	estimated				Expenditure to June 2015			Indicative	
rioject	cost (\$M)	Fed	QG		(\$M)	2015–16		2017-18 to 2018-19	Beyond
South East Queensland									
Lady Cilento Children's Hospital completion	1433.145		•		1364.798	41.000	27.347		
Gold Coast University Hospital completion	1761.853		•		1710.049	31.804	20.000		
Sunshine Coast University Hospital completion	1872.151		•		617.896	488.717	178.545	38.213	548.78
lpswich Hospital– additional beds	113.000		•		111.310	1.690			
Southern Queensland Centre of Excellence Stage 2	10.000		•		0.350	8.850	0.800		
Centre for Children's Health Research	125.000		•		107.470	10.530	7.000		
Hummingbird House– Palliative Care Hospice for Children	3.000	•	•			3.000			
Children's Health Queensland HHS various projects ¹	Ongoing		•			1.668			
Metro North HHS various projects ¹	Ongoing		•			14.364			
Metro South HHS various projects ¹	Ongoing		•			11.086			
Gold Coast HHS various projects ¹	Ongoing		•			3.543			
Sunshine Coast HHS various projects ¹	Ongoing		•			2.969			
West Moreton HHS various projects ¹	Ongoing		•			2.488			
Queensland Ambulance Servi	ice								
Birtinya Station	6.000		•			2.000	3.000	1.000	
Yandina Station	2.200		•			0.100	2.100		
Kenilworth Station	1.500		•			0.100	1.000	0.400	
Coral Gardens Station replacement	3.000		•			0.100	0.900	2.000	
Russell Island Station and residence replacement	1.318		•		0.729	0.589			
Regional Queensland									
Cairns Hospital redevelopment	446.300		•		400.953	40.000	5.347		
Mackay Base Hospital expansion completion	408.285		•		392.957	8.516	6.812		
Rockhampton Hospital expansion	173.064	•	•		166.925	5.139	1.000		
Rockhampton Hospital helipad	5.000		•		2.478	2.522			
Rockhampton Intensive Care Unit	12.674		•		6.223	6.451			



Health

	Total		Contril	butions				Fundir	g (\$M)	
Project	estimated					Expenditure to June 2015			Indicative	
	cost (\$M)	Fed	QG	LG	Priv	(\$M)	2015–16	2016–17	2017-18 to 2018-19	Beyond
Regional Queensland										
Townsville Hospital expansion	334.000	•	•			308.587	18.413	7.000		
Mount Isa Health Campus redevelopment	62.575		•			46.271	10.000	6.304		
Alpha Hospital and Co-located Emergency Services	17.500		•			1.144	14.356	2.000		
Kowanyama staff accommodation	1.375	•	•			0.100	1.275			
Palm Island Home and Community Care facility and Cape York Primary Health Care Centre improvements completion	0.691	•	•				0.691			
Enhancing Regional Hospitals Program (Roma, Hervey Bay, Gladstone and Caloundra)	180.000		•				20.600	113.400	46.000	
Health and Hospital Fund- Regional Priority Round	108.528	•				59.866	40.455	5.207	3.000	
Rural and Remote Infrastructure Rectification Works	51.580		•			49.068	2.512			
Cairns and Hinterland HHS various projects ¹	Ongoing		•				3.096			
Central Queensland HHS various projects¹	Ongoing		•				2.274			
Central West HHS various projects¹	Ongoing		•				1.155			
Darling Downs HHS various projects¹	Ongoing		•				7.783			
Mackay HHS various projects¹	Ongoing		•				1.489			
North West HHS various projects ¹	Ongoing		•				0.869			
South West HHS various projects ¹	Ongoing		•				0.882			
Torres and Cape HHS various projects¹	Ongoing		•				1.434			
Townsville HHS various projects¹	Ongoing		•				4.763			
Wide Bay HHS various projects¹	Ongoing		•				2.125			





1-4 year program

	Total		Contril	outions			Fundin	g (\$M)	
Project	estimated				Expenditure to June 2015			Indicative	
	cost (\$M)	Fed	QG		(\$M)	2015–16			
Regional Queensland									
Queensland Ambulance Servi	ce								
Rainbow Beach Station	1.500		•		0.020	0.300	1.180		
Bundaberg Station	5.000		•		0.992	2.000	2.008		
Collinsville Station replacement	1.800		•		0.054	1.046	0.700		
Miriam Vale Station replacement	2.000		•		0.030	1.970			
Thursday Island Station and relief accommodation	5.100		•			0.200	2.100	2.800	
Statewide									
Area Health Demand Management (minor infrastructure projects)	297.500		•		277.309	8.000	12.191		
Faster Emergency Care in Queensland Public Hospitals initiative	147.187	•			142.377	4.810			
Regional Cancer Centres	164.120	•			156.234	7.279	0.607		
National Partnership Agreement Improving Public Hospitals	192.686	•			181.781	10.905			
Community Mental Health Program–housing refurbishment	4.851		•		0.798	4.053			
Queensland Plan for Mental Health–new facilities	130.562		•		117.615	4.000	8.947		
Telehealth (regional, rural and remote)	2.000		•		0.680	1.320			
Backlog Maintenance Remediation Program	326.816		•		209.737	58.540	58.540		
Capital Program Land Acquisition	4.162		•			4.162			
Housing stock upgrades (staff accommodation)	Ongoing		•			1.000	2.694	2.000	
Master planning studies	Ongoing		•			0.850	2.965	1.700	
Priority Capital Program	Ongoing		•			45.000	80.000	305.827	
Emergent Works Program	Ongoing		•			23.240	116.524	40.000	
Minor capital projects and acquisitions ¹	Ongoing		•			33.557	80.000	160.000	
Queensland Ambulance Servi	ce								
QAS minor works	Ongoing		•			3.000	3.000	6.000	
Strategic land acquisitions	2.500		•			2.500			

Notes:

The Queensland Government has implemented an Accelerated Works Program for regional Queensland. Some of the announced projects are individually highlighted in this document, while others may be embedded in a larger program of work.

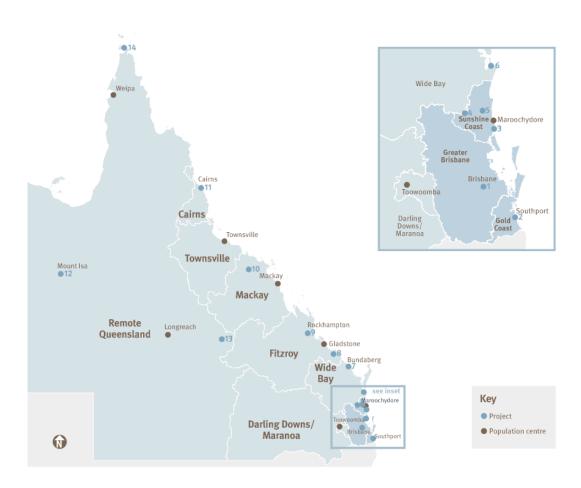


¹ Statewide funding has been included but has not yet been allocated to Hospital and Health Services beyond 2015–16.

Health

Selected projects 1-4 year program

#	PROJECT	#	PROJECT
1	Southern Queensland Centre of Excellence Stage 2	8	Miriam Vale QAS Station replacement
2	Coral Gardens QAS Station replacement	9	Rockhampton Intensive Care Unit
3	Sunshine Coast University Hospital	10	Collinsville QAS Station replacement
4	Kenilworth QAS Station	11	Cairns Hospital redevelopment
5	Yandina QAS Station	12	Mount Isa Health Campus redevelopment
6	Rainbow Beach QAS Station	13	Alpha Hospital and Co-located Emergency Services
7	Bundaberg QAS Station	14	Thursday Island QAS Station and relief accommodation



State Infrastructure Plan Part B: Program

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Future opportunities-short-term

Opportunity 1

Work with primary health care networks, primary care providers and the non-government sector to promote health, wellbeing and disease prevention to reduce hospital admissions.

Opportunity 2

Reduce reliance on physical infrastructure through increased use of alternative service delivery models or locations that support provision of health care in non-hospital settings. This may include community-based solutions, increased use of day services and 'virtual' models of care including 'hospital in the home'.

Opportunity 3

Leverage current and future capacity in the private health sector for treating public patients through the measured use of private sector service agreements.

Opportunity 4

Improve health outcomes for people in rural and remote Queensland through telehealth services that improve access and quality of clinical services.

Opportunity 5

Align the current built asset portfolio with anticipated future asset needs by developing maintenance, refurbishment and renewal plans that assist in repurposing, multi-use or sharing of facilities.



Cleveland Ambulance Station



Health

Future opportunities-medium/long-term

Opportunity 6

Create integrated care models by utilising aged care facilities, working with private hospitals and mobile delivery services to meet changing demographic needs such as an ageing population.

Opportunity 7

Develop a broad range of approaches to address high levels of anticipated growth in SEQ.

Opportunity 8

Increase the use of mobile delivery models, personal health devices and remote monitoring technology to support efficient and effective health service delivery.

Opportunity 9

Collaborate with other government agencies to deliver agile infrastructure solutions to meet growth and changing health demands across Queensland.

Case study Bringing health services closer to home

The greatest growth in demand for renal dialysis is in the Metro South Health region, with existing infrastructure already at capacity. In order to meet demand, Metro South Health will open its first standalone renal dialysis unit at Brookwater, south west of Brisbane.

This facility, operated in partnership with Mater Health Services, is located in the Brookwater Village Shopping Centre. The new renal dialysis unit will provide seven public renal dialysis chairs for patients who currently visit either the Princess Alexandra Hospital or Ipswich Hospital. Each additional chair creates capacity to treat four extra dialysis patients.

As well as increasing the number of renal dialysis chairs available, it will enable patients to receive services closer to home, with immediate access to retail and other services. The use of similar alternative delivery models will continue to be considered in planning to meet future demand for health services.

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Case study Sunshine Coast University Hospital

Currently under construction, the \$1.87 billion Sunshine Coast University Hospital (SCUH) will be the focus of the new 20 hectare Oceanside Kawana Health Precinct. It will transform the way health care is delivered on the Sunshine Coast. Along with the SCUH, the precinct will be home to the Skills, Academic and Research Centre and the Sunshine Coast University Private Hospital. The precinct will also provide opportunities for health-related commercial developments.

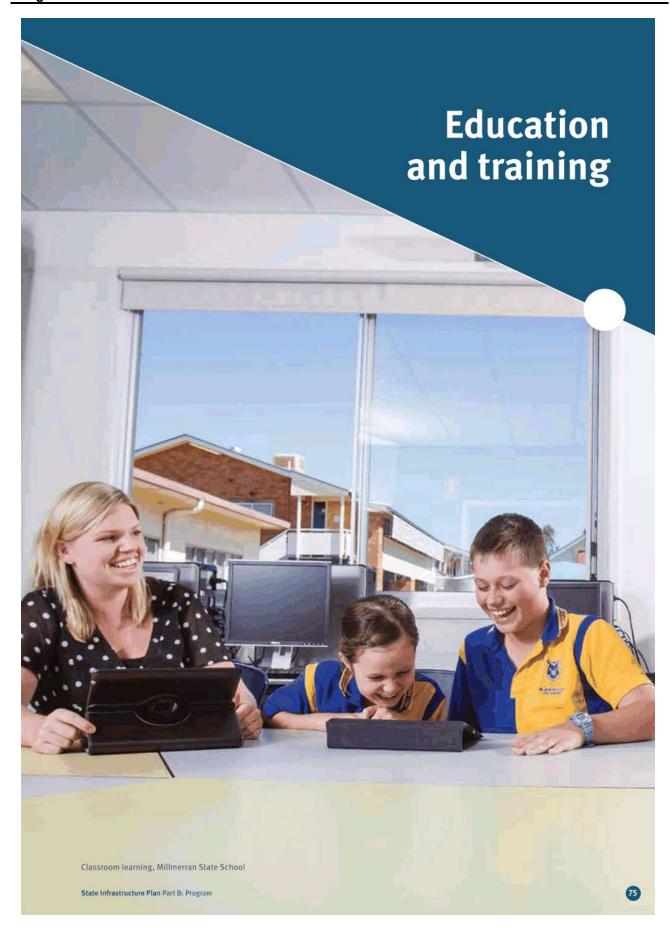
When complete, SCUH will open with 450 beds but can be expanded to meet the needs of the growing region. It will offer a range of new and expanded free

public hospital services to patients with complex or life-threatening conditions. This means the 10,000 patients who currently travel to Brisbane for treatment each year will be safely cared for on the Sunshine Coast.

The campus model will provide Sunshine Coast patients with highly-trained staff that will be able to work across the public and private hospitals and have easy access to teaching and research opportunities. The project is providing a boost to the local economy and is a catalyst for local commercial and residential development.









High quality education is the cornerstone for preparing Queenslanders to participate successfully in society. Across the state, education infrastructure supports the delivery of early childhood programs, primary and secondary schooling, and vocational training to more than half a million students.

Queensland continues to experience increased demand for education services in line with population growth. These have included the number of children participating in kindergarten, increases in Year 12 completion, compulsory Prep enrolment, as well as increases in special school enrolments and the number of students accessing special education programs and services.

In response to this service demand, the state has continued to invest in education infrastructure across urban, rural and remote school and training locations. Some of the more significant education capital projects in recent years have included provision of infrastructure for the move of Year 7 students into secondary school, addressing maintenance needs through the School Infrastructure Enhancement program, investment in new schools in Mackay, Toowoomba, Pimpama and Burpengary, the announcement of a new special school in Cairns and a new primary school in Townsville, as well as a range of renewal projects in other regional centres.

The future provision of education will be impacted by many challenges that are expected to place additional pressures on early childhood, school and training infrastructure. These challenges include population growth, delivering on the priorities of the Advancing Education Action Plan, Closing the Gap and NAPLAN, as well as national curriculum requirements.

To address these, we will need assets that are high quality, flexible and future focused. This will entail ongoing investment as many of Queensland's education assets are ageing, affecting overall quality and suitability to respond to the future of education. We will need to be judicious in our planning methods, prioritising investment according to highest need as well as adopting innovative



Integrated learning, Mackay (image courtesy Central Queensland University)

solutions that accommodate our growing need for education infrastructure. Some of these innovative models may include public private partnerships, community partnerships, co-investment and co-location opportunities. In addition, innovative asset management arrangements for TAFE Queensland will ensure priority access to state-owned training assets, to support the delivery of quality training that boosts the skills of Queensland's workforce.

The government will continue to support the provision of early childhood education and care services and training facilities, with delivery predominantly undertaken by the private and not-for-profit sectors. The Queensland Government has recently expanded and strengthened the Building and Construction Training Policy to maximise apprenticeship and traineeship opportunities, and increased economic benefits for Aboriginal and Torres Strait Islander people. The policy represents a partnership between the building and construction industry and the Queensland Government to develop the industry's skills base and future workforce capability on government building and civil construction projects.

The future of investment in education infrastructure will not only include built assets, but will also embrace innovative, alternate models that are cost effective, provide maximum benefit and appropriately support the educational needs of the Queensland community.

EDUCATION AND TRAINING RESPONSES

The Queensland Government has developed responses to address identified challenges and guide investment across both the 1–4 year program and future opportunities. Most projects or opportunities relate to at least one response, however some will relate to more than one response. As the SIP matures, the relationship between responses and these programs will strengthen.

Create knowledge precincts on the sites we control by co-locating education with industry and local communities.

Provide fit-forpurpose and future focused infrastructure that maximises educational outcomes. Support infrastructure that maximises export earnings from education. Increase the use of digital service delivery to delay the need for new infrastructure.

Adopt a 'renew before new' approach to infrastructure to meet the demand for education. Protect Queensland's education heritage.



Education and training childhood schools combined schools secondary schools state schools in Queensland academies schools An additional Over the next state school new schools will be invested in education, training, enrolments may be required will increase by over the next around early childhood education, and pre-prep learning years during 2015-16 682,000 525,000 training facilities 77



1-4 year program

	Total		Contri	butions			Fundin	ıg (\$M)	
Project	estimated				Expenditure to June 2015			Indicative	
	cost (\$M)	Fed	QG		(\$M)	2015–16		2017-18 to 2018-19	Beyond
South East Queensland									
Construction of 10 new schools in South East Queensland ¹	420.312		•		48.911	108.222	37.143	36.597	189.439
Pimpama State Secondary College Stage 3	10.000		•			8.000	2.000		
Springfield Central State High School Stage 3	15.000		•			9.000	6.000		
Brisbane State High School redevelopment	26.703		•		20.763	5.940			
Minor capital works projects	30.000		•			10.000	10.000	10.000	
Serviceton South early years service	2.350		•		0.015	2.203	0.132		
Regional Queensland									
Highfields State Secondary College Stage 2	15.000		•			3.000	12.000		
Cairns Special School ²	25.000		•			8.000	17.000		
Townsville primary school and planning for new secondary school	90.000		•			10.000	25.000	55.000	
Gordonvale early years centre	2.050		•		0.166	1.884			
Statewide									
School Infrastructure Enhancement Program	300.000		•			70.000	73.000	157.000	
Maintenance and facilities service payments	1230.637		•			115.536	129.344	288.015	697.742
Statewide growth in learning spaces ³ , ⁴	460.650		•			116.399	117.638	226.613	
Statewide maintenance program-training assets ⁵	11.890		•			11.890			
TAFE facilities upgrade	2.500		•			2.500			
Capital grants to non-state schools in Queensland	359.100		•			122.575	92.575	143.950	



¹⁰ new schools: Pimpama State Primary College; Burpengary State Secondary College; Pallara State School (relocated to new site); Bellmere State School; Deebing Heights State School; Griffin State School; new primary school in Redbank Plains; new primary school in Springfield; new primary school in Caboolture North East; and new high school in Bellbird Park.

² The Queensland Government has implemented an Accelerated Works Program for regional Queensland. Some of the announced projects are individually highlighted in this document, while others may be embedded in a larger program of work.

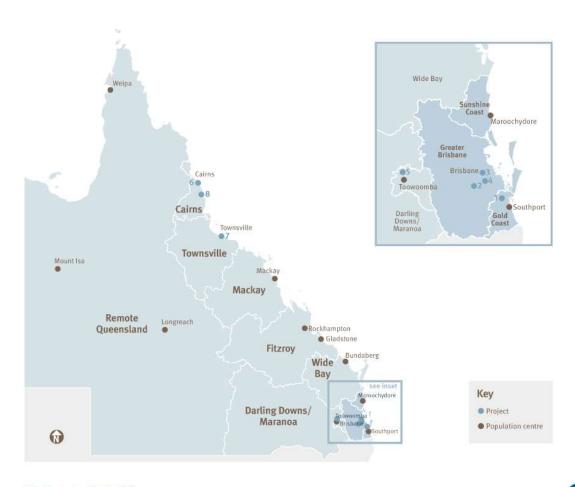
³ 2015–16 figure sourced from Department of Education and Training Capital Acquisition Statement 1 July 2015.

 $^{^4 \ \}textit{Estimates provided for 2016-17 through to 2018-19 are for in-school growth (planned classroom requirement and emergent requirement)}.$

⁵ Department of Education and Training is currently developing a Strategic Asset Management Plan. Projections are for 2015–16 only with an update to the program expected in 2016–17 to align with implementation of the plan.

Selected projects 1-4 year program

#	PROJECT
1	Pimpama State Secondary College Stage 3
2	Springfield Central State High School Stage 3
3	Brisbane State High School redevelopment
4	Serviceton South early years service
5	Highfields State Secondary College Stage 2
6	Cairns Special School
7	Townsville primary school and planning for new secondary school
8	Gordonvale early years service



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Future opportunities-short-term

Employ non-infrastructure solutions to improve the management of over and under-utilised education and training facilities.

Opportunity 2

Increase third party, including community, use of existing buildings and facilities by examining and challenging traditional operating models, including the use of sports and recreation facilities at state schools.

Opportunity 3

Implement asset lifecycle assessment programs for all state schools, providing schools with information to support long-term maintenance planning.

Opportunity 4

Investigate the feasibility of sharing surplus or under-utilised education and training facilities with other government departments.

Opportunity 5

Support schools to establish strategic infrastructure plans that align curriculum and education outcomes to future school infrastructure needs.



Trinity Bay State High School



Future opportunities-medium/long-term

Opportunity 6

Focus on minor works or upgrade programs that make existing infrastructure fit-for-purpose to meet current and future teaching requirements, including incorporating new technologies.

Opportunity 7

Ensure all education facilities identified as being of historical significance or heritage value are appropriately used and protected.

Opportunity 8

Work with local government, developers and other government agencies to collaboratively plan to meet the needs of growing and changing communities by delivering agile shared infrastructure solutions.

Opportunity 9

Encourage alternative capital investment mechanisms to support growth and service demand pressures impacting on the education and training sectors.

Opportunity 10

Partner with other education providers to meet the education and training needs of communities through co-sharing or co-location of facilities.





Case study Roma State College integrated infrastructure delivery trial

A four-year project is underway across some Queensland schools to trial a more strategic and integrated approach to investment, maintenance, renewal and capital projects. The trial will provide schools with greater autonomy over maintenance investment to improve the suitability of facilities to meet the needs of individual schools.

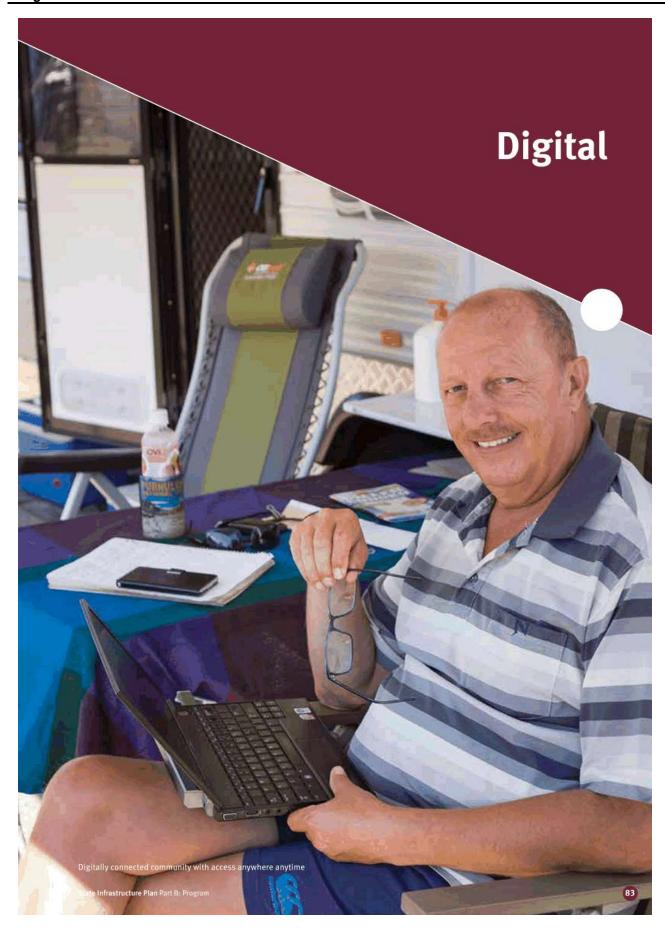
In July 2015, an Integrated Infrastructure Delivery Trial commenced at Roma State College. The trial explored a new approach to infrastructure maintenance, and aimed to achieve greater value and autonomy for

the school in relation to its maintenance budget. The college worked collaboratively with the Department of Housing and Public Works and the Department of Education and Training to develop a school strategic infrastructure plan.

The plan outlines a four-year program of renewal and refurbishment needs and assessed the suitability of the school's infrastructure to deliver future curriculum needs. It also included an asset lifecycle assessment, which identified infrastructure investment priorities.







? Digital

Secure, reliable and cost-effective digital infrastructure is a fundamental enabler of social and economic development in the digital age. It connects communities and markets, and provides the opportunity for people to improve their livelihoods and lifestyles.

The emergence of the digital economy offers exciting opportunities for all Queenslanders to benefit from improved government services and innovation, and productivity gains across the economy.

While telecommunication networks are regulated by the Australian Government and delivered largely by the private sector, the Queensland Government plays a vital role in ensuring the state has access to world-class digital infrastructure. This is fundamental to achieving the government's Advance Queensland vision to create the knowledge-based jobs of the future and build a strong innovation and entrepreneurial culture.

Governments at all levels are increasingly using a 'digital first' approach to the design and delivery of future infrastructure and services. In a decentralised state like Queensland, there is enormous potential to improve service delivery by optimising the use of existing technology. Initiatives such as the One-Stop-Shop approach will provide Queenslanders with simple, consistent access to a host of government services, regardless of where they live.

The state is also leveraging the potential of digital technology to transform operations across a broad range of sectors. Our public safety agencies and frontline police and emergency services personnel are benefiting from more reliable and secure communications through the rollout of the Government Wireless Network in SEQ. Opportunities to provide critical information to officers in the field are also being explored.

In addition, the Queensland Government is working with providers and the Australian Government to facilitate improvements in the state's digital infrastructure to improve communication and reduce blackspots.



Government Wireless Network

There are also opportunities to leverage and optimise existing and planned investments in public infrastructure including fibre, cellular, radio, microwave and wireless networks to reduce government costs.

In other sectors, such as health and education, more reliable and accessible digital infrastructure is helping to improve outcomes and reduce costs. Students can access more digital learning resources and greater collaboration and communication among schools, teachers and students can be achieved. Services such as telehealth can be used to deliver more care and treatment within the home, and digital health tools can help patients better self-manage their conditions and services.

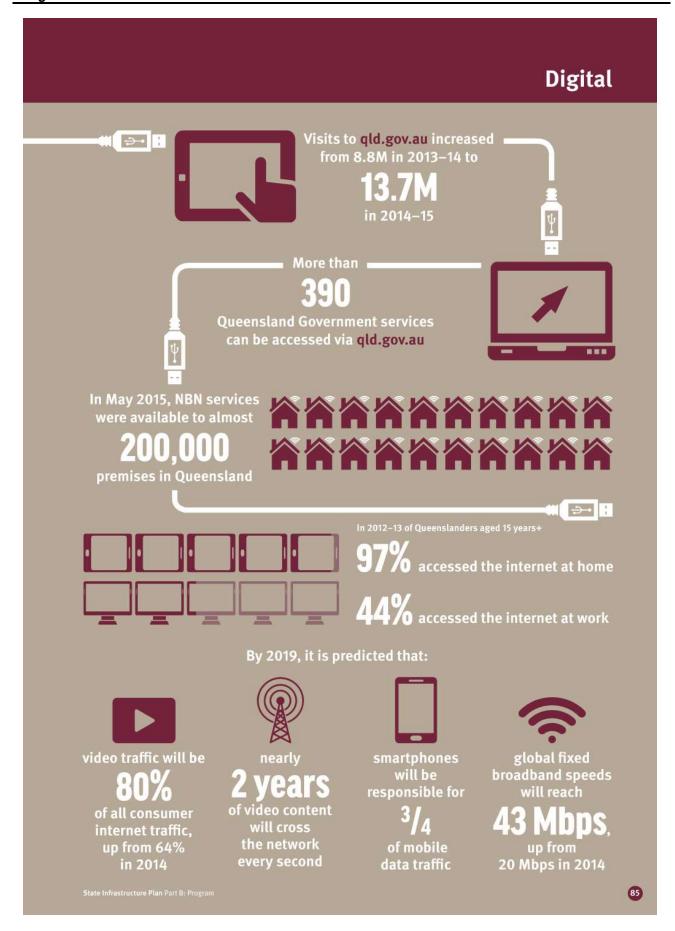
Broadband services and innovation in digital, mobile and cloud technologies are also changing the nature of work. Opportunities for remote or distributed working arrangements via telecommuting or flexible work centres continue to grow. Investments in smart digital technology are also enabling consumers, government and industry to make better decisions that can reduce energy consumption, traffic congestion and impacts on the environment.

DIGITAL RESPONSES

The Queensland Government has developed responses to address identified challenges and guide investment across both the 1–4 year program and future opportunities. Most projects or opportunities relate to at least one response, however some will relate to more than one response. As the SIP matures, the relationship between responses and these programs will strengthen.

Work with providers and the Australian Government to improve digital infrastructure. Develop infrastructure in regions that promotes digital inclusion. Use government's purchasing power to drive digital transformations across all asset classes.







1-4 year program

Project	Total estimated cost (\$M)	Contributions					Funding (\$M)			
						Expenditure to June 2015 (\$M)		Indicative		
		Fed	QG				2015–16			
South East Queensland										
Government Wireless Network	565.000	•	•			61.500	57.000	41.000	68.000	337.500
Regional Queensland										
Capital grant to connect remote communities in Central West Queensland	16.500	•	•	•				6.250		
Statewide										
Mobile Black Spot Programme ²	53.850	•	•	•			2.000	5.000	3.000	
Broadband Upgrade Project-fibre optic cabling for schools	137.000		•				27.400	27.400	54.800	27.400

Notes:

- ¹ The Queensland Government has committed \$6.25 million towards a project in the Barcoo–Diamantina region that will link the towns of Windorah, Birdsville, Bedourie, Jundah and Stonehenge through an optic fibre network and provide high speed internet and 4G mobile service to the region. Funding for the project will be provided by the two shires and the Queensland and Australian Governments (via Round 2 of the National Stronger Regions Fund).
- ² The sum of the cashflows does not equal Total Estimated Cost because cashflows are Queensland Government cashflows only. State commitment is \$10M however the yearly splits shown are estimates only because the rollout schedule for the towers is still to be

The Queensland Government has implemented an Accelerated Works Program for regional Queensland. Some of the announced projects are individually highlighted in this document, while others may be embedded in a larger program of work.

Case study Covering Queensland's mobile black spots

Queensland has a higher percentage of rural and remote households than other states in Australia, and sometimes long distances between telecommunications towers. Providing appropriate, reliable telecommunications to these regions is often not commercially viable without co-funding assistance from governments, councils and major industry operators in these regions.

The Queensland Government is committed to working with the Australian Government and providers to improve telecommunications connectivity in regional Queensland. This commitment is demonstrated by its recent \$10 million co-contribution towards improving mobile coverage for Queenslanders.

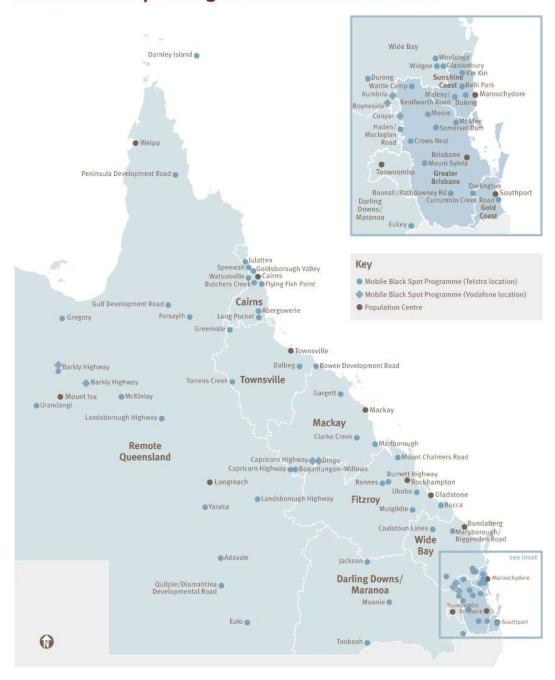
With this contribution, and that of other parties, a total of \$53.85 million will be invested in Queensland through the Australian Government's Mobile Black Spot Programme. This will see significant improvements in mobile coverage with 68 new or upgraded mobile towers. As part of the arrangement with Telstra, Queensland will also receive 50 4G small cells to boost coverage in heavily-trafficked areas.

The Australian Government has also announced a second round of the programme, with funding over two years from 2016. It is anticipated that this will deliver additional mobile towers to Queensland.



Digital

Mobile Black Spot Programme selected locations







Future opportunities-short-term

Opportunity 1

Engage with the Australian Government and telecommunications providers to improve digital inclusion in rural and remote parts of Queensland, including optimum coverage of the National Broadband Network (NBN).

Opportunity 2

Identify opportunities to address areas where mobile coverage or NBN technology is insufficient to meet community needs, particularly in public buildings like schools, health facilities and libraries.

Opportunity 3

Consider ways to leverage state-owned fibre assets for broader community and economic benefit.

Opportunity 4

Quantify the likely impacts of digital disruption on future demand for government infrastructure and services, in collaboration with academia.

Opportunity 5

Identify opportunities to increase teleworking in the public and private sectors as a means of reducing congestion on transport networks in Queensland's cities.

Opportunity 6

Develop more responsive and effective emergency services through improved technology, coverage, security and interoperability for public safety communications in Queensland.

Opportunity 7

Accelerate smart infrastructure deployment with sensor and wi-fi networks to improve efficiency, safety and liveability, with real-time information to enable better management and use of infrastructure.

Opportunity 8

Improve infrastructure planning and management by using big data, open data, data analytics and machine learning.

Future opportunities-medium/long-term

Opportunity 9

Harvest the benefits of new and emerging technology digital disruptions that may reduce the demand for future infrastructure (e.g. autonomous vehicles, solar battery storage and telehealth).

Opportunity 10

Leverage Queensland Government's digital purchasing power to improve digital outcomes for the state.

Opportunity 11

Identify opportunities to leverage existing and proposed connectivity into Queensland's schools for broader community and government benefit.

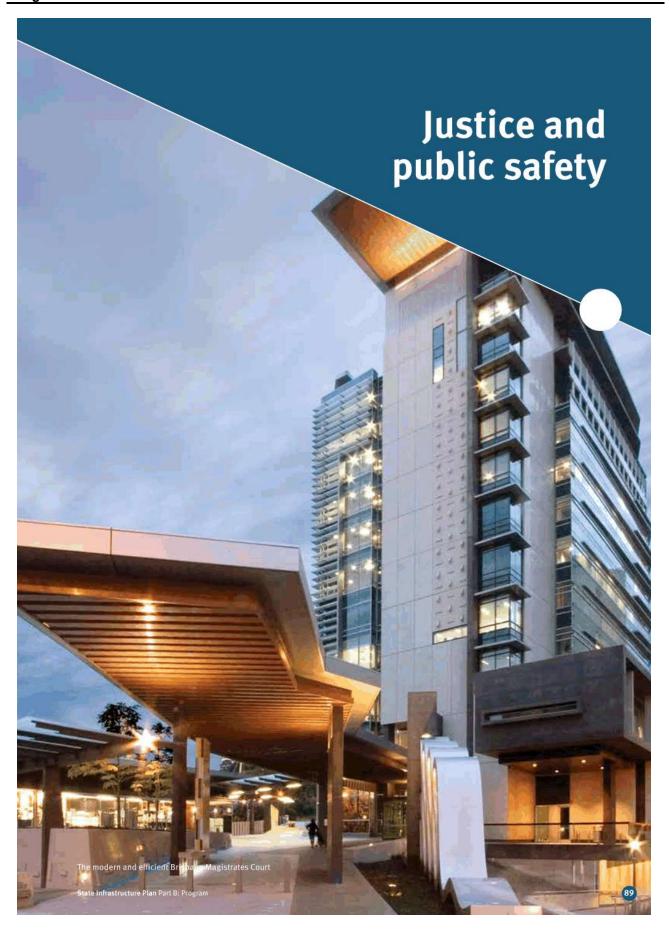
Opportunity 12

Integrate digital networks and sensors into all new infrastructure projects as standard.

Opportunity 13

Develop a plan to retrofit brownfield infrastructure with digital networks and sensors, focusing on key pieces of infrastructure.





Responsive public safety services and an effective justice system play a critical role in ensuring our communities are safe, inclusive and sustainable. Through a network of infrastructure across the state, the Queensland Government provides the community with fair and timely justice services, secure custodial detention and correctional facilities, and essential police, emergency response and disaster management services.

Queensland's public safety and justice assets include prisons, courts, police and emergency service stations, training facilities and extensive ICT networks. In recent years, irregular growth in prisoner numbers and prison capacity and facilities that are ageing or not fit-for-purporse has resulted in significant pressure on justice infrastructure. Public safety agencies have primarily focused on investing in locations and service delivery that helps improve emergency response times.

A range of demand drivers will influence the need for future infrastructure investment. These include a growing and ageing population, an increase in the severity and frequency of natural disasters and changing community expectations of government services. An increasing array of emerging social issues and crime trends must also be addressed. This includes domestic and family violence, mental health issues and substance abuse, as well as the threat of terrorism and cyber-crime.

The predicted increase in the frequency and severity of extreme weather events, including the possibility of southward movement of tropical cyclones into more densely populated areas of Queensland, will pose significant challenges to public safety agencies in the future.

A renewed focus on whole-of-government approaches that recognise and address the causes of crime may help reduce demand on services over time. Improved community supervision and diversionary justice processes also have a role to play. Addressing changes in the profile of prison and youth justice populations, including more women prisoners, an ageing prisoner profile and detainees with mental illness or complex needs, may require targeted investment in special purpose infrastructure.



Emergency services integrated response

New technology increasingly provides opportunities for improvements to electronic intelligence capabilities, online service provision and greater use of electronic communication, such as videoconferencing, to deliver services to the community. However, these advances, along with the age and complexity of existing infrastructure, further reinforce the need to undertake maintenance or upgrades.

While some new infrastructure will be required in the future, particularly to accommodate population growth south-west of Brisbane, increased access to digital services and changes to service delivery models provides an opportunity to optimise existing infrastructure where it is more cost-effective prior to making new investments. In regional and remote communities, this may include multi-agency service delivery under one roof, improving the sustainability of assets and enhancing their community amenity.

JUSTICE AND PUBLIC SAFETY RESPONSES

The Queensland Government has developed responses to address identified challenges and guide investment across both the 1–4 year program and future opportunities. Most projects or opportunities relate to at least one response, however some will relate to more than one response. As the SIP matures, the relationship between responses and these programs will strengthen.

Innovatively manage the need for new infrastructure using demand management strategies.

Increase the use of technology to integrate services. Rationalise underutilised facilities and those that are no longer fit-forpurpose. Enhance community safety through digital capabilities.



Queensland's justice and public safety assets



police stations

police

hubs

48

neighbourhood police beats

43

police beat shopfronts

Youth detention

centres



Queensland Fire and Emergency Services

242 stations

rural stations



40

high security correctional centres 6 low security

correctional

centres

work camps



8/courthouses

community justice centres



31% increase in prisoner numbers

In 2014–15 high security centres were operating at

built bed capacity

for male prisoners ar



Between January 2012 and June 2015 Queensland experienced

> 68% growth

in average daily prisoner population for women (424 to 713 prisoners)



State Infrastructure Plan Part B: Program

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1-4 year program

	Total		Contrib	outions			Fundin		
Project	estimated				Expenditure to June 2015			Indicative	
	cost (\$M)	Fed	QG		(\$M)	2015–16		2017-18 to 2018-19	Beyond
South East Queensland									
Corrective Services and Yout	h Justice								
Borallon Training and Correctional Centre recommission	56.250		•		46.534	9.716			
Perimeter Security Upgrade–South East Queensland	51.118		•		0.008	3.799	10.500	31.000	5.81
Southern Queensland Correctional Centre upgrade	11.080		•		9.187	1.893			
Brisbane Youth Detention Centre security upgrade	9.344		•		0.426	6.148	2.770		
Public Trustee									
Public trustee facilities maintenance throughout South East Queensland	8.800		•			8.800			
Police									
Police Communications Centre and Forensics Service facility upgrade	4.923		•		3.033	1.890			
Fire and Emergency Services									
Bundamba Station upgrade	1.923		•		0.050	1.873			
Burleigh Station upgrade	1.817		•		0.250	1.567			
Kemp Place Station upgrade	1.400		•		0.050	1.350			
Morningside warehouse fitout	0.970		•		0.020	0.950			
Petrie Station replacement	4.100		•		0.040	4.060			
State Disaster Coordination Centre enhancement	1.180		•		0.380	0.800			
West Logan Station replacement	3.000		•				0.500	2.500	
Dayboro Auxiliary Station replacement	0.650		•		0.050	0.600			



	Total		Contrib	utions			Funding (\$M)				
Project	estimated				Expenditure to June 2015			Indicative			
riojecc	cost (\$M)	Fed	QG		(\$M)	2015–16		2017-18 to 2018-19	Beyond		
Regional Queensland											
Corrective Services and Yout	h Justice										
Perimeter Security Upgrade-Regional Queensland	25.461		•		0.018	6.973	1.751	13.730	2.989		
Lotus Glen Correctional Centre upgrade	7.000		•		4.690	2.310					
Cleveland Youth Detention Centre building security upgrade	3.400		•		0.602	2.798					
Public Trustee											
Public trustee facilities maintenance throughout Central Queensland	1.015		•			1.015					
Courthouses											
Kingaroy and Nanango Courthouses upgrade	4.500		•			2.080	2.420				
Police											
Kingaroy Police Station and Watchhouse replacement	8.300		•		1.411	6.889					
Nanango Police Station upgrade	1.000		•		0.200	0.800					
Bowen Station upgrade ¹	5.150		•			0.050	2.100	3.000			
Gordonvale Station replacement ¹	4.500		•			0.500	2.000	2.000			
Thursday Island Police Station and Watchhouse upgrade	3.300		•		2.500	0.800					
Bamaga Police residential accommodation	1.480		•		0.150	1.330					
Fire and Emergency Services											
Bundaberg Station replacement	6.500		•		0.050	3.950	2.500				
Cunnamulla Auxiliary Station replacement	1.500		•			0.350	1.150				
Gordonvale Auxiliary Station replacement ¹	3.500		•				1.500	2.000			
Roma Auxiliary Station upgrade	3.600		•			0.600	3.000				
Thursday Island Station extension ¹	0.700		•				0.700				



	Total		Contrib	outions			Funding (\$M)					
Project	estimated					Expenditure to June 2015			Indicative			
	cost (\$M)	Fed	QG	LG	Priv	(\$M)	2015–16	2016–17	2017–18 to 2018–19			
Statewide												
Corrective Services and Yout	h Justice											
Correctional/parole facilities maintenance throughout Queensland	53.975		•			7.560	23.912	7.501	15.002			
Youth detention centre maintenance throughout Queensland	32.843		•				9.629	7.738	15.476			
Courthouses												
Courthouse maintenance throughout Queensland	37.478		•				14.764	5.958	16.756			
Police												
Queensland Police Service minor works	8.905		•				8.905					
Closed circuit camera system upgrade at various watchhouses	2.420		•				2.420					
Fire and Emergency Services												
Statewide minor works	3.825		•				3.825					
Statewide strategic land acquisitions	4.445		•				4.445					

Notes

Case study Videoconferencing improves effectiveness of court processes

New investments in video conferencing technology and changes to court process are enabling more efficient delivery of justice services. The benefits of using videoconferencing include reduced risk to the community from prisoner transfers, costs savings in prison transfers and allowing police and correctional services staff to focus on frontline duties.

During 2014–15, the Integrated Criminal Justice videoconferencing program focused on improving end-to-end just processes and removing any barriers to increase the number of in-custody defendants appearing at court hearings without leaving prison. The proportion of matters completed by videoconference for in-custody adult defendants rose from 50 per cent when the program commenced, to be consistently above 60 per cent during 2014–15.

Several successful trials have also given a small number of legal practitioners the ability to consult with in-custody clients via videoconference using standard office equipment.

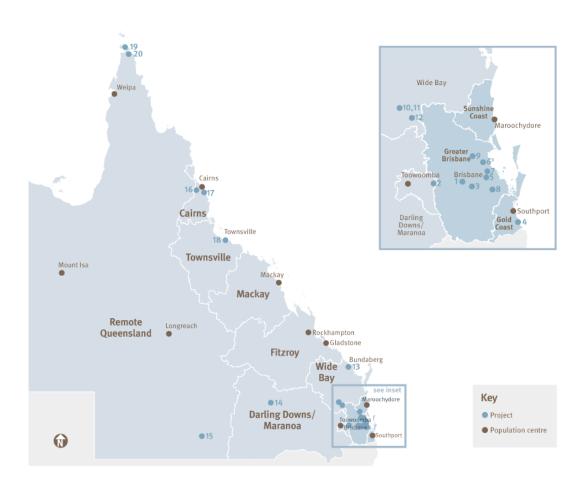
A dedicated videoconferencing court, where all matters are heard by videoconference with in-custody defendants, has also been trialled at the Brisbane Magistrates Court during 2015. Over time, investment in videoconferencing and court technology is expected to reduce exclusive reliance on built infrastructure and transport assets.



¹ The Queensland Government has implemented an Accelerated Works Program for regional Queensland. Some of the announced projects are individually highlighted in this document, while others may be embedded in a larger program of work.

Selected projects 1-4 year program

#	PROJECT	#	PROJECT
1	Borallon Training and Correctional Centre recommission	11	Kingaroy Police Station and Watchhouse replacement
2	Southern Queensland Correctional Centre upgrade	12	Nanango Police Station upgrade
3	Bundamba QFES Station upgrade	13	Bundaberg QFES Station replacement
4	Burleigh QFES Station upgrade	14	Roma QFES Auxiliary Station upgrade
5	Kemp Place QFES Station upgrade	15	Cunnamulla QFES Auxiliary Station replacement
6	Petrie QFES Station replacement	16	Lotus Glen Correctional Centre upgrade
7	QFES State Disaster Coordination Centre enhancement	17	Gordonvale QFES Auxiliary Station replacement
8	West Logan QFES Station replacement	18	Cleveland Youth Detention Centre Security upgrade
9	Dayboro QFES Auxiliary Station replacement	19	Thursday Island Police Station and Watchhouse upgrade
10	Kingaroy and Nanango Courthouse upgrades	20	Bamaga Police residential accommodation



State Infrastructure Plan Part B: Program

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Future opportunities-short-term

Opportunity 1

Implement mobility solutions to provide real-time information in the field and on the frontline.

Opportunity 2

Improve coordinated responses and service delivery through electronic intelligence capabilities, online service provision, greater use of electronic communication and linking of multiple data.

Opportunity 3

Review the use of the former Children's Court in Brisbane.

Opportunity 4

Review and reshape the service delivery model at some courthouses in regional and remote communities, including through improved multi-agency service delivery under one roof.

Opportunity 5

Continue to optimise court utilisation through technology including e-lodgement and videoconferencing.

Opportunity 6

Optimise the use of built prison facilities by balancing prisoner numbers with community-based offender management and through technology enablers.

Opportunity 7

Identify and implement a strategy to manage peak prisoner numbers.

Future opportunities-medium/long-term

Opportunity 8

Manage demand and improve efficiency by implementing integrated service delivery models to respond to increasing demand.

Opportunity 9

Support integrated service delivery, through a range of communication channels, including new technology and alternate contact models.

Opportunity 10

Explore opportunities for co-location of portfolio functions and extend the life of built assets through refurbishment or upgrade.

Opportunity 11

Rationalise, share or repurpose the current footprint of more than 80 court registry sites.

Case study Mobile services program

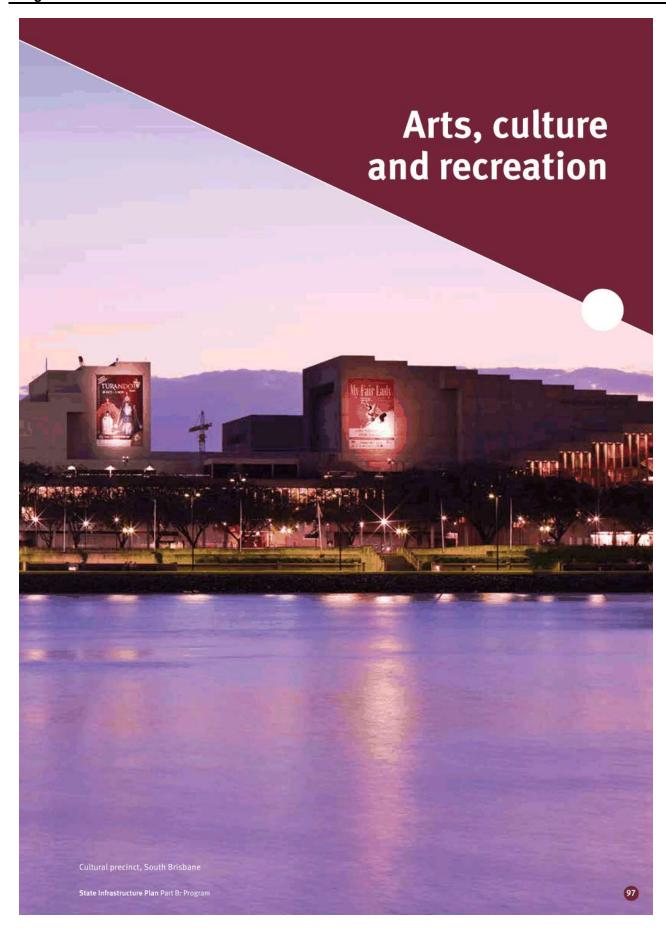
The mobile services program is using mobile devices to provide police officers with essential real-time information, improving police and community safety.

Police officers can complete reports and other administrative activities on the devices, saving each officer up to 30 minutes per shift by reducing time spent at the station. The ability to capture information on the spot also allows police to respond move quickly in the field.

Currently, the devices enable police to search Queensland and national databases in relation to people, vehicles and licence details. The devices are increasingly accessing streamed CCTV footage which will further contribute to public safety. In 2015–16, further new capabilities are being trialled which will support police being able to respond to calls for service from mobile devices.

The opportunities to enhance service delivery provided by mobile technology will have positive benefits, such as allowing officers to spend less time at the station and more time delivering frontline services in the community.





$\overline{ m IIII}$ Arts, culture and recreation

Across Queensland, arts and culture have been instrumental in connecting communities and reviving cities, towns and regions. They attract people to places to visit and live, and create a powerful sense of belonging. Similarly, sport and outdoor recreation provide communities with improved health and wellbeing, social connection and opportunities for shared celebrations, while our World Heritage areas and national parks attract millions of domestic and international visitors each year.

A diverse portfolio of infrastructure allows Queenslanders and visitors to enjoy a range of unique cultural, recreational and outdoor experiences. This includes world-class performances and exhibitions, local and statewide festivals, major sporting championships and pristine natural environments.

By providing employment, attracting tourists and drawing high-profile acts and events to the state, this infrastructure makes a considerable contribution to our economy. The visitor economy is also heavily reliant on appropriate investment in supporting infrastructure, such as airports, rail networks and cruise ship terminals. The quality and delivery of these facilities greatly impacts the visitor experience.

One of the key challenges for government is ensuring existing infrastructure is developed or adapted to address changing and growing community needs. Much of our existing arts and cultural infrastructure was developed in the 1970s and 1980s and has been subject to ongoing upgrades and renovations to improve the visitor experience. In regional and remote communities, touring by Queensland arts companies is limited by access to suitable performance venues.

The Queensland Government will continue to support the delivery of arts and cultural infrastructure, particularly in regional areas, including partnerships with local and federal governments. Collaboration with the private sector and market-led proposals that align with government priorities and demonstrate enhanced value will be encouraged. While continuing to provide support across the regions, the Queensland Government also recognises the important role Brisbane plays as a key centre for arts and culture and home to the state's major cultural institutions.



Queensland Music Festival, Miles

The sport and recreation industry faces a number of challenges over the next 15 years that will modify traditional consumption models. Some of these challenges include a move away from organised sport to independent recreation, changing work patterns and time pressures, the ageing population and population growth, increasing popularity of extreme sports, commercialisation of the industry and growth of sports tourism, changing volunteer patterns and ageing sports infrastructure. Ultimately these challenges will shape the way the Queensland Government works with local government, clubs and industry organisations to support opportunities in sport and active recreation in

Significant investments in sports and community infrastructure, including venues for the 2018 Gold Coast Commonwealth Games, are underway. These will drive long-term economic benefits by attracting elite athletes and world-class events to Queensland.

Better use of innovation and technology will also be critical in supporting future infrastructure needs. Future trends include spaces that combine sports and community uses with arts and cultural facilities, increased use of temporary infrastructure and outdoor spaces, and delivering arts and culture through digital channels and mobile services.

ARTS, CULTURE AND RECREATION RESPONSES

The Queensland Government has developed responses to address identified challenges and guide investment across both the 1-4 year program and future opportunities. Most projects or opportunities relate to at least one response, however some will relate to more than one response. As the SIP matures, the relationship between responses and these programs will strengthen.

Deliver the Commonwealth Games legacy program.

Work with industry to deliver infrastructure that drives visitor expenditure.

Protect the state's most treasured collections.

Deliver dedicated infrastructure for indigenous and regional art and culture.

Promote a coordinated approach to supporting infrastructure that elevates Queensland's tourism offering and delivers an exceptional journey for every visitor.





visits annually to our major cultural facilities

In 2014-15 the **Playing Queensland** Fund delivered

communities in regional Queensland



In the past



QAGOMA has hosted

exclusive

to Brisbane exhibitions



Queensland Museum has discovered

Over the next

the Queensland Government has

to expand and renew essential services at the **Cultural Precinct**

Queensland Parks and Wildlife Service manages



parks and of walking forests trails

camping

Visitors who include a National Park in their holiday contribute

to Queensland's economy



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1-4 year program

	Total		Contril	outions				Fundin	ıg (\$M)	
Project	estimated					Expenditure to June 2015			Indicative	
rioject	cost (\$M)	Fed	QG			(\$M)	2015-16		9.341 9.341 9.344 5.000 4.513 11.140 5.879 4.100 2.743 3.478 70.000	Beyond
South East Queensland						_				
Commonwealth Games venues	338.342	•	•	•		73.691	182.387	72.923	9.341	
Commonwealth Games Village ¹	264.154		•		•	37.681	48.474	60.514	98.344	19.14
Nathan-Queensland State Netball Centre	30.000		•				5.000	20.000	5.000	
Queensland Museum-more space for Anzac Gallery	14.290	•	•		•	0.619	2.000	7.158	4.513	
Cultural Precinct infrastructure expansion and renewal	29.000		•				7.210	10.650	11.140	
Brisbane Racing Club– Eagle Farm track upgrade	10.000		•			7.920	2.080			
Brisbane Racing Club– Eagle Farm infield works	12.000		•				12.000			
National Park infrastructure										
South East Queensland upgrades	Ongoing		•		•	Ongoing	5.760	2.809	5.879	Ongoin
Sunshine Coast/Fraser Island upgrades	Ongoing		•			Ongoing	4.017	1.959	4.100	Ongoin
South East Queensland maintenance	Ongoing		•			Ongoing	1.372	1.372	2.743	Ongoin
Sunshine Coast/Fraser Island maintenance	Ongoing		•			Ongoing	1.739	1.739	3.478	Ongoin
Regional Queensland										
Support development of the North Queensland Stadium	100.000		•				5.000	25.000	70.000	
Rockhampton Riverfront and Yeppoon Foreshore Revitalisation	40.000		•				16.000	24.000		
Yeppoon Foreshore Revitalisation–Stage 3 ²	5.000		•	•				2.500		
Cluden Park Racecourse upgrade	7.000		•			5.172	1.828			
Julia Creek Community and Cultural Precinct ²	2.222		•	•	•		0.422	0.800		
Burdekin multi-tenant service centre extension ²	0.778		•		•		0.065	0.585		
Karumba Swimming Pool ²	2.500		•	•	•			1.000		
Jericho Swimming Pool ²	1.025		•	•				0.065	0.585	
Bundaberg Region Multi-use Sports and Community Centre ²	14.500		•	•			2.500	2.500		
Mary Valley Rattler restoration	2.600		•			0.151	2.449			
South Burnett Rail Trail	2.000		•					1.400	0.600	



	Total		Contrib	outions				Fundir	g (\$M)	
Project	estimated					Expenditure to June 2015			Indicative	
rioject	cost (\$M)	Fed	QG			(\$M)	2015–16		Indicative 2017–18 to 2018–19 2	Beyond
Regional Queensland										
National Park infrastructure										
Central Queensland upgrades	Ongoing		•			Ongoing	0.825	0.402	0.842	Ongoing
Great Barrier Reef area upgrades	Ongoing	•	•		•	Ongoing	1.387	0.676	1.415	Ongoing
North Queensland upgrades	Ongoing		•			Ongoing	6.537	3.188	6.673	Ongoing
South West Queensland upgrades	Ongoing		•		•	Ongoing	2.815	1.373	2.873	Ongoing
Central Queensland maintenance	Ongoing		•			Ongoing	1.505	1.505	3.009	Ongoing
Great Barrier Reef area maintenance	Ongoing		•			Ongoing	0.773	0.773	1.546	Ongoing
North Queensland maintenance	Ongoing		•			Ongoing	1.517	1.517	3.035	Ongoing
South West Queensland maintenance	Ongoing		•			Ongoing	1.169	1.169	2.339	Ongoing
Statewide										
Get Playing Plus-major projects capital grants	42.635		•				14.050	12.500	16.085	
Get Playing Places and Spaces	64.230		•			23.853	13.377	10.000	16.000	1.000
Statewide National Park infrastructure upgrades	Ongoing		•			Ongoing	3.268	1.594	3.336	Ongoing

Notes:

 $The \ Cronulla \ Park \ project \ remains \ on \ hold \ pending \ outcomes \ from \ the \ Queensland \ Greyhound \ Racing \ Industry \ Commission \ of \ Inquiry.$

The Queensland Government has implemented an Accelerated Works Program for regional Queensland. Some of the announced projects are individually highlighted in this document, while others may be embedded in a larger program of work.

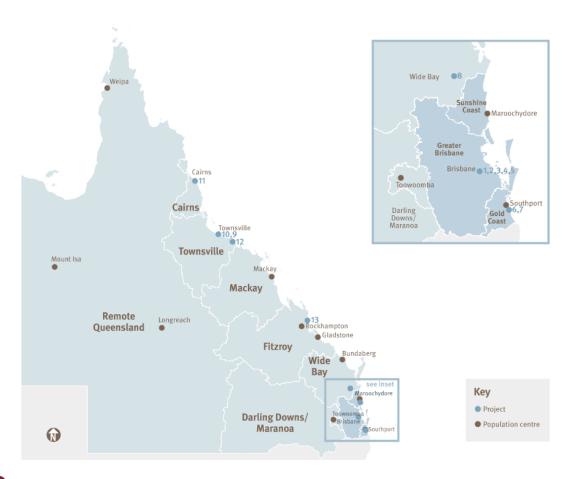


¹ Total Estimated Cost and cashflows do not include the private sector contribution.

 $^{^2\ \}textit{The sum of the cashflows does not equal Total estimated cost because cashflows are Queensland Government cashflows only.}$

Selected projects 1-4 year program

#	PROJECT	#	PROJECT
1	Queensland Museum-more space for Anzac Gallery	8	Mary Valley Rattler restoration
2	Cultural Precinct infrastructure expansion and renewal	9	Cluden Park Racecourse upgrade
3	Brisbane Racing Club-Eagle Farm track upgrade	10	Support development of the North Queensland Stadium
4	Brisbane Racing Club-Eagle Farm infield works	11	National Park infrastructure upgrade-Great Barrier Reef area
5	Nathan-Queensland State Netball Centre	12	Burdekin multi-tenant service centre extension
6	Commonwealth Games venues	13	Yeppoon Foreshore Revitalisation-Stage 3
7	Commonwealth Games Village		



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Future opportunities-short-term

Opportunity 1

Ensure infrastructure delivered for the Gold Coast 2018 Commonwealth Games creates positive and lasting benefits that can be leveraged following the event.

Opportunity 2

Develop a priority order for the investment in destination-based arts and cultural touring infrastructure based on economic and community return.

Future opportunities-medium/long-term

Opportunity 3

Implement on-site and off-site storage strategies for new and existing arts and cultural facilities.

Opportunity 4

Upgrade or renovate facilities to meet modern service standards and growing community needs.

Opportunity 5

Identify and progressively implement a program of multi-use sports infrastructure.





Case study Gold Coast 2018 Commonwealth Games venues

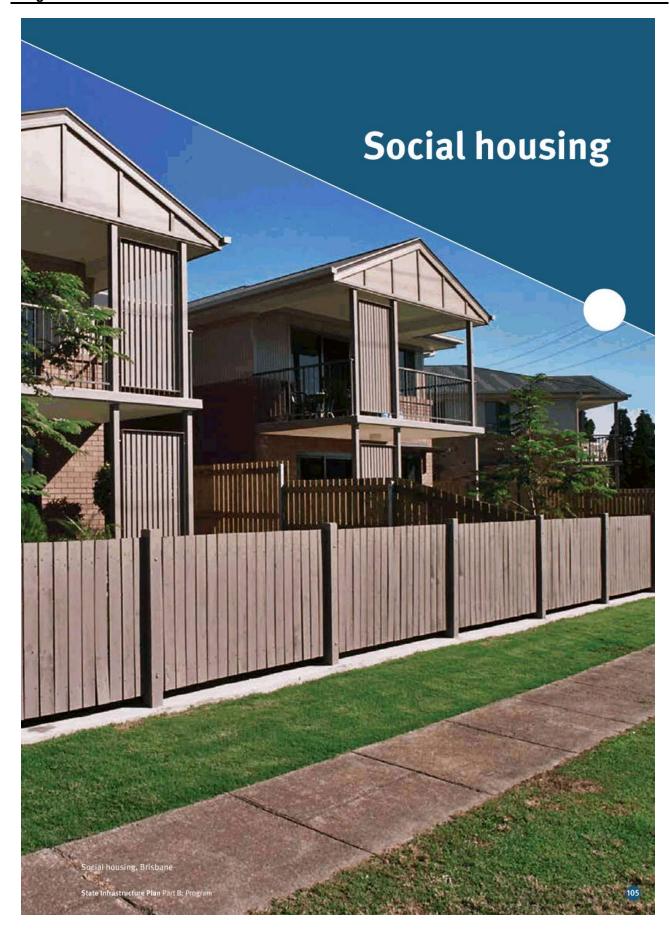
In preparation for the Gold Coast 2018 Commonwealth Games, the Queensland Government is implementing a \$320 million venue infrastructure program that includes three new world-class competition venues and major upgrades to a further eight venues. This investment will provide Queenslanders with access to important sport and community facilities for years to come.

The Commonwealth Games Village, currently under development at the Parklands site at Southport, will also provide a significant legacy for the Gold Coast. The project, which includes 1252 apartments and townhouses and seven hectares of parks and open space, will play host to 6500 athletes and officials during the Commonwealth Games.

Following the Commonwealth Games, it will provide a modern, mixed-use community and a new business hub for health and knowledge, commercial and retail use. The Parklands redevelopment is one of the largest urban renewal projects ever undertaken on the Gold Coast.







Social housing

Social and supported housing is provided by the Queensland Government and non-government organisations to assist people who are unable to secure and sustain accommodation in the private market.

The government's extensive portfolio of social housing properties plays a critical role in this system. Tenants receive housing assistance through government owned and managed public housing properties, as well as properties managed by community housing organisations and local authorities, and assistance to rent in the private market. This includes a significant number of properties that provide dedicated housing support to people living in remote Aboriginal and Torres Strait Islander communities.

Meeting the overwhelming demand for social housing and the changing needs of tenants poses a number of challenges. Increasingly, properties must be able to meet higher standards in terms of accessibility, safety and flexibility, particularly for tenants with a disability or complex needs. Housing should ideally be located close to transport and community facilities to provide tenants with access to support services and employment opportunities.

The characteristics of households in high need have changed over time, and the level of need is highest for one and two bedroom accommodation. Much of the existing portfolio is larger three and four bedroom houses, many of which have long-term tenancies. Redevelopment of existing properties or the construction of new properties will be required to meet the needs of tenants into the future. Due to the age and scale of the social housing portfolio, there is a considerable requirement for maintenance and upgrades, which will require ongoing funding.

With the growing capacity of the community housing sector, there are increasing opportunities to deliver social housing in partnership with the non-government sector. Other initiatives, such as bond loans and the redirection of lower need households into affordable



New housing development

housing initiatives, may help reduce the overall cost of service delivery by providing alternatives to the direct provision of social housing.

Social housing rents are highly subsidised through the state and Australian Government. The rental income the state receives is insufficient to support large capital works programs and cover the cost of operations, including dwelling maintenance.

The Australian Government has initiated a process to examine the reallocation of federal and state roles and responsibilities in relation to housing assistance and homelessness services. Future funding and service provision arrangements for social housing will be dependent on the outcome of this reform process.

In relation to residential dwellings for people with disabilities and accommodation facilities for children and young people, there are opportunities to align built assets with future asset needs by developing upgrade and maintenance programs that prolong the useful life of these assets.

From 1 July 2016, funding and delivery of disability services will undergo substantial change with the introduction of the National Disability Insurance Scheme (NDIS). This may impact on the delivery of services and the capital portfolio.

SOCIAL HOUSING RESPONSES

The Queensland Government has developed responses to address identified challenges and guide investment across both the 1–4 year program and future opportunities. Most projects or opportunities relate to at least one response, however some will relate to more than one response. As the SIP matures, the relationship between responses and these programs will strengthen

Realign the housing portfolio to improve its service capacity.

Renew the property portfolio to align with housing needs and reduce

Leverage the capacity of non-government organisations and the private sector in the delivery of services.



Social housing

In 2015-16

\$299M



will be invested in new social housing \$370M



will be invested in maintaining and upgrading social housing

71,850 social housing dwellings in Queensland



In 2015–16, the Queensland Government will invest more than \$24.6M in disability housing

\$6.585M



to provide
sustainable living
arrangements
for adults with a
disability when
they can no longer
be cared for by
their elderly
parents

\$6M



to deliver housing solutions for people with a disability for whom other housing options do not present a sustainable solution

\$3.1M



to build
or purchase
suitable
supported
accommodation
options for
people with
high and
complex needs

\$8.959M



to build and upgrade accommodation for people with an intellectual or cognitive disability who exhibit severely challenging behaviours





1-4 year program

	Total		Contril	outions		Funding (\$M)				
Project	estimated				Expenditure to June 2015			Indicative		
	cost (\$M)	Fed	QG		(\$M)	2015–16		2017-18 to 2018-19	Beyond	
Statewide										
Build social housing throughout Queensland	481.572	•	•			118.747	133.927	228.898		
Maintain and upgrade social housing throughout Queensland	1165.755		•			280.083	287.565	598.107		
Build Indigenous community housing throughout Queensland ¹	407.124	•	•			180.667	119.812	106.645		
Maintain and upgrade Indigenous community housing throughout Queensland	350.641	•	•			90.087	81.894	178.660		
Build and maintain accommodation for children and young people	11.087		•		1.126	2.067	4.994	2.900		
Build and maintain accommodation for people with a disability	38.912		•		4.567	8.959	9.130	16.256		

Notes:

The Queensland Government has implemented an Accelerated Works Program for regional Queensland. Some of the announced projects are individually highlighted in this document, while others may be embedded in a larger program of work.



¹ The reduction in the funding of Indigenous housing in 2017–18 to 2018–19 reflects the scheduled completion of the Australian Government funded National Partnership Agreement on Remote Indigenous Housing (NPARIH) program.

Social housing

Future opportunities-short-term

Opportunity 1

Meet the changing household demographics of high and very high needs clients by ensuring one and two bedroom units are acquired to replace larger dwellings.

Opportunity 2

Reduce maintenance costs and maximise the value of underlying land assets by replacing older large detached dwellings with one and two bedroom dwellings for households in high need.

Opportunity 3

Engage with non-government and private enterprise in the renewal of social housing.

Future opportunities-medium/long-term

Opportunity 4

Meet changing demand through a mix of housing products including partnerships with non-government organisations and the private sector.

Opportunity 5

Work with the Australian Government in the reform of funding and delivery of housing and homelessness services.

Case study Partnering to deliver better social housing

The Department of Housing and Public Works has developed an innovative partnership arrangement with Defence Housing Australia (DHA) to better meet demand for social housing. Under the agreement, the department provides land equity to fund additional new social housing dwellings.

The department transfers land located in areas where there are already a high number of social housing dwellings to DHA, in exchange for the construction of dwellings in other locations.

To date, there have been 17 one and two bedroom apartments constructed through the partnership. This delivery method has a range of benefits, including the relocation of existing tenants to more suitable accommodation and better utilisation of the department's land assets.







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Infrastructure, Local Government and Planning) and indicate if any changes have been made. To view a copy of this licence, visit http://creativecommons.org/licenses/by/4.0/.



Cr JM McDonald arrived at the meeting, the time being 10:37am

11.3 Application for Development Permit for Material Change of Use for

Service Station and Operational Works for Signage, on Land described as Lot 1 & 2 on RP71856 and Located at 133 & 135

Spencer Street, Gatton

Date: 16 March 2016

Author: Trevor Boheim, Manager Planning and Environment

Responsible Officer: Dan McPherson, Executive Manager Organisational Development &

Planning

Summary:

The application has been assessed in accordance with the requirements of the *Sustainable Planning Act 2009* and is recommended for approval on the basis of the imposition of reasonable and relevant conditions.

Officer's Recommendation:

THAT the Application for Development Permit for Material Change of Use for Service Station and Operational Works for Signage on Lots 1 & 2 on RP71856 located at 133 & 135 Spencer Street, Gatton be approved subject to the following conditions which shall be met prior to the commencement of the use unless otherwise indicated:

- 1. Undertake the development in accordance with the approved plans and documents referred to below, subject to the conditions and any notations by Council on the plans:
 - Cover Sheet, Drawing No. DA-100 prepared by Studio arkitecture and dated 10 December 2015;
 - Site Plan, Drawing No. DA-101 prepared by Studio arkitecture and dated 10 December 2015;
 - Elevations, Drawing No. DA-301 prepared by Studio arkitecture and dated 26 October 2015:
 - 3D Images, Drawing No. DA-401 prepared by Studio arkitecture and dated 26 October 2015;
 - Preliminary Civil Works Site Design Levels Layout Plan, Drawing No. 215064-SK01 Revision B prepared by Urban Engineering Solutions Pty Ltd and 13 September 2015;
 - Preliminary Civil Works Site Cross Sections, Drawing No. 215064-SK02 Revision
 B prepared by Urban Engineering Solutions Pty Ltd and 13 September 2015;
 - Preliminary Civil Works Stormwater Layout Plan, Drawing No. 215064-SK03 Revision B prepared by Urban Engineering Solutions Pty Ltd and 13 September 2015:
 - 19m AV Site Access Manoeuvre, Drawing No. 15B1121000-AT01-01P1 prepared by GTA Consultants and dated 14 October 2015;
 - 12.5m HRV Loading Bay Access Manoeuvre, Drawing No. 15B1121000-AT01-02P1 prepared by GTA Consultants and dated 14 October 2015;



- 2. This approval is for a Material Change of Use for a Service Station and operational works (signage) and does not approve any works on land the subject of this approval.
- 3. Any additional development or intensification of use, beyond that which this approves, may be subject to a further development application and planning approval.
- 4. All properties the subject of the development being lots 1 & 2 on RP71856 must be amalgamated
- 5. Maintain the approved development (including landscaping, parking, driveways and other external spaces) in accordance with the approved drawings(s) and/or documents, and any relevant Council or other approval required by the conditions.
- 6. Relevant building approvals are required prior to the commencement of any building work being undertaken on the site.
- 7. Plumbing and drainage approvals are required prior to the commencement of any plumbing and drainage work on the site.
- 8. The development is connected to reticulated water supply and sewerage.
- 9. All works must be undertaken by a nominated principal contractor experienced in the construction of municipal works. Council reserves the right to request evidence of the principal contractor's competency. If in the option of the Executive Manager Infrastructure Works and Services, that the contractor does not have the necessary competency, or has previously constructed substandard works for Council, the right is reserved by Council to reject the nominated contractor. Alternatively, Council may require an extended maintenance period.
- 10. No on-site works shall commence until approval for operational works has been obtained from Council.
- 11. Any costs from repairs due to damage caused to Council assets as a result of proposed works undertaken shall be met by the applicant. Where pedestrian and vehicular traffic safety is exposed to hazards created from damage, the damage shall be repaired immediately upon associated works being completed.
- 12. If the road or drainage network requires cleaning due to erosion or sediment from the development, then such works will be at the expense of the developer. These works must be undertaken immediately if there is potential hazard to pedestrians or passing traffic.
- 13. Deliveries to the site are limited to between 7am to 10pm, and bulk fuel deliveries



and waste collection are limited to 7am to 6pm

14. An Acoustic Barrier fence of 2.4metres in height above boundary level shall be constructed along the western and northern side boundaries. The fence shall be constructed using lapped timber (minimum 40% overlap), masonry, fiber cement sheet, hebel, plywood, or other material with a minimum surface density of 10kg/m². The barrier fence shall be free of gaps and holes.

Contributions and Fees

- 15. Payment of all applicable rates and charges for the existing lots are required prior to the sealing of the plan of survey.
- 16. Infrastructure charges shall be paid in accordance with Council's Adopted Infrastructure Charges Resolution and as indicated the Infrastructure Charges Notice issued by Council.
- 17. Municipal works must be accepted on maintenance prior to commencement of use. A maintenance bond equal to 5% of the construction cost (minimum of \$1,000.00) will be retained by Council for a minimum period of twelve months, or until such time as the works are accepted off maintenance by Council.
- 18. For designs prepared by a private consultant, a Design Checking Fee (approval of engineering drawings) based on Council's estimated cost of the works shall be payable. The fee is to be paid prior to design approval being given. Refer to Lockyer Valley Regional Council current Fees and Charges for calculation of the fee.
- 19. If any works associated with the development is carried out by agencies other than Council an Inspection Fee based on Council's estimated cost of the municipal works will be payable. This fee is valid for six months from the date of this approval. Refer to Lockyer Valley Regional Council current Fees and Charges for calculation.

Design and layout of Service Station facility

- 20. The design and layout of the Service Station facility must comply with the requirements of Australian Standard AS1940-2004 The storage and handling of flammable and combustible liquids.
- 21.If LP Gas is to be provided onsite, the design and layout of the Service Station facility must comply with the requirements of Australian Standard AS1596:2014 The storage and handling of LP Gas.
- 22. Heavy vehicle access to the proposed development must be via a left turn in from Spencer Street and exit the site via a left turn out onto Ballantine Street
- 23. All inlets to bulk fuel storage tanks must be located to ensure that fuel delivery



trucks can stand wholly within the site while discharging their fuel.

Conditions to be satisfied as part of an operational works application

- 24. Submit operational works documentation in the form of detailed plans, drawings and calculations for Council review for compliance with the approval conditions and Council's general requirements. Submission of operational works documentation will include but is not limited to:
 - a. Details in accordance with the mandatory supporting information for an operational works application noted on IDAS Form 6;
 - b. All drawings must be checked, approved and signed by a current RPEQ with their registration number;
 - c. A full set of engineering drawings in A3 size;
 - d. Calculations supporting stormwater management proposals (quantity and quality) must be included;

Conditions to be satisfied in an operational works application

Earthworks

- 25. Earthworks must be carried out in accordance with Australian Standard AS3798-2007 Guidelines on earthworks for commercial and residential developments.
- 26. Proposed retaining walls greater than one metre in height or with a surcharge loading must be designed and certified by a RPEQ qualified engineer and in accordance with relevant Australian standards and relevant building code requirements and must comply to:
- 27. The minimum Design Life (the period assumed in design for which a structure or structural element is required to perform its intended purpose without replacement or major structural repairs) for the earth retaining structures is that specified in Table 3.1 of Australian Standard AS4678-2002:
- 28. Be designed to allow for live and dead loads associated with the proposed uses of adjoining land;
- 29. All proposed retaining walls and embankment will be provided with a sub-soil drainage system;
- 30. Provide temporary safety fencing to all earth retaining structures over 1 metre in height;



- 31. Certification from a suitably qualified RPEQ engineer must be submitted prior to acceptance of works as on maintenance that all retaining walls in excess of 1 metre in height or with a surcharge loading has been constructed in accordance with the requirements of Australian Standard AS4678-2002 Earth retaining structures and this condition.
- 32. Batters and retaining walls resulting from earthworks (cut and fill) associated with the development must be located within the subject land.
- 33. Provide an 800mm wide continuous strip of turf with additional filter strips at 5.0 metre spacing behind all new kerb and channel.
- 34. The remaining unsealed verge area shall be filled, graded and either fully turfed or appropriately grassed and seeded to achieve a minimum of 80% grass coverage at the time of acceptance off maintenance.

Road and access works

- 35. Construction of proposed crossovers to Spencer Street and Ballantine Street must be generally in accordance with Council's standard drawing Commercial Driveway Slab Type A, Drawing No. SD 224 Revision A and dated 28 January 2009.
- 36. Construct a 2.5m wide concrete footpath for the full road frontage of the subject land in Spencer Street and Ballantine Street. A Works on Road Permit from Council will be required to undertake these works if not undertaken as part of an operational works approval. Footpaths and pathways must be constructed in accordance with IPWEAQ Standard Drawing RS-065.
- 37. Provide a total of 7 car parking spaces, including one disability parking space must be provided in accordance with the Gatton Shire Planning Scheme and approved plan Cover Sheet, Drawing No. DA-100 prepared by Studio Arkitecture and dated 10 December 2015;
- 38. Footpaths and pathways must be constructed in accordance with IPWEAQ Standard Drawing RS-065. Kerb ramps shall be provided at intersections in accordance with IPWEAQ Standard Drawing RS-090 and RS-094.
- 39. All driveways, car parking spaces and manoeuvring areas must be imperviously sealed and line marked in accordance with the requirements of Australian Standard AS2890 .1:2004 (cars), AS2890.2:2002 (heavy vehicles) and AS2890.6 (disabled).
- 40. Barrier kerb and channelling Type B1 must be utilised for road frontage works on Spencer Street and Ballantine Street and in accordance with the Institute for Public Works Engineering Queensland (IPWEAQ) standard drawing RS-080.



- 41. Alignments for new kerb and channel shall have regard to existing structures and features (e.g. kerb and channels, vegetation or services) and the accurate location of these shall be identified prior to any detailed design being undertaken.
- 42. Signs and painted directional arrows must be provided to indicate points of vehicular entry and exit of the site.

Drainage works

- 43. Stormwater drainage is to be undertaken in accordance with Site Based Stormwater Management Plan, reference number 4588-1.0 prepared by Stormwater Consulting Pty Ltd, Dated 23 June 2015
- 44. Provide all necessary internal and external storm water drainage to service the development. Drainage works must be designed and constructed in accordance with Queensland Urban Drainage Manual 2013 (QUDM) and Gatton Shire Planning Scheme 2007, such that the overall drainage system caters for all storm events up to and including a 1% AEP storm event.
- 45. Storm water runoff from the subject land must be treated in accordance with State Planning Policy 2014 and South East Queensland Technical Design Guidelines for Water Sensitive Urban Design (WSUD) prior to discharge into Council's storm water drainage network.
- 46. Storm water runoff must be managed such that the characteristics upstream and downstream of the site do not worsen current pre-development operations regarding peak flows, velocities, flow widths timing or hazard. This applies for all storm events (i.e. 63%, 39%, 18%, 10%, 5%, 2% and 1% AEP).
- 47. Provide details of any detention facilities or bio retention facilities including:
- 48. Predicted operational and maintenance requirements for facilities over a 25 year period;
- 49. Proposed flow bypass routes of any filter areas to cater for initial flow diversion required when estate is newly developed and for times in life of facilities when filter is blocked; and
- 50. Details and capacity of proposed flow bypass routes when capacity of water sensitive urban design (WSUD) facilities are exceeded.
- 51. Storm water runoff from roof and sealed areas must be collected within the boundaries of the subject land.
- 52. No ponding or redirection of storm water must occur onto adjoining land.



Lighting

53. Lighting for the proposed development must be designed and installed in accordance with the requirements of Australian Standard AS1158:2005. The lighting design will be certified by an RPEQ competent in electrical reticulation design.

Advertising Devices

- 54. Provide an engineering certificate from a suitably qualified RPEQ engineer for advertising devices that exceed:
- 55.3m in height above ground level for freestanding signs; or
- 56.1.5m where attached to a building; or
- 57.5m² in area.
- 58. Advertising devices shall not exceed 7m in height above ground level.
- 59. Advertising devices must not be flashing or revolving. It may be illuminated by lamps or neon tubes. Lamps and neon tubes should be protected or screened to prevent accidental damage.
- 60. Building approval is required for the construction of all advertising devices.

Public Utilities

- 61. Relocate any services (e.g. water, on site sewerage system, Energex, Telstra and roof water) that are not wholly located within the lot that is being serviced.
- 62. All above and below ground services potentially affected by the proposed subdivision works shall have alignment and level determined prior to any detailed design work or construction works being undertaken. Any conflicts associated with proposed and existing services shall be forwarded to the appropriate controlling authority by the developer for decision.

Landscaping

- 63. Submit a landscaping plan as part of an operational works application for assessment and approval by Council against the landscaping code and applicable conditions of this approval. Landscaping shall include all areas detailed on the approved site plan as landscaping areas and include species capable of buffering the view of the required acoustic fence The proposed landscaping details shall include proposed plant species.
- 64. Landscaping works in accordance with the approved landscaping plans must be



completed prior to the commencement of the use.

- 65. All landscaped areas shown on the landscape plan must be maintained in accordance with the approved plans at all times.
- 66. The landscape plans must be prepared by a suitably Qualified person who:
- 67. is a Qualified Landscape Architect with current membership to the Australian Institute of Landscape Architects; and/or
- 68. Is an experienced Landscape Designer.
- 69. Ensure any landscaping proposed within the road reserve fronting the development maintains lines of site for vehicles exiting the proposed development onto Railway Street.
- 70. All trees must be installed with appropriate root barrier and deflector devices and sub-soil drainage.
- 71. All landscaping must have edging treated soft and hard wood is not acceptable). Street trees must have edging.
- 72. No plants within the Queensland Herbarium's 200 most invasive weeds list must be used within any landscaping works.

Erosion and sediment control

73. Silt management facilities shall be installed and maintained from the time of commencement of construction until the development has been released off maintenance by Council. All silt management facilities including diversion drains, sediment basins and energy dissipation structures as necessary shall be designed, constructed and maintained in accordance with 'Best Practice Erosion and Sediment Control' published by International Erosion Control Association Australasia.

Conditions to be satisfied prior to acceptance as on maintenance

- 74. On completion of the works a certificate must be submitted to Council by a RPEQ certifying that the works have been constructed in accordance with Council's construction standards and in compliance with the approved plans and specification. It is expected that the RPEQ will undertake the necessary inspections to make this certification.
- 75. Submit satisfactory evidence to Council of construction costs associated with the provision of municipal infrastructure subject to an 'on maintenance' defect liability period for approval as a basis for determining the necessary security bonds.



76. Payment of security bonds to be held by Council for the duration of the defect liability period must be paid prior to acceptance of works as 'on maintenance'.

Conditions to be satisfied in a Plumbing application

- 77. Prior to a plumbing and drainage permit being issued, connection approval is required from Queensland Urban Utilities for building classes 2-9. It is recommended that QUU is consulted with the proposed development to ascertain any related requirements.
- 78. On 1 July 2014 Queensland Urban Utilities became the assessment manager for the water and wastewater aspects of development applications. An application will need to be made directly to Queensland Urban Utilities for water supply connection for the proposed development.
- 79. At the time of building removal/demolish, the sanitary drainage and water service must be disconnected at the point of connection to the network utility operator's sewer connection and water meter assembly. The services shall be capped and sealed in a manner appropriate for the material remaining in use. Under the Form 4 processes, an accurate plan/site plan of the work in relation to the location and depth of the disconnection is required to be supplied to Council by a suitably qualified person.
- 80. The development must not commence until all conditions of this approval are complied with.
- 81. All works associated with this approval may not start until all subsequent approvals have been obtained, and their conditions complied with.
- 82. It is considered essential that any consultants engaged to prepare any subsequent reports, plans or applications, liaise with the relevant Council Officers to ensure they are prepared in accordance with the conditions of approval and all relevant standards.

<u>Advice</u>

- 83. In carrying out the construction activity all reasonable and practicable measures must be taken to ensure that it does not harm Aboriginal Cultural Heritage (the "cultural heritage duty of care"). Compliance with the cultural heritage duty of care will occur if the contractor is acting in accordance with gazetted cultural heritage duty of care guidelines and the Cultural Heritage Act, 2003.
- 84. In accordance with the Plant Protection Act, 1989 and the Plant Protection Regulation, 1990 a quarantine notice has been issued for the State of Queensland to prevent the spread of the Red Imported Fire Ant (ant species Solenopsis Invicta) and to eradicate it from the State.



Under Queensland legislation, fire ants are a notifiable pest and suspected sightings must be reported to Biosecurity Queensland. To report suspect fire ants please complete the online form or contact Biosecurity Queensland on 13 25 23.

It should be noted that the movement of Fire Ants is prohibited, unless under the conditions of an Inspector's Approval. More information can be obtained from the Department of Agriculture, Fisheries & Forestry. www.biosecurity.qld.gov.au

RESOLUTION

THAT the Application for Development Permit for Material Change of Use for Service Station and Operational Works for Signage on Lots 1 & 2 on RP71856 located at 133 & 135 Spencer Street, Gatton be approved subject to the following conditions which shall be met prior to the commencement of the use unless otherwise indicated:

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- 3. Any additional development or intensification of use, beyond that which this



approves, may be subject to a further development application and planning approval.

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- 5. Maintain the approved development (including landscaping, parking, driveways and other external spaces) in accordance with the approved drawings(s) and/or documents, and any relevant Council or other approval required by the conditions.
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- 12. If the road or drainage network requires cleaning due to erosion or sediment from the development, then such works will be at the expense of the developer. These works must be undertaken immediately if there is potential hazard to pedestrians or passing traffic.
- 13. Deliveries to the site are limited to between 7am to 10pm, and bulk fuel deliveries and waste collection are limited to 7am to 6pm
- 14. An Acoustic Barrier fence of 2.4metres in height above boundary level shall be constructed along the western and northern side boundaries. The fence shall be constructed using lapped timber (minimum 40% overlap), masonry, fiber cement sheet, hebel, plywood, or other material with a minimum surface density of 10kg/m².



The barrier fence shall be free of gaps and holes.

Contributions and Fees

- 15. Payment of all applicable rates and charges for the existing lots are required prior to the sealing of the plan of survey.
- 16. Infrastructure charges shall be paid in accordance with Council's Adopted Infrastructure Charges Resolution and as indicated the Infrastructure Charges Notice issued by Council.
- 17. Municipal works must be accepted on maintenance prior to commencement of use. A maintenance bond equal to 5% of the construction cost (minimum of \$1,000.00) will be retained by Council for a minimum period of twelve months, or until such time as the works are accepted off maintenance by Council.
- 18. For designs prepared by a private consultant, a Design Checking Fee (approval of engineering drawings) based on Council's estimated cost of the works shall be payable. The fee is to be paid prior to design approval being given. Refer to Lockyer Valley Regional Council current Fees and Charges for calculation of the fee.
- 19. If any works associated with the development is carried out by agencies other than Council an Inspection Fee based on Council's estimated cost of the municipal works will be payable. This fee is valid for six months from the date of this approval. Refer to Lockyer Valley Regional Council current Fees and Charges for calculation.

Design and layout of Service Station facility

- 20. The design and layout of the Service Station facility must comply with the requirements of Australian Standard AS1940-2004 The storage and handling of flammable and combustible liquids.
- 21. If LP Gas is to be provided onsite, the design and layout of the Service Station facility must comply with the requirements of Australian Standard AS1596:2014 The storage and handling of LP Gas.
- 22. Heavy vehicle access to the proposed development must be via a left turn in from Spencer Street and exit the site via a left turn out onto Ballantine Street
- 23. All inlets to bulk fuel storage tanks must be located to ensure that fuel delivery trucks can stand wholly within the site while discharging their fuel.

Conditions to be satisfied as part of an operational works application

24. Submit operational works documentation in the form of detailed plans, drawings and calculations for Council review for compliance with the approval conditions and



Council's general requirements. Submission of operational works documentation will include but is not limited to:

- a. Details in accordance with the mandatory supporting information for an operational works application noted on IDAS Form 6;
- b. All drawings must be checked, approved and signed by a current RPEQ with their registration number;
- c. A full set of engineering drawings in A3 size;
- d. Calculations supporting stormwater management proposals (quantity and quality) must be included;

Conditions to be satisfied in an operational works application

Earthworks

- 25. Earthworks must be carried out in accordance with Australian Standard AS3798-2007 Guidelines on earthworks for commercial and residential developments.
- 26. Proposed retaining walls greater than one metre in height or with a surcharge loading must be designed and certified by a RPEQ qualified engineer and in accordance with relevant Australian standards and relevant building code requirements and must comply to:
- 27. The minimum Design Life (the period assumed in design for which a structure or structural element is required to perform its intended purpose without replacement or major structural repairs) for the earth retaining structures is that specified in Table 3.1 of Australian Standard AS4678-2002;
- 28. Be designed to allow for live and dead loads associated with the proposed uses of adjoining land;
- 29. All proposed retaining walls and embankment will be provided with a sub-soil drainage system;
- 30. Provide temporary safety fencing to all earth retaining structures over 1 metre in height;
- 31. Certification from a suitably qualified RPEQ engineer must be submitted prior to acceptance of works as on maintenance that all retaining walls in excess of 1 metre in height or with a surcharge loading has been constructed in accordance with the requirements of Australian Standard AS4678-2002 Earth retaining structures and this condition.



- 32. Batters and retaining walls resulting from earthworks (cut and fill) associated with the development must be located within the subject land.
- 33. Provide an 800mm wide continuous strip of turf with additional filter strips at 5.0 metre spacing behind all new kerb and channel.
- 34. The remaining unsealed verge area shall be filled, graded and either fully turfed or appropriately grassed and seeded to achieve a minimum of 80% grass coverage at the time of acceptance off maintenance.

Road and access works

- 35. Construction of proposed crossovers to Spencer Street and Ballantine Street must be generally in accordance with Council's standard drawing Commercial Driveway Slab Type A, Drawing No. SD 224 Revision A and dated 28 January 2009.
- 36. Construct a 2.5m wide concrete footpath for the full road frontage of the subject land in Spencer Street and Ballantine Street. A Works on Road Permit from Council will be required to undertake these works if not undertaken as part of an operational works approval. Footpaths and pathways must be constructed in accordance with IPWEAQ Standard Drawing RS-065.
- 37. Provide a total of 7 car parking spaces, including one disability parking space must be provided in accordance with the Gatton Shire Planning Scheme and approved plan Cover Sheet, Drawing No. DA-100 prepared by Studio Arkitecture and dated 10 December 2015;
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- 41. Alignments for new kerb and channel shall have regard to existing structures and features (e.g. kerb and channels, vegetation or services) and the accurate location of these shall be identified prior to any detailed design being undertaken.
- 42. Signs and painted directional arrows must be provided to indicate points of vehicular entry and exit of the site.



Drainage works

- 43. Stormwater drainage is to be undertaken in accordance with Site Based Stormwater Management Plan, reference number 4588-1.0 prepared by Stormwater Consulting Pty Ltd, Dated 23 June 2015
- 44. Provide all necessary internal and external storm water drainage to service the development. Drainage works must be designed and constructed in accordance with Queensland Urban Drainage Manual 2013 (QUDM) and Gatton Shire Planning Scheme 2007, such that the overall drainage system caters for all storm events up to and including a 1% AEP storm event.
- 45. Storm water runoff from the subject land must be treated in accordance with State Planning Policy 2014 and South East Queensland Technical Design Guidelines for Water Sensitive Urban Design (WSUD) prior to discharge into Council's storm water drainage network.
- 46. Storm water runoff must be managed such that the characteristics upstream and downstream of the site do not worsen current pre-development operations regarding peak flows, velocities, flow widths timing or hazard. This applies for all storm events (i.e. 63%, 39%, 18%, 10%, 5%, 2% and 1% AEP).
- 47. Provide details of any detention facilities or bio retention facilities including:
- 48. Predicted operational and maintenance requirements for facilities over a 25 year period;
- 49. Proposed flow bypass routes of any filter areas to cater for initial flow diversion required when estate is newly developed and for times in life of facilities when filter is blocked; and
- 50. Details and capacity of proposed flow bypass routes when capacity of water sensitive urban design (WSUD) facilities are exceeded.
- 51. Storm water runoff from roof and sealed areas must be collected within the boundaries of the subject land.
- 52. No ponding or redirection of storm water must occur onto adjoining land.

Lighting

53. Lighting for the proposed development must be designed and installed in accordance with the requirements of Australian Standard AS1158:2005. The lighting design will be certified by an RPEQ competent in electrical reticulation design.



Advertising Devices

- 54. Provide an engineering certificate from a suitably qualified RPEQ engineer for advertising devices that exceed:
- 55.3m in height above ground level for freestanding signs; or
- 56.1.5m where attached to a building; or
- 57.5m² in area.
- 58. Advertising devices shall not exceed 7m in height above ground level.
- 59. Advertising devices must not be flashing or revolving. It may be illuminated by lamps or neon tubes. Lamps and neon tubes should be protected or screened to prevent accidental damage.
- 60. Building approval is required for the construction of all advertising devices.

Public Utilities

- 61. Relocate any services (e.g. water, on site sewerage system, Energex, Telstra and roof water) that are not wholly located within the lot that is being serviced.
- 62. All above and below ground services potentially affected by the proposed subdivision works shall have alignment and level determined prior to any detailed design work or construction works being undertaken. Any conflicts associated with proposed and existing services shall be forwarded to the appropriate controlling authority by the developer for decision.

Landscaping

- 63. Submit a landscaping plan as part of an operational works application for assessment and approval by Council against the landscaping code and applicable conditions of this approval. Landscaping shall include all areas detailed on the approved site plan as landscaping areas and include species capable of buffering the view of the required acoustic fence The proposed landscaping details shall include proposed plant species.
- 64. Landscaping works in accordance with the approved landscaping plans must be completed prior to the commencement of the use.
- 65. All landscaped areas shown on the landscape plan must be maintained in accordance with the approved plans at all times.
- 66. The landscape plans must be prepared by a suitably Qualified person who:



- 67. is a Qualified Landscape Architect with current membership to the Australian Institute of Landscape Architects; and/or
- 68. Is an experienced Landscape Designer.
- 69. Ensure any landscaping proposed within the road reserve fronting the development maintains lines of site for vehicles exiting the proposed development onto Railway Street.
- 70. All trees must be installed with appropriate root barrier and deflector devices and sub-soil drainage.
- 71. All landscaping must have edging treated soft and hard wood is not acceptable). Street trees must have edging.
- 72. No plants within the Queensland Herbarium's 200 most invasive weeds list must be used within any landscaping works.

Erosion and sediment control

73. Silt management facilities shall be installed and maintained from the time of commencement of construction until the development has been released off maintenance by Council. All silt management facilities including diversion drains, sediment basins and energy dissipation structures as necessary shall be designed, constructed and maintained in accordance with 'Best Practice Erosion and Sediment Control' published by International Erosion Control Association Australasia.

Conditions to be satisfied prior to acceptance as on maintenance

- 74. On completion of the works a certificate must be submitted to Council by a RPEQ certifying that the works have been constructed in accordance with Council's construction standards and in compliance with the approved plans and specification. It is expected that the RPEQ will undertake the necessary inspections to make this certification.
- 75. Submit satisfactory evidence to Council of construction costs associated with the provision of municipal infrastructure subject to an 'on maintenance' defect liability period for approval as a basis for determining the necessary security bonds.
- 76. Payment of security bonds to be held by Council for the duration of the defect liability period must be paid prior to acceptance of works as 'on maintenance'.

Conditions to be satisfied in a Plumbing application

77. Prior to a plumbing and drainage permit being issued, connection approval is



required from Queensland Urban Utilities for building classes 2-9. It is recommended that QUU is consulted with the proposed development to ascertain any related requirements.

- 78. On 1 July 2014 Queensland Urban Utilities became the assessment manager for the water and wastewater aspects of development applications. An application will need to be made directly to Queensland Urban Utilities for water supply connection for the proposed development.
- 79. At the time of building removal/demolish, the sanitary drainage and water service must be disconnected at the point of connection to the network utility operator's sewer connection and water meter assembly. The services shall be capped and sealed in a manner appropriate for the material remaining in use. Under the Form 4 processes, an accurate plan/site plan of the work in relation to the location and depth of the disconnection is required to be supplied to Council by a suitably qualified person.
- 80. The development must not commence until all conditions of this approval are complied with.
- 81. All works associated with this approval may not start until all subsequent approvals have been obtained, and their conditions complied with.
- 82. It is considered essential that any consultants engaged to prepare any subsequent reports, plans or applications, liaise with the relevant Council Officers to ensure they are prepared in accordance with the conditions of approval and all relevant standards.

Advice

- 83. In carrying out the construction activity all reasonable and practicable measures must be taken to ensure that it does not harm Aboriginal Cultural Heritage (the "cultural heritage duty of care"). Compliance with the cultural heritage duty of care will occur if the contractor is acting in accordance with gazetted cultural heritage duty of care guidelines and the Cultural Heritage Act, 2003.
- 84. In accordance with the Plant Protection Act, 1989 and the Plant Protection Regulation, 1990 a quarantine notice has been issued for the State of Queensland to prevent the spread of the Red Imported Fire Ant (ant species Solenopsis Invicta) and to eradicate it from the State.

Under Queensland legislation, fire ants are a notifiable pest and suspected sightings must be reported to Biosecurity Queensland. To report suspect fire ants please complete the online form or contact Biosecurity Queensland on 13 25 23.

It should be noted that the movement of Fire Ants is prohibited, unless under the



conditions of an Inspector's Approval. More information can be obtained from the Department of Agriculture, Fisheries & Forestry. www.biosecurity.qld.gov.au
And further:

THAT Council forward correspondence to the Minister for Transport and Main Roads stating Council's disappointment in the decision to not revise the condition of approval and registering Council's concerns about the impact of the proposed service station on traffic movements in the Spencer Street area and noting Council will be seeking additional treatment from DTMR to the road design in this area to address road safety.

Moved By: Cr McDonald Seconded By: Cr Friend Resolution Number: 4581

CARRIED 5/1

Voting

For the Motion: Crs PF Friend, JM McDonald, TM Milligan, DP Pingel and K McLean.

Against the Motion: Cr JH Holstein.

Report

1. Introduction

The application seeks a Development Permit for Material Change of Use for a Service Station and Operational Works for Signage. The property is located on the corner of Spencer Street and Ballantine, Gatton and is zoned Commercial under the Gatton Planning Scheme. The application for a service station requires impact assessment against the planning scheme. This report provides a summary of the assessment undertaken for the proposal and considers all relevant facts and circumstances in recommending approval (subject to conditions) of the development application.

2. Background

The application was lodged on 30 June 2015 and properly made on 14 July 2015. During the assessment of the application the internal manoeuvring and sweep path assessments were raised as an issue in the information request. The applicant revised the sweep paths assessment as a result of the information request (response to information request 17 September 2015). However as part of ongoing discussions, the applicant revised their assessment on 16 October 2015 to include both service vehicles (AV and HRV) turning left out onto Ballantine Street and confirmed their revision can be achieved without creating any adverse impacts on the external road network.

On the 28 October 2015 the applicant gave notice to Council to stop the decision making period for 3 months (until 11th January 2016) in order to make representations to Department of Infrastructure, Local Government and Planning (DILGP) about its concurrence agency response. Furthermore the applicant requested a minor change to the development application to remove the branding (formerly United Fuel) from the branding on the proposal plans.



On 6 November 2015 the applicant submitted representations to DLIGP requesting consideration of a left-in left-out access arrangement to Spencer Street to allow vehicles entering the site via Ballantine Street and exit in a forward gear via Spencer Street, rather than requiring vehicles to circulate through the site and exit via Ballantine.

On the 28 January 2016 DLIGP submitted an amended concurrence agency response to Council approving the change to the plans with conditions (this is provided as attachment 2).

2. Subject Land

The subject land is 1702m² and comprises of 133 and 135 Spencer Street (described as lots 1 & 2 on RP71856). The site has frontages to Spencer Street (south) and the Ballentine Street (east). Adjoining the site to the north is dwelling house, while to the west is also a dwelling house. On the opposite side of Ballentine Street are multiple units. All of these properties are in the Commercial zone



The land is currently has a dwelling house on each of the subject allotments. The location of the subject site is shown in the aerial image provided above.

3. Proposed Development

The proposed development is shown on the proposal plans in attachment 1, and constitutes a typical contemporary service station and ancillary shop. The 189m² service station and shop, is set back from Spencer Street a minimum of 7 metres to the facia of the canopy and 27.5 metres to the retail store. The site is designed to have entry/exit of vehicles from Spencer Street and entry/exit to Ballentine Street. Seven car parking spaces including 1 disabled space are to be located to the south of the service station shop.



In addition to the above, approval for a 10 metre high pylon sign is also sought as part of the application.

3.1 Assessment – Legislative Requirements

The application was lodged on 30 June and properly made on 14 July 2015. It is required to be assessed under the *Sustainable Planning Act 2009* (SPA). The subject land is included in the Commercial Zone and C2 – Frame Commercial Precinct. In accordance with the SPA and the *Gatton Shire Council Planning Scheme 2007*, a development application for Material Change of Use for a Service Station and Operational Works for Signage is assessable development requiring impact assessment.

3.2 Referral Agencies

The application was referred to the State Assessment Referral Agency as a result of the following triggers –

State Controlled Road – Table 3, Item 1

On 23 September, 2015, Council received Concurrence Agency Response from DILGP, advising that the application had been assessed and that there were no objections subject to conditions and advice provided.

As a result of representations made to DILGP by the applicant with amended proposal plans submitted an amended concurrence agency response with conditions on 28 January 2016. The amended concurrence agency response is provided as Attachment 2.

In response to concerns raised at the Council's Ordinary Meeting of 9 March 2016 regarding access to Spencer Street, Gatton, additional information was sought from the State Assessment and Referral Agency (SARA). It is advised that SARA provided a response on 16 March 2016 which is as follows:

"As part of the assessment undertaken consideration was given to, but not limited to, the impact of the proposed access on Spencer Street in relation to its location, the posted speed of that section of the road, the average number of vehicles using the road and the impact of having a left in-left out access to Spencer Street. Based on this, the assessment of the application material has determined that the proposal, with conditions, can comply with the relevant provisions of the State Development Assessment Provisions (SDAP). As you would be aware, the SDAP sets out the matters that the State may have regard to when assessing a development application."

3.3 Public Notification

The application was subject to public notification from 23 September 2015 to 16 October 2015. Nine properly made submissions were received during this period. The matters raised in these submissions and a response to the matters raised is provided below.

<u>Issue:</u> Traffic – concerns were raised regarding the increased traffic and the safety of vehicles that will be entering and exiting the proposed development.

Response: Spencer Street is a State Controlled road and the responsibility of the Department of Transport and Main Roads (DTMR), which had the ability to direct Council to refuse the



application or impose conditions to mitigate impacts including increased hazards. In the concurrence agency response of 28 January 2015 DTMR did not oppose the development or require the developer to undertake an upgrade of the intersection.

<u>Issue:</u> Safety / Health - Concern was raised with regards to the safety issues of proximity of adjoining residents and public to potential flammable fuels and environmental factors such as fumes etc.

<u>Response:</u> The development has been designed to achieve the relevant standards including AS1940 - Storage and Handling of flammable and Combustible liquids. Conditions have been recommended to ensure ongoing compliance with these standards.

Issue: Oversupply of service stations in the Gatton locality.

<u>Response:</u> Commercial viability of development proposals is not a relevant planning matter to be considered under the Gatton Planning Scheme.

<u>Issue:</u> Not developed in an orderly manner – submitters stated the proposal does not comply with the Gatton Town Plan in particular that industrial development is inconsistent within the commercial zone. Furthermore that the proposal is in conflict with the residential uses in the vicinity of the subject site and therefore development is not occurring in an orderly manner connecting a full range of services.

Response: The subject site is zoned commercial, specific outcome 4.5.4 (A) General (c) states that all other defined uses and not defined uses, not specifically identified in Table 1 are not consistent with the purpose of the zone. As a service station is identified within table 1 it is considered a consistent use within the commercial zone. A service station is not considered industrial development within the Gatton Town Plan. As the site is zoned commercial along with adjoining sites the development of Service station (consistent with the purpose of the zone) is considered a transition from residential uses to commercial uses consistent with the current zoning. A service station is considered an appropriate use on an established major transport route.

<u>Issue:</u> Vehicle Crossings – concern is raised that the vehicle crossings are too close to adjoining residential driveways.

Response: The adjoining residential allotment contains an existing residential dwelling with a frontage of 20 meters. GTA Traffic Consultants acting for the applicant advised this frontage provides the ability for the site to be developed in the future achieving the separation distance of 10 metres. The outcome P3 of the service station code requires premises are developed to allow for safe and convenient vehicle access and parking including the provision for access. The positioning of the crossovers allows for premises to be developed on adjoining properties with adequately spaced vehicle crossings. The code is not applicable to existing residential driveways (that have fewer vehicle movements) rather potential future commercial developments.

<u>Issue:</u> Residential amenity/Noise – issues were raised with the proposed 24 hour operation of the service station and associated noise mitigation not being sufficient.

Response: As the neighbourhood transitions from existing residential uses to commercial uses consistent with the purpose of zone it is considered that there may be associated



amenity concerns. A noise impact report has been submitted by the applicant that recommends fuel deliveries are limited to between the hours of 7am to 6pm to reduce the potential for disturbance to surrounding residential uses, along with the establishment of acoustic barrier fencing to be constructed along the side boundaries of the site. These mitigation measures have been recommended as conditions. With regards to the operation of the fuel station 24 hours it is considered unreasonable to restrict the commercial operation of a business where the site is zoned for commercial uses.

<u>Issue:</u> Signage - submitters objected to the height of the proposed 10 metre pylon sign noted the scheme limits the height to 7 meters.

<u>Response:</u> It is agreed that the 10 metre high plyon sign will dominate the streetscape and a condition is recommended to limit the height to 7 metres.

3.4 Assessment – SEQ Regional Plan

The subject site is located within the Urban Footprint of the SEQ Regional Plan.

3.5 Assessment – State Planning Policy

The State Planning Policy (SPP) Interactive Mapping System (DA) identifies the subject site as being located within:

- Natural Hazards Risk and Resilience Flood Hazard Area Level 1 Local Government flooding mapping area;
- Noise Corridor State Controlled Road (Mandatory Category 1, 2 and 3); and
- Water Supply Buffer Area (SEQ)
- Climatic Regions Stormwater Management Design Objectives.

The development proposed adequately addresses the SPP as the proposed design and recommended conditions will ensure the required outcomes are met. It is also relevant that the application was referred to DSDIP in relation to State-Controlled Road matters.

3.6 Assessment – Gatton Planning Scheme 2007

The subject land is zoned Commercial and is included in Precinct C2- Frame Commercial. As an impact assessable application it is required to be assessed against the planning scheme as a whole.

Desired Environmental Outcomes

The proposal is consistent with the DEO's for the town of Gatton, proposing a service station on an established major transport route, having regard to the function of existing infrastructure and maintaining the environment values of the region.

The codes contained in the Gatton Planning Scheme that are relevant to the assessment of the application are as follows:

- Service Station and Carwash Code;
- Commercial Zone Code;
- Advertising Devices Code;
- Building Work Code;



- Services and Infrastructure Code;
- Vehicle Access, Parking and Onsite Manoeuvring Code
- Lighting Code; and
- Landscaping Code.

Service Station and Carwash Code

Six Specific Outcomes are relevant to the proposed development and these are addressed in turn below:

P1 – Premises used for service stations and car wash facilities are developed on a site having sufficient area and dimensions to accommodate the building(s), other structures, vehicle access and manoeuvring area, and landscaping.

The subject land has sufficient area and dimensions to accommodate buildings, together with all associated function areas, parking areas, service vehicle provisions, landscaping and refuse collection areas. The property has a frontage of 64.5 metres meeting the 40m requirement of the Code.

P2 – An acceptable level of flood immunity is provided for a new service station and car wash.

The existing level of the site ranges from 102 AHD – 100.75 AHD. As the proposal is for a commercial use (non-habitable building) the probable solutions for floor height of 102.3AHD does not apply. A site based stormwater management plan has been prepared for the proposal which identifies that the overland flow is contained within the kerb and channel of the site and therefore the proposed finished floor level is acceptable.

P3 – Premises are developed on a site which allows for safe and convenient vehicle access and parking, including provision for access (a) from a road other than a minor residential street and the Warrego Highway; (b) by way of separate entrance to and exit from the site, (c) by way of adequately spaced, sized and located vehicle crossings; and (d) where warranted by local traffic conditions, by way of a deceleration/and/or an acceleration land, and/or right-turn only lane facilities.

Spencer Street is a State- Controlled Road; the application was referred to the State Assessment and Referral Agency (Department of Transport and Main Roads) as a Concurrence Agency. As identified in their response of 28 January 2016, the access arrangements have been approved subject to conditions.

P4 – Service stations and car wash facilities are located and designed so that: (a) the visual impact of the scale and bulk of the buildings or structures is minimized; (b) an adequate buffer can be provided to any adjoining residential land; and (c) vehicles using, or waiting to use customer air and water facilities are standing wholly within the site.

The design and appearance of the proposed development is similar to other service stations in the region. The visual scale and bulk of the service station is managed through appropriate setbacks and the layout of the proposal. The site is zone commercial and adjoining sites also zoned commercial, with the precinct transitioning from residential to commercial uses. The



proposal includes an acoustic fence of 2.4 meters high and landscape buffers to reduce potential impacts to interim residential uses on adjoining sites.

P5 – Inlets to bulk fuel storage tanks are situated so that fuel delivery vehicles are standing wholly within the site when filling the tanks, and that a safe distance is provided from all site boundaries.

P6 – The development and use does not cause environmental harm or nuisance to adjoining properties.

In response to P5 and P6, conditions have been imposed to ensure that general compliance is achieved with all Australian Standards requirements and the relevant environmental protection legislation for the operation of service stations.

The proposal has been determined to be generally in accordance with the requirements of the Service Station and Car Wash Code.

Commercial Zone Code

The Overall Outcomes for the Commercial Zone are as follows:

- (a) Commercial uses in the Shire are accommodated in the Commercial zone, which identifies locations that are suited for a range of commercial development, including retail uses in the central parts towns of Gatton, Withcott and Helidon.
- (b) The convenience of and accessibility to commercial facilities is maintained and enhanced by new development.
- (c) The intended role and function of the respective towns are maintained and enhanced.
- (d) Non-commercial uses may be appropriate in the Commercial zone where they do not adversely impact on the viability or operation of commercial uses.
- (e) Development in the zone occurs in an orderly manner and connects to the full range of services in accordance with Council standards.
- (f) Consolidation of commercial uses is encouraged to ensure the most efficient use is made of existing services and infrastructure.

The proposed development is consistent with Overall Outcomes (a), (b), (c), (e) and (f). The establishment of a service station development in this location is a suitable redevelopment use on an appropriately zoned property.

In addition to the Overall Outcomes for the Zone, there are specific outcomes for (A) – General – applicable to all development in the zone, (B) – Gatton and (B) (II) – Gatton Frame Commercial Precinct (C2).

The six Specific Outcomes for the C2 – Frame Commercial Precinct are relevant to the assessment of the application:



(a) Development in the precinct is primarily for the establishment of a wide range of office, service trade and community uses.

The proposed use of the site as a service station is similar to service trade uses and complies with this requirement.

(b) Non-residential uses are appropriate in this precinct provided they are of a lesser scale than in the town centre.

The proposed service station does not detract from the town centre as the focus for commercial activities; it is considered an appropriate use on an established major transport route.

(c) Uses favouring sites fronting highly trafficked roads and not generating significant pedestrian activity are appropriate on that land within the precinct which fronts Spencer Street.

The proposed use of the site as a service station favours highly trafficked roads and does not generate significant pedestrian activity, therefore an appropriate use for the precinct which fronts Spencer Street.

(d) Vehicle access is not provided from Spencer Street, where alternative access can be reasonably provided from alternative streets. If this is not shared, or otherwise integrated, in Spencer Street.

The subject sites has frontage to both Spencer and Ballantine Street with an entry and exit driveway from Spencer Street, and entry and exit driveway to Ballantine Street. DTMR has approved the access points and therefore considered appropriate for this proposal.

(e) Convenient pedestrian links are provided to the town centre precinct

A condition is recommended to construct pedestrian footpaths along the frontages of the site to enhance the pedestrian links to the town centre.

(f) Residential uses are appropriate in the precinct where they are located above the ground floor and can provide satisfactory level of residential amenity

The proposed use is non-residential.

Advertising Devices Code

P1 - Advertising devices are limited on any one site to those necessary to identify premises, and are designed such that they are: (a) of a high quality appearance and visually attractive; (b) legible and readily communicates necessary information; (c) meets demonstrated corporate identity requirements; (d) for a recognised community organisation or activity/project.

A 10 metre high pylon sign is to be located at the corner of the site adjacent to Ballentine and Spencer Streets (shown in the attached proposal plans). As noted below this sign height is in excess of the requirements and will be limited to 7.5 m in height. The proposed pylon sign, being one that is typical for a Service Station premises, satisfies the Specific Outcome It is



noted that additional facia advertising on the building is proposed along with smaller entry/exit and similar signs that form part of the development. These signs are also typical of service station developments and are appropriate in this instance.

P2 - Advertising devices are constructed in a manner to ensure public safety.

The proposed pylon sign will require building works approval and accordingly will require engineering certification.

P3 - Advertising devices are located, designed and constructed to contribute to a high quality streetscape appearance and maintains the character of the locality such that it: (a) is located to ensure equitable access to advertising space; (b) prevents proliferation of signs within the streetscape to avoid visual clutter; (c) is of a size and number which does not visually dominate the streetscape or built form; (d) is compatible with the surrounding streetscape; (e) does not obstruct significant views to adjoining sites; (f) does not create or worsen a traffic safety hazard, or detrimentally impact on the amenity of a locality; (g) is in keeping with the scale, architectural character and treatment of the development for which it is provided; and (h) does not comprise roof advertising devices.

Probable Solution A3.2 requires any on premises free standing signs have a maximum height of 7m above ground level in the Commercial Zone. The pylon sign as proposed is a maximum height of 10m does not comply with the requirement. Given the proposal includes a canopy at height of 6m it is considered that the sign at 10m in height is not appropriate as it is likely to visually dominate the streetscape. A condition has been recommended, requiring that the sign be a maximum of 7m above ground level.

P6 Signs do not exceed the maximum height for a building in the respective zone.

The maximum height for buildings in the Commercial Zone is 11.0 metres. As discussed above the proposed 10 metre proposal is likely to dominate the streetscape and a condition requiring a reduction to 7m has been recommended.

With the exception of the height, the proposed pylon sign is typical of a service station development and generally complies with the desired outcomes of the Advertising Devices Code.

Building Work Code

The Building Work Code contains only one Specific Outcome that specifies maximum building height and minimum setbacks of buildings in all zones. For land in the Commercial Zone, the maximum height is 11.0 metres and the minimum setbacks are 0 metres to the front boundary, rear and side boundaries to adjoining land in the Commercial Zone.

The maximum height of the proposed service station shop is 4.5 meters and the canopy is 6.5 meters. The development proposes a 1.5 meter setback to the northern side boundary, a side setback of 2.989 meters to the western boundary and 13 meters to Ballantine Street boundary and 6 meters to the closest point of the canopy from Spencer Street boundary. All setbacks exceed those referred to in the Code and the development is consistent with this Specific Outcome.



The proposal has been assessed and determined to be in accordance with the Building Work Code. A condition has been included in Schedule identifying the need to gain the relevant Building Works approvals.

Services and Infrastructure Code

Specific Outcomes P1 and P2 relate to the connection of the proposed development to a water supply and that a suitable means of effluent disposal is provided. As the development will be required to connect to the Queensland Urban Utilities water and wastewater networks, these Specific Outcomes will be satisfied.

Specific Outcome P3 requires an electricity supply to be provided. The development will be connected to the reticulated electricity supply

Specific Outcome P4 requires that on-site drainage does not adversely affect adjoining land or the downstream stormwater system. An assessment of the proposal has been undertaken by Council's Technical Officer – Development Engineering and reasonable and relevant conditions have been imposed to ensure the development meets the relevant Queensland Urban Drainage Manual. A further application for operational works will be required to assess the detailed design in this respect.

Specific Outcome P7 addresses the treatment of vehicle crossover and road frontages. As the land has a frontage to a State Controlled Road, these matters are addressed through conditions imposed by the State Assessment and Referral Agency on behalf of the Department of Transport and Main Roads.

The proposal has been assessed and determined to be generally in accordance with the requirements of the Services and Infrastructure Code.

Vehicle Access, Parking and On-Site Movement Code

Specific Outcomes P1, P2 and P3 relate to the safety of vehicular access. As access is from a State Controlled Road, these matters are addressed through conditions imposed by the State Assessment and Referral Agency on behalf of the Department of Transport and Main Roads.

In addition to the above, Specific Outcomes of the Code relevant to the proposed development which are addressed below

The proposed design has been assessed and determined to be generally in accordance with the desired overall outcomes for the Vehicle Access, Parking and On-Site Movement Code.

- P4 Access driveways, manoeuvring, loading/unloading and parking areas are designed, constructed and maintained: (a) at a gradient suitable for intended vehicle use; (b) such that it is effectively drained and sealed; (c) such that spaces are clearly marked and signed as appropriate; and (d) to be available exclusively for the intended vehicle use.
- P5 The on-site circulation system provides adequate and safe access to all parking, loading/unloading and manoeuvring areas, and to pedestrians and cyclists.

The layout of the vehicle access, customer car parking, heavy vehicle movement and loading and unloading areas is suitable. The design of these areas together with associated



stormwater drainage will be approved as part of the Operational Works application for site works.

P8 - New development includes an area for vehicle parking within the site. The parking area is located where it is convenient, attractive and safe to use.

The location of the parking area relative to the building and the main entrance means that it is convenient, attractive and safe to use.

P9 - Vehicle parking spaces have adequate areas and dimensions to meet user requirements.

The dimensions of the proposed vehicle parking spaces are those required by the relevant Australian Standards.

P10 - Sufficient parking spaces are provided accommodate the amount and type of vehicle traffic expected to be generated by the development.

Based on Table 6.29.1 - the requirement for a Service Station use results in a total of 7 car parking spaces including 1 disabled parking space. In addition, the parking and manoeuvring areas for an AV have been shown on the proposal plan in accordance with the relevant Australian Standard.

Lighting Code

A lighting plan will be required to be submitted and approved as part of the Operational Works application required to develop the site. This plan will be assessed against the relevant requirements of the Lighting Code.

Landscaping Code

A detailed landscaping plan will be required to be submitted and approved as part of the Operational Works application required to develop the site.

Summary of Assessment

Following a comprehensive assessment of the proposal against the planning scheme codes of the *Gatton Shire Council Planning Scheme 2007*, the proposal has been determined to be generally compliant and where required, reasonable and relevant conditions have been recommended in the Schedule to ensure the desired development outcomes are achieved.

3.8 Adopted Infrastructure Charges Resolution

Council's Adopted Infrastructure Charges Resolution provides that a Service Station falls within the charging category of Commercial (Retail) for which the following charges apply:

- Lockyer Valley Regional Council \$109.00 per m2 of gross floor area
- Lockyer Valley Regional Council (Stormwater) \$10.00 per m2 of impervious area

The gross floor area of the proposed development is $189m^2$ and the impervious area is $1413m^2$.



LVRC Component - Service Station - Material Change of Use

Charge Type	Description	Demand Units	Rate	TOTAL
PROPOSED DEMAND		m²	m²	
Charge	Commercial (Retail)	189	\$109.00	\$20,601.00
Charge	Commercial (Retail) Stormwater	1413	\$10.00	\$14,130.00
	\$34,731.00			
EXISTING DEMAND		lot	lot	
Credit	Dwelling	1	\$12,500.00	\$12,500.00
Credit	Dwelling	2	\$12,500.00	\$12,500.00
TOTAL EXISTING DEMAND CREDIT				\$25,000.00
TOTAL PAYABLE				\$9, 731.00

The calculated gross floor area is based on the size of the Service Station shop being 189m². The calculated hardstand area for the stormwater calculation is 1413m².

Councils Development Incentives Infrastructure Discounts Policy

Total Infrastructure Charges payable	\$9, 731.00
Less Discount 25% (where use is commenced within 2 years of date of approval)	\$2, 432.75
Total Payable discounted amount payable	\$7, 298.25

4. Policy and Legal Implications

There are no policy and legal implications arising from the recommendation provided in this report.

5. Financial and Resource Implications

There will be no financial or resource implications arising from the recommendation provided in this report.

6. Delegations/Authorizations

There are no implications for delegations or authorizations arising from the recommendation provided in this report.

7. Communication and Engagement

The decision of Council will be formally communicated to the applicant and all persons who made a properly made submission in accordance with the requirements of the *Sustainable Planning Act 2009*.



8. Conclusion

Through the assessment of the proposal against the applicable planning instruments, the development has been determined to be compatible with the appearance, character and amenity of the surrounding area. The development has demonstrated general compliance with the provisions of the *Gatton Shire Planning Scheme 2007* and where required, reasonable and relevant conditions have been imposed to ensure the required outcomes are met throughout both the construction and operational phases of the development.

The application is therefore recommended for approval subject to the conditions provided in the Officers Recommendation.

9. Action/s

That the application be approved in accordance with the Officers Recommendation.

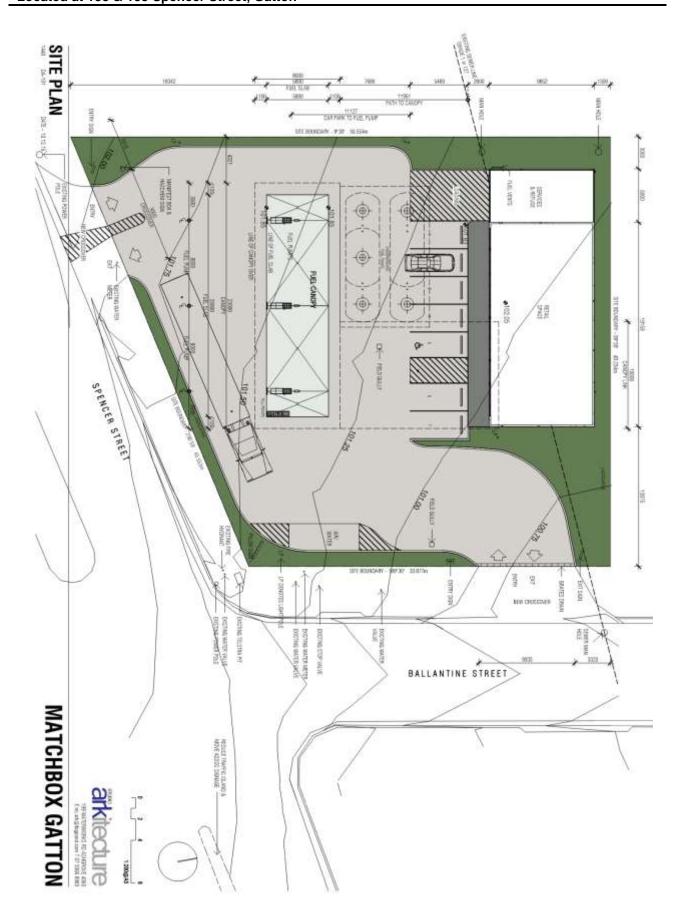
Attachments

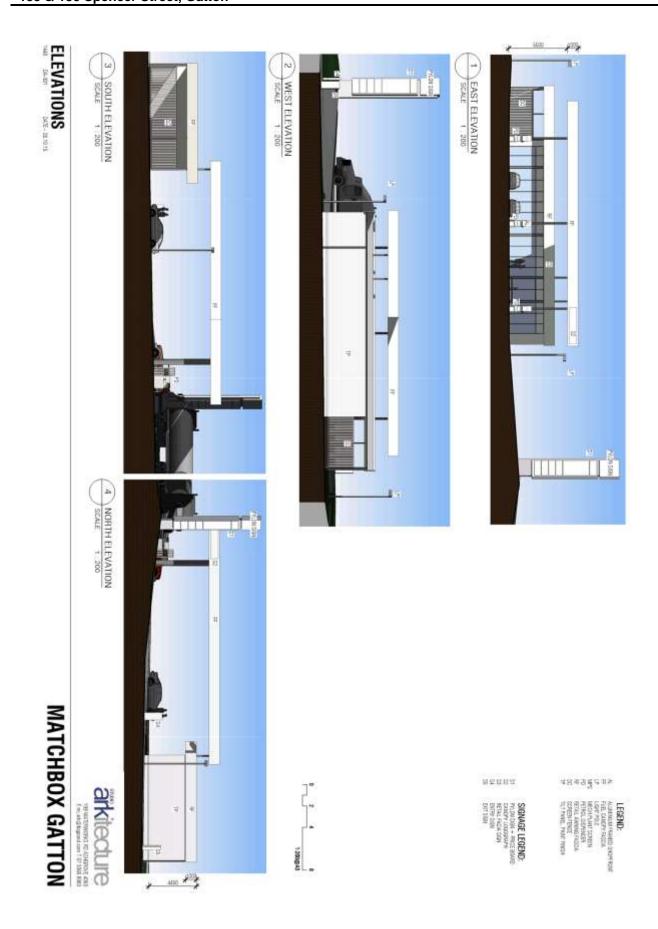
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2View	1B	1 Page
3View	1C	1 Page
4View	1D	1 Page
5View	1E	2 Pages
6View	2	10 Pages

COVER SHEET

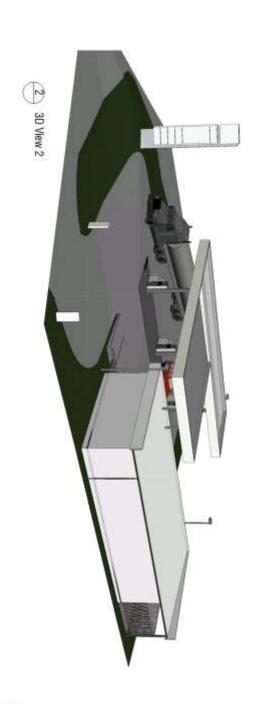


MATCHBOX GATTON



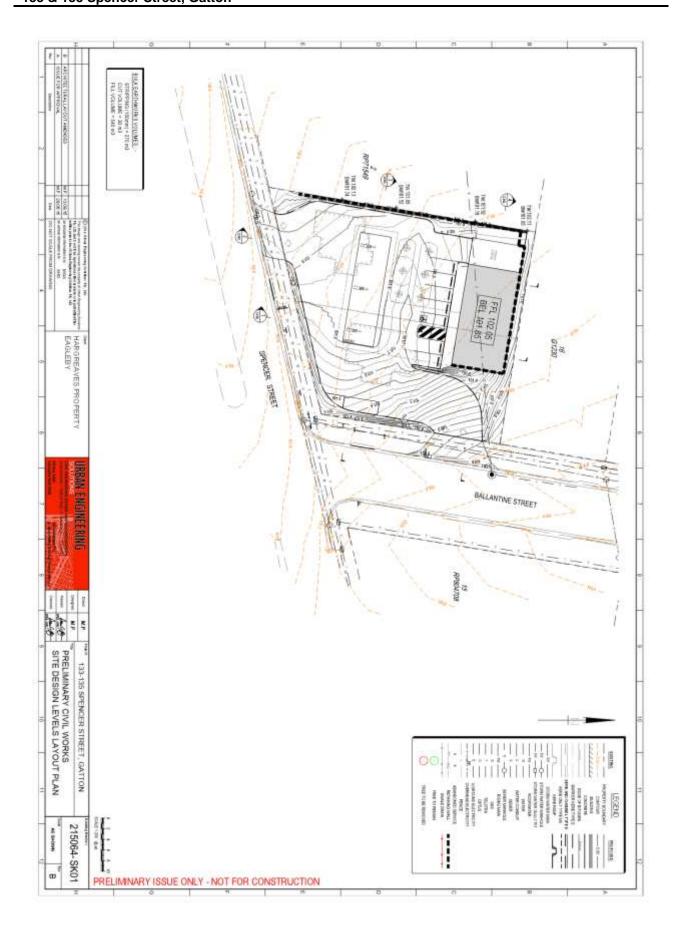


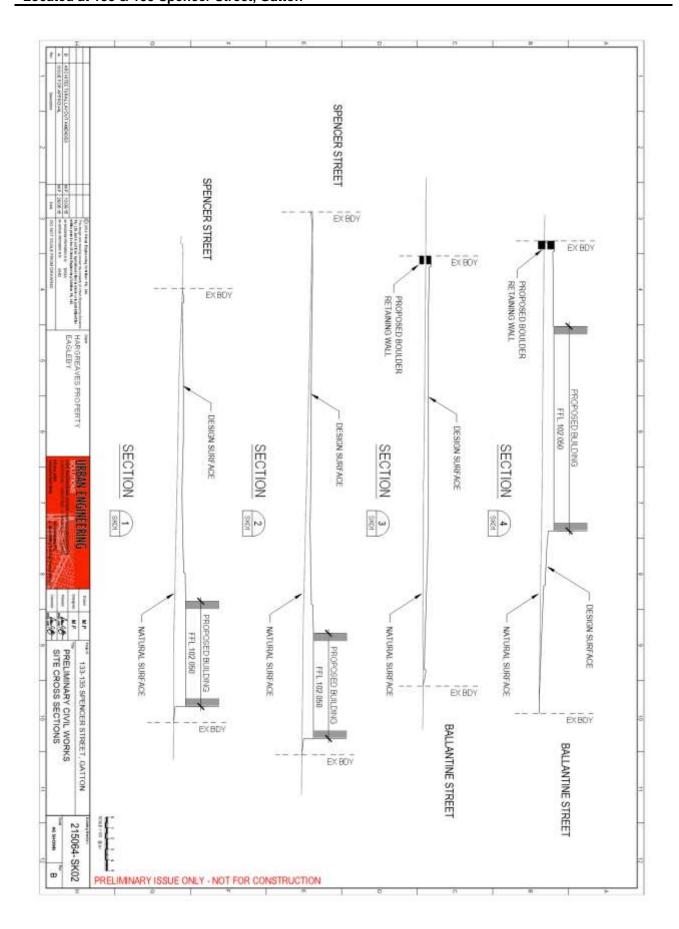
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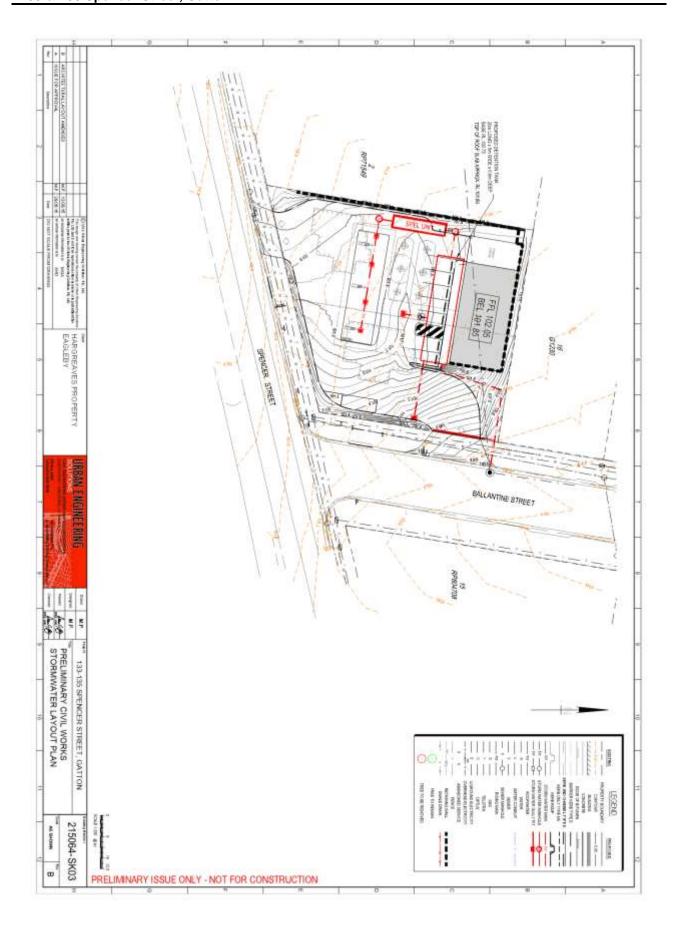




MATCHBOX GATTON













Department of Infrastructure, Local Government and Planning

Our reference: SDA-0715-022763 Council reference: CMB2015/0003

28 January 2016

The Chief Executive Officer
Lockyer Valley Regional Council
PO Box 82
GATTON QLD 4343
mailbox@lvrc.qld.gov.au

Attn: Ms Tanya Herberich

Dear Ms Herberich,

Amended Concurrence agency response—with conditions

133 – 135 Spencer Street, Gatton (Given under section 285 of the *Sustainable Planning Act 2009*)

The Department of Infrastructure, Local Government and Planning issued a concurrence agency response under section 285 of the *Sustainable Planning Act* 2009 on 23 September 2015. On the 6 November 2015, the department received representations from the applicant under section 320(1) of the Act requesting that the department amend its concurrence agency response under section 290(1)(b)(i) of the Act.

The department has considered the written representations and agrees to issue the following amended concurrence agency response.

Applicant details

Applicant name: Matchbox Property C/- Ken Ryan & Associates Pty Ltd

Applicant contact details: Ken Ryan & Associates Pty Ltd PO Box 970

INDOOROOPILLY QLD 4068 elliot@kenryanassoc.com.au

Site details

Street address: 133 – 135 Spencer Street, Gatton

Lot on plan: Lot 1 and 2 on RP 71856

Page 1 SEQ West Region
Level 4,117 Brisbane Street

PO Box 129 Ipswich QLD 4305

Local government area: Lockyer Valley Regional Council

Application details

Proposed development: Development Permit for Material Change of Use for a

Service Station and Operational Works for Advertising

Signage.

Aspects of development and type of approval being sought

Nature of	Approval	Brief Proposal of	Level of
Development	Туре	Description	Assessment
Material Change of Use	Development Permit	Material Change of Use for a Service Station and	Impact Assessment
		Operational Works for associated Advertising	
		Devices	

Referral triggers

The development application was referred to the department under the following provisions of the *Sustainable Planning Regulation 2009*:

Referral trigger Schedule 7, Table 3, Item 1—State-controlled road

Conditions

Under section 287(1)(a) of the *Sustainable Planning Act 2009*, the conditions set out in Attachment 1 must be attached to any development approval.

Reasons for decision to impose conditions

Under section 289(1) of the *Sustainable Planning Act 2009*, the department must set out the reasons for the decision to impose conditions. These reasons are set out in Attachment 2.

Approved plans and specifications

The department requires that the following plans and specifications set out below and in Attachment 3 must be attached to any development approval.

Drawing/Report Title	Prepared by	Date	Reference	Version/
			no.	Issue
Aspect of development: Material Change of Use				
Site Plan	Studio Arkitecture	15 September 2015	DA-101	-
Site Plan	Studio Arkitecture	10 December 2015	1440 DA-101	-
Site-Based Stormwater Management Plan	Storm Water Consulting Pty Ltd	23 June 2015	4588-1.0	-

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

For further information, please contact Aimee Ellis, A/Principal Planning Officer, SARA SEQ West Ipswich on 3432 2408, or email IpswichSARA@dilgp.qld.gov.au who will be pleased to assist.

Yours sincerely

Darren Cooper

A/Manager - Planning

cc: Matchbox Property C/- Ken Ryan & Associates Pty Ltd, elliot@kenryanassoc.com.au Department of Transport and Main Roads, Downs.South.West.IDAS@tmr.qld.gov.au

enc: Attachment 1—Amended Conditions to be imposed Attachment 2—Reasons for decision to impose conditions Attachment 3—Approved Plans and Specifications

Attachment 4—Applicant written agreement to amended concurrence agency response

Our reference: SDA-0715-022763 Your reference: CMB2015/0003

Attachment 1—Amended Conditions to be imposed

No.	Conditions	Condition timing				
Develo	evelopment Permit for Material Change of Use (Service Station)					
executiv Main Ro	State-controlled road—Pursuant to section 255D of the <i>Sustainable Planning Act 2009</i> , the chief executive administering the Act nominates the Director-General of the Department of Transport and Main Roads to be the assessing authority for the development to which this development approval relates for the administration and enforcement of any matter relating to the following condition(s):					
1.	The development must be carried out generally in accordance with the following plans: Site Plan prepared by Studio Arkitecture, dated 15 September 2015, Drawing Number DA-101. Site Plan prepared by Studio Arkitecture, dated 10 December 2015, Drawing Number 1440 DA-101	At all times				
2.	The Permitted road access location, for which approval under section 62 of the <i>Transport Infrastructure Act 1994</i> must be obtained, is to be located generally in accordance with the Site Plan prepared by Studio Arkitecture, dated 15 September 2015, Drawing Number DA-101. Site Plan prepared by Studio Arkitecture, dated 10 December 2015, Drawing Number 1440 DA-101.	At all times				
3.	(a) The development must be in accordance with the Site-Based Stormwater Management Plan prepared by Storm Water Consulting Pty Ltd, dated 23 June 2015, report number 4588-1.0; and (b) Any works on land must not: i) create any new discharge points for stormwater runoff onto the State-controlled road; ii) interfere with and/or cause damage to the existing stormwater drainage on the State-controlled road; iii) surcharge any existing culvert or drain on the State-controlled road; and iv) reduce the quality of stormwater discharge onto the State-controlled road; and (c) RPEQ certification must be provided to the Department of Transport and Main Roads, confirming that the development has been designed and constructed in accordance with parts (a) and (b) of this condition.	(a) and (b): At all times (c): Prior to commencement of use				
4.	All vehicles must enter and exit the subject site at the permitted road access location (for which approval under section 62 of the <i>Transport Infrastructure Act 1994</i> must be obtained) in a forward motion.	At all times				
5.	(a) Road access works comprising industrial standard crossovers to the development, for which approval under section 33 of the <i>Transport Infrastructure Act 1994</i> must be obtained, at the permitted road access location, must be provided generally in accordance with Site Plan prepared by Studio Arkitecture, dated 15 September 2015, Drawing Number DA-101-Site Plan prepared by Studio Arkitecture, dated 10 December 2015, Drawing Number 1440 DA-101; and	Prior to the commencement of use and to be maintained at all times.				

Department of Infrastructure, Local Government and Planning

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(b)	The road access works must be designed and constructed	
	in accordance with the Department of Transport and Main	
	Roads Planning and Design Manual standards for	
	Industrial/Commercial development, at minimum to	
	accommodate the largest design vehicle (IE.B Double)	
	accessing/egressing the site.	
	(b)	in accordance with the Department of Transport and Main Roads <i>Planning and Design Manual</i> standards for Industrial/Commercial development, at minimum to accommodate the largest design vehicle (IE.B Double)

Department of Infrastructure, Local Government and Planning

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Our reference: SDA-0715-022763 Your reference: CMB2015/0003

Attachment 2—Reasons for decision to impose conditions

The reasons for this decision are:

- To ensure that the development is carried out in the location and to the extent specified on the proposed plans.
- To ensure that there are no adverse stormwater and drainage impacts on the Statecontrolled road.
- To ensure that no additional access points are permitted to the State-controlled road.
- To ensure the safe and efficient operation of the State-controlled road.

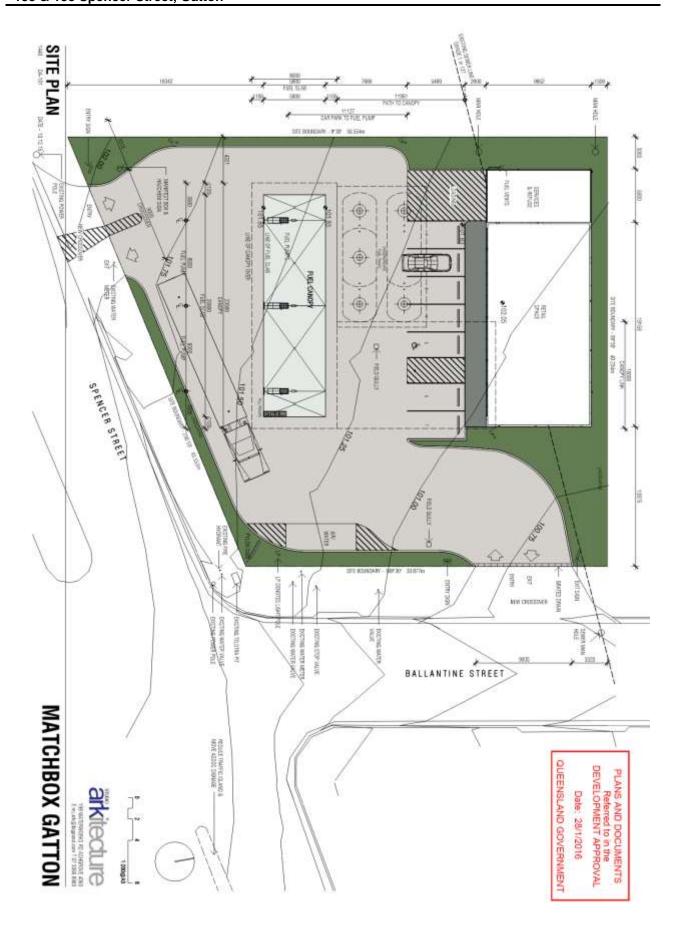
SDA-0715-022763

Our reference: SDA-0715-022763 Your reference: CMB2015/0003

Attachment 3— Approved plans and specifications

Department of Infrastructure, Local Government and Planning

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SDA-0715-022763

Our reference: SDA-0715-022763 Your reference: CMB2015/0003

Attachment 4— Applicant written agreement to amended concurrence agency response

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SDA-0715-022763

Your reference: SDA-0715-022763 Council reference: CMB2015/0003

Attn: Ipswich SARA, IpswichSARA@dilgp.qld.gov.au

Written agreement for the Department of Infrastructure, Local Government and Planning to amend its concurrence agency response

(Given under section 290(1)(b)(i) of the Sustainable Planning Act 2009)

Street address:

133 - 135 Spencer Street, Gatton

Real property description:

Lot 1 and 2 on RP71856

Assessment manager reference:

CMB2015/0003

Local government area:

Lockyer Valley Regional Council

As the applicant of the above development application, I hereby agree to the amended concurrence agency response provided to me in the notice dated 22 December 2015:

Name of applicant:

Matchbox Property

C/- Ken Ryan and Associates Pty Ltd

Signature of applicant:

Date:

Department of Infrastructure, Local Government and Planning

Page 3



11.4 Funding Request - Merryfields Toilet Block

Date: 18 March 2016

Author: Lyle Kajewski, Manager Plumbing and Building Services

Responsible Officer: Dan McPherson, Executive Manager Organisational Development &

Planning

Summary:

Correspondence has been received from the President of Lockyer Valley Landcare seeking funding for a toilet block/facility at Merryfields Environmental Park. Council has made significant grant allocations and in kind contributions to this Group in recent years. Council is in a position to also provide a suitable used septic tank and will also provide information on other grants available. However, it is considered that additional funding for a toilet block/facility on the leased land cannot be justified at this time.

Officer's Recommendation:

THAT Council notes the funding and in-kind support that has been provided to Lockyer Valley Landcare for Merryfields Park in recent years;

Further;

THAT Council authorises the Chief Executive Officer to provide a suitable used septic tank to Lockyer Valley Landcare;

And further:

THAT Council confirms that Council is unable to provide additional funding for a toilet block at Merryfields Park at this time.

RESOLUTION

THAT Council notes the funding and in-kind support that has been provided to Lockyer Valley Landcare for Merryfields Park in recent years;

Further;

THAT Council authorises the Chief Executive Officer to provide a suitable used septic tank to Lockyer Valley Landcare for Merryfields Park;

Further:

THAT Council confirms that Council is unable to provide additional funding for a toilet block at Merryfields Park at this time;

And further:

THAT Council authorises the Chief Executive Officer to forward correspondence to Lockyer Valley Landcare offering assistance for the future with preparing a business plan (inclusive of succession planning) and with making application for alternate grants funding.

Moved By: Cr Pingel Seconded By: Cr McLean

Resolution Number: 4582

CARRIED



6/0

1. Introduction

A request has been received from the Lockyer Valley Landcare for Council to fund a toilet block/facility on reserve land at Merryfields Environmental Park, Meadows Road, Withcott.

2. Background

Lockyer Valley Landcare Inc are holders of a trustee lease from Council over land known as Merryfields Environmental Park at Withcott. The land is utilised by that group for environmental park purposes and as a focus for outdoor education.

A proposal to fund a toilet block has previously been considered (along with a range of capital works proposals) in the lead up to the preparation of the 2015/16 budget. At that time the project could not be justified.

3. Report

On the 29 January 2016 the Mayor Steve Jones and Council officers met with the President of Lockyer Valley Landcare Inc to discuss options for toilets and a sewerage system for the Merryfields Environmental Park. This was to cater for volunteers and visitors to the park.

A number of options were discussed including the future development of a toilet block/facility. It was noted that initially, due to the small amount of sewage likely to be generated, that a holding tank would be acceptable. Sewage could then be tankered from the site by a licenced contractor.

It was suggested that Council could provide a suitable used septic tank that had been held at the Council depot. It has since been confirmed that this tank is available.

Correspondence has now been received from the President of Lockyer Valley Landcare seeking funding for a toilet block/facility at this location. Funding of between \$17 000 and \$20 000 is required.

The provision of a toilet block in this location has been previously considered by Council. However, previously with finite funding available, this project has not been considered a priority.

In recent years Council has made significant contributions to Lockyer Valley Landcare for Merryfields Park. Since 2010 the following contributions have been made:

•	18 November 2010-	\$600 - Community Grant
•	16 February 2012 -	\$4,000 - Community Grant
•	24 May 2012 -	\$6,400 – Environmental Grant
•	17 January 2013 -	\$4,400 - Community Grant
•	28 April 2013 -	\$4,220 – Environmental Grant
•	2013 -	\$9025.19 - Capital Work
•	22 May 2014 -	\$3 000 - Installation of Water Line

22 May 2014 - \$3,900 – Installation of Water Line



Council has also provided the following in kind assistance from Parks and Open Spaces: eg mowing, maintenance, plant supply etc.

- 2010 Year \$8,669.24
- 2011 Year \$22,128.86
- 2012 Year \$21,791.66
- 2013 Year \$23,273.01
- 2014 Year \$4,541.08

This funding in Grants and in kind assistance totals approximately - \$112,949.

There have also been fee waivers for plumbing and building applications to assist Lockyer Valley Landcare in their endeavours. Council also contributes to the outgoings for the lease.

A range of capital works proposals were considered in the lead up to preparation of the 2015/16 budget. At that time a project to construct a toilet block at Merryfields park could not be justified.

Council has made significant grant allocations and in kind contributions as outlined above. Council is now in a position to also provide a suitable used septic tank. Council's Community Grants Officer will also provide information on other grants available and assistance if required with making applications.

However, it is considered that additional funding for a toilet block/facility on the leased land cannot be justified at this time.

4. Policy and Legal Implications

The subject land is described as Lot 151 on Plan CC2725. Council is the trustee of this reserve land held for park and recreation purposes. Lockyer Valley Landcare Inc hold a trustee lease from Council.

5. Financial and Resource Implications

A range of capital works proposals were considered in the lead up to preparation of the 2015/16 budget. At that time the project could not be justified.

.6. Delegations/Authorisations

No further delegations are required.

7. Communication and Engagement

The applicant will be advised of the outcome of this request to Council and the Community Grants Officer will assist with information on other available grants.

8. Conclusion



Council is in a position to provide a suitable used septic tank and will also provide information on other grants available. However, it is considered that additional funding for a toilet block/facility on the leased land cannot be justified at this time.

9. Action/s

Advise applicant of Councils resolution and assist with additional information on grants and grant applications.

Attachments

1View Map 1 Page





11.5 Executive Manager Organisational Development & Planning

Monthly Update

Date: 17 March 2016

Author: Dan McPherson, Executive Manager Organisational Development &

Planning

Responsible Officer: Dan McPherson, Executive Manager Organisational Development &

Planning

Summary:

This report is to update Council on key issues currently being actioned within the Organisational Development and Planning group.

Officer's Recommendation:

THAT Council receive and note the Executive Manager Organisational Development and Planning Monthly Update.

RESOLUTION

THAT Council receive and note the Executive Manager Organisational Development and Planning Monthly Update.

Moved By: Cr McDonald Seconded By: Cr Friend

Resolution Number: 4583

CARRIED

6/0

Report

1. Introduction

This report provides an update on key matters arising and being addressed since the last report.

2. Background

The previous reports provide the background information to date and only progress is being reported during February 2016.

3. Report

IR Update

Verbal IR Update provided to Council 23 March 2016 by EMODP.

An appeal made by Minister Pitt to the Queensland Industrial Court in relation to the making of



the 2015 Local Government Industry Award has been upheld.

In effect, this means the decision of the QIRC to vary the modern Award in 2015 has been set aside, and that subject to any further legislative intervention by the State, the embargo on certifying any enterprise agreements will continue until the matter has been re-determined.

With the Award now to be referred back to the Queensland Industrial Relations Commission to be re-determined, it will be up to the QIRC to decide the timing of, and process for, redetermining the proposed content of the Award.

Updates will be provided as they become available.

Moving forward, Council has no other alternative than to conduct business as usual until the final decision has been made and the new Award finally certified in the Commission.

Council currently has an administrative agreement in place with the Unions that carries us over until the 21st of July 2016. However, if this process extends beyond that date we will have to review the current process in place depending on estimated timeframes for final certification of the new Award.

Learning & Development

Courses Held Since Last Report

- Drug and Alcohol Training
- Practical People Management

Upcoming Training

- Code of Conduct March
- Workplace Bullying and Harassment (All Staff) April
- Fire Warden Training April
- LLN (Numeracy and Literacy) April
- Intermediated Excel Training April

Currently Scheduling

- Difficult Conversations Training for Field Staff
- Workplace Bullying, Harassment and Discrimination
- Asbestos Awareness
- Code of Conduct
- Microsoft Office Suite (Researching online options)
- Professional Development under CSQ funding

Work Health & Safety

Injuries/Incidents

• There have been four (4) injuries reported during this period.

Plant Vehicle incidents

There have been seven (7) plant vehicle incidents reported during this period.

Near Miss Incidents



• There has been one (1) near miss incident reported during this period.

Workers Compensation Claims / Injury Management LTI

- There is one (1) Approved open workers compensation claim
- There is one (1) Common Law claim pending
- There is one (1) appeal by an employee of a declined workers compensation claim, decision pending

Sports, Recreation and Community

- Planning and building approval is currently being assessed for a Community Sports Complex entry sign at Springbrook Park, Withcott.
- Finalising a grant application for "Light up Laidley" project through Department of Sport and Recreation services "Get Playing Plus" program.
- Officer attended grant writing workshop with Elizabeth Jones at the Lockyer Valley Cultural Centre. Participation numbers were 22 people from over 10 different community groups.
- The second half of Cahill Park's annual sports complex contribution has been paid.

Staging Post Café

Sales revenue remains very strong at the Staging Post with double digit year to date revenue growth recorded and labour / food cost control remains within budget.

There has been some staff attrition in the senior ranks of the café that may cause a temporary period of instability. However, it should be noted that it has been some time since there has been any turnover in these roles. The vacant roles are currently being recruited and provide Council with the opportunity to fill these positions with new people to ensure the Café and Functions operations remain strong.

Development Assessment

- The following development applications were lodged during February 2016:
 - Material Change of Use for Catering Shop at 10 Railway Street, Gatton
 - o Material Change of Use for Roadside Stall at Weier Road, Plainland
 - Reconfiguring a Lot for boundary realignment at 2044 Murphys Creek Rd Ballard
 - o Reconfiguring a Lot to subdivide 1 into 2 lots at 16 Lexcen Drive, Kensington Grove
 - Reconfiguring a Lot for boundary realignment at 349 Rockmount Rd Rockmount.
 - o Operational Works for Advertising Signs at 43 Railway Street, Gatton
 - Operational Works for Subdivisional Works at Jones Road, Withcott
- The following request has been received during February 2016:
 - o Amend conditions of approval for subdivision at Woodlands Road, Woodlands
 - o Extend period of development approval for subdivision at Patrick Street, Laidley.
- The following development applications were approved during February 2016:
 - o Material Change of Use for Medical Centre at 16-18 Gehrke Road, Plainland
 - Material Change of Use for Home Based Business at 14 Kimdon Drive, Withcott
 - Material Change of Use for Service Trade at 8575 Warrego Highway, Withcott



- o Reconfiguring a Lot for 2 into 5 lots at Lyrebird & Franks Road, Regency Downs
- o Reconfiguring a Lot for 1 into 3 lots at 8 Forest Avenue, Glenore Grove
- o Operational Works for Subdivision Works at Arlington Way, Kensington Grove
- o Operational Works for Advertising Signs at 43 Railway Street, Gatton
- o Operational Works for Vegetation Clearing at Golf Links Drive, Gatton
- The following request was approved during February 2016:
 - o Extend currency period of development approval at Hooper Drive, Plainland.

Environmental Planning

- The Coordinator Environmental Planning and Senior Environmental Planner met with representatives from Cardno together with Executive Policy Advisor Mayor/CEO to discuss the development of an application for the National Stronger Regions Fund for a grant to assist in the construction of a pipeline from Wivenhoe Dam to the Lockyer Valley for the provision of water for irrigation.
- The Pest Management Officer and Weed Spray Officer attended and presented at the 'Managing Giant Rat's Tail Grass Landholder Workshop' at Glen Cairn. The workshop was attended by approximately 35 local landholders who learned how to identify Giant Rats Tail grass (GRT), the application of basic biosecurity principles, the control of GRT, developing pest management plans and accessing support.
- The Coordinator Environmental Planning and Senior Environmental Planner met with Professor Stuart Bunn, Professor John Olley and Doctor Liz O'Brien to discuss Council's support for an Advance Queensland project – 'Investing in Resilience'. The project is seeking funding and support to develop a multi-objective planning tool to guide investments and improve resilience of catchments and waterways. If successful, the project has the capacity to model and predict the costs and benefits of multiple actions in the Lockyer Catchment Action Plan
- The Coordinator Environmental Planning and Senior Environmental Planner met with Associate Professor Ron Johnstone to discuss a team project for fourth year students that would assist environmental planning in the Lockyer Valley. A number of proposals were discussed and these will be refined and agreed upon before commencement.
- While there is a considerable amount of work to do in integrating the spray team into the Environmental Planning team some significant progress has been made in developing recording, reporting, mapping and planning capabilities. A meeting has occurred to agree upon the work that the spray team will be doing on road sides and Council land.
- The Coordinator Environmental Planning presented a report to Council concerning the management of rabbits by the Darling Downs-Moreton Rabbit Board. Council recognised that despite the precepts provided by local councils to the Board the issue of rabbit management is regional and requires additional support by the State government.
- The Manager Planning & Environment, Coordinator Environmental Planning and Pest Management Officer met with the Mayor and Councillors on the scheduled bus tour to examine and discuss the occurrence of annual ragweed and Parthenium at East Haldon.
- The Coordinator Environmental Planning and the Senior Environmental Planner met with
 officers of Seqwater and DNRM to inspect and discuss weirs in the Lockyer Valley. The
 discussion considered the effectiveness of weirs to contribute to the recharge of aquifers, the
 removal of sediment upstream of the weir wall and their impact on riparian systems and
 stream flows.



- Baits were distributed at Gatton Saleyards, Withcott and Junction View Hall, with 676 dog baits and 531 pig baits being distributed to 49 participants.
- Two new staff commenced work in the Environmental Planning team. They will be concentrating on spraying of Class 2 pest weeds as their work programme is developed.
- The Coordinator Environmental Planning and the Pest Management Officer met with officers
 from the Somerset Regional Council to discuss development in the use of GIS technology for
 recording, mapping and planning pest management activities, the Biosecurity Act and the
 development of Biosecurity Plans and pest management resourcing and future information
 sharing and cooperation.
- The Coordinator Environmental Planning visited the flying-fox roosts at Laidley, Gatton and Helidon and discussed vegetation management with residents at Patrick Street, Laidley and with Leon Ost of Energex regarding the proposed replacement of wires at Myler Court, Gatton.



12.0 CORPORATE AND COMMUNITY SERVICES REPORTS

12.1 Summary of Council Actual Financial Performance vs. Budget – 29

February 2016

Date: 09 March 2016

Author: Tony Brett, Manager Finance and Customer Service

Responsible Officer: David Lewis, Executive Manager Corporate & Community Services

Summary:

In accordance with Section 204 of the *Local Government Regulation 2012*, a financial report summarising the progress of Council's actual performance against budgeted performance is to be presented to Council. This report provides a summary of Council's financial performance against budget for the financial year to 29 February 2016.

Officer's Recommendation:

THAT Council resolve to receive the Summary of Council Actual Financial Performance versus Budget to 29 February 2016.

During discussion on this agenda item a number of matters were noted relating to comments made recently in the media with regard to Council's financial position.

Currently Council remains on target to achieve it's 2015/16 budgeted outcomes with the exception of depreciation and capital works.

Recent comments in relation to Council's disclosed debt with that of the Queensland Treasury Corporation (QTC) different values of debt in the annual reports relate to the book value and the market value of Council's debt.

RESOLUTION

THAT Council resolve to receive the Summary of Council Actual Financial Performance versus Budget to 29 February 2016, noting that Council's cash position is good and that Council's debt is sustainable.

Moved By: Cr Pingel Seconded By: Cr Holstein

Resolution Number: 4584

CARRIED

6/0



Report

1. Introduction

In accordance with Section 204 of the *Local Government Regulation 2012*, a financial report summarising the progress of Council's actual performance against budgeted performance is to be provided to Council.

2. Background

Monthly reporting of Council's financial performance is a legislative requirement and reinforces sound financial management practices throughout the organisation.

3. Report

The following report provides a summary of Council's financial performance against budget to 29 February 2016.

Operating Revenue - Target \$45.58 million Actual \$46.36 million or 101.71%

At 29 February 2016, overall operating revenue is on target for the budgeted amount.

Operating grants and subsidies received equal \$7.01 million or 102.39% of the year to date budgeted revenue amount. The majority of these grants relate to the Commonwealth's Federal Assistance Grants which has been paid in advance. Council has received \$2.54 million in NDRRA payments relating to the acquittal of the 2013 flood event. Final payments have now been made and reconciliation will be completed and subsequently reported to Council.

Interest revenue remains under target due to lower cash balances and interest rates not rising as anticipated; the budget for this line item will be amended as part of the next budget review.

Operating Expenditure - Target \$35.33 million Actual \$37.35 million or 105.72%

At 29 February 2016, overall operating expenditure for the year is over the budgeted target. This is mainly due to depreciation which has been applied for the year to date based on asset values following the completion of 2014/15 audit. Excluding depreciation, expenditure generally remains on target.

Overall employee costs are over target for the month and overall goods and services costs are under target for the month. The variance in employee costs relates to the timing of the back pay, under recovery of accounting on costs and the split of works between operating and capital. A budget transfer from Capital will be prepared for the March quarterly review to cover the additional employee costs.

Depreciation costs are forecasting to exceed the end of year budget amount by around \$2.40 million and this will be included in the next budget review.

Capital Grant Revenue - Target \$2.79 million Actual \$2.67 million or 95.70%



Overall capital grants and subsidies revenue is close to target for the year to date. The timing of capital grants and subsidies remains largely dependent upon the completion of the annual capital works program and the grant application approval process.

Capital Expenditure – Target \$19.77 million Actual \$6.96 million or 35.21%

To 29 February 2016, Council has expended \$6.96 million on its capital works program with a further \$1.14 million in committed costs for works currently in progress. The capital works budget includes approved carry forward works from the 2014/15 financial year. At present the capital budget is significantly underspent and a revised listing of works will be included in the March quarterly review.

The main expenditures for the year to date are \$5.34 million within Infrastructure Services and \$1.19 million within Corporate and Community Services.

Statement of Financial Position

The Statement of Financial Position provides information on the breakdown of Council's assets and liabilities at a point in time. At 29 February, Council had \$38.35 million in current assets compared to \$9.73 million in current liabilities with a ratio of 3.94:1. This means that for every dollar of current liability, there is \$3.94 in assets to cover it.

Statement of Cash Flows

The Statement of Cash Flows provides information on the amount of cash coming in and going out. As at 29 February, there has been a net cash inflow of \$3.67 million with \$8.34 million generated from operating activities, a net \$3.97 million spent on capital works and \$0.70M repaying Council's borrowings. The cash balance will peak in March once next instalment of the rates is collected.

The Statement of Cash Flows is important as it shows the real movement in Council's cash balances, as opposed to the accounting movements shown in the Statement of Income and Expenditure. In order to maintain adequate working capital, it is estimated that Council needs around \$11.00 million cash at any one time, at 29 February, Council's cash balance was \$24.79 million.

4. Policy and Legal Implications

Policy and legal implications will be addressed in future on matters that arise before Council.

5. Financial and Resource Implications

With the 2013 flood recovery works completed, Council is returning to a "business as usual" situation and will have a much greater degree of control over its financial results. The significant ups and downs in Council's cash flows due to the timing of NDRRA expenditure and grant payments will no longer be experienced. The final payments of the 2013 recovery grants have now been received.

Monitoring of budgets and actuals will remain important if Council is to achieve the financial results adopted as part of the 2015-2016 budget, and any variations or anomalies will need to be investigated and action taken as appropriate. A formal budget review will be completed and amendments made as needed.



6. Delegations/Authorisations

No further delegations are required to manage the issues raised in this report. The Executive Manager Corporate and Community Service will manage the requirements in line with existing delegations.

7. Communication and Engagement

The matters arising from this report that require further communication will be addressed through existing communication channels.

8. Conclusion

At 29 February, Council's overall operating revenues are on target with overall operating expenditure slightly over target mainly as a result of increased depreciation on Council's non-current assets. Under completion of the capital works program remains an issue that will be addressed in the March budget review.

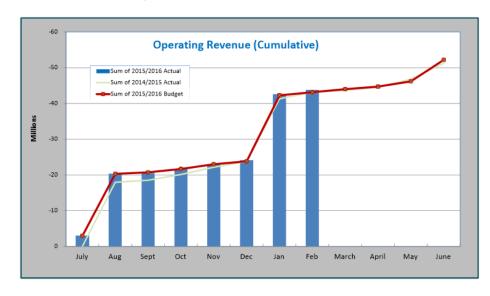
9. Action/s

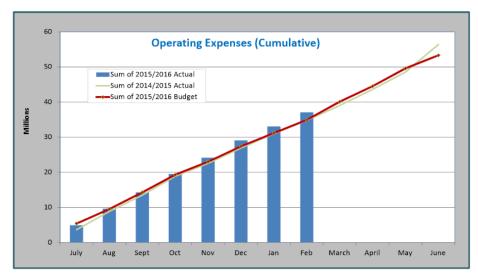
- 1. Nil.
- 2.

Attachments

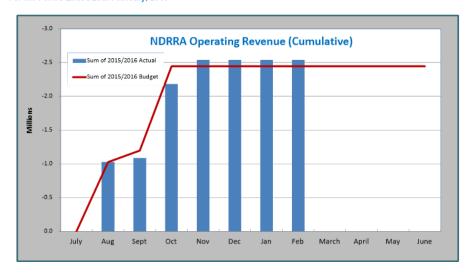
1 View Monthly Financial Report - February 2016 18 Pages

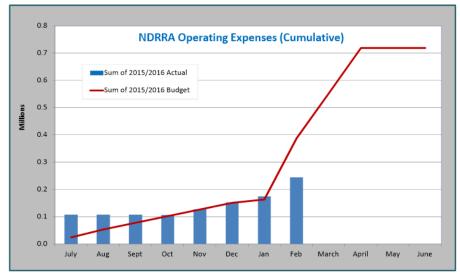
Total Council (excluding NDRRA) Operating Revenue and Expenses For the Period Ended 29th February, 2016



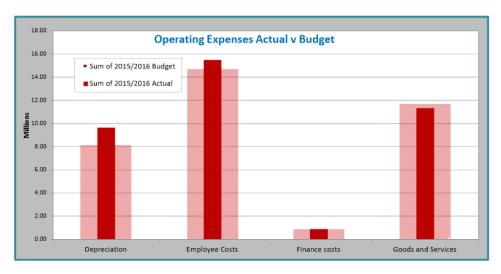


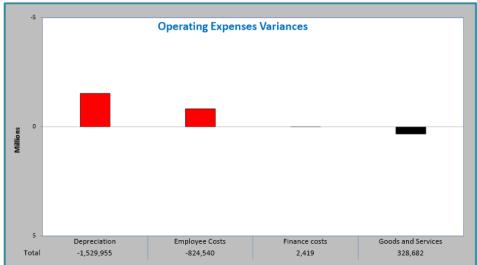
NDRRA Operating Revenue and Expenses For the Period Ended 29th February, 2016



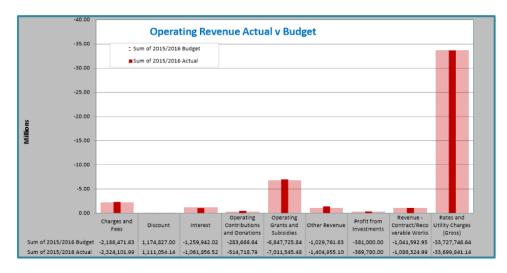


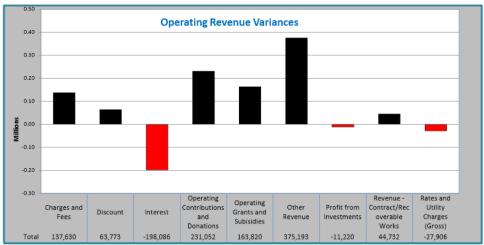
Operating Expenses
For the Period Ended 29th February, 2016





Operating Revenue For the Period Ended 29th February, 2016





Lockyer Valley Regional Council (Whole Council) Statement of Income and Expenditure For Period Ending February 2016

	Budget	Actuals YTD	Budget YTD	Variance Amount YTD	Variance % YTD
Operating Revenue:					
Rates and Utility Charges (Gross)	36,148,000	33,699,841	33,727,747	27,906	0.08
Discount	(1,382,827)	(1,111,054)	(1,174,827)	(63,773)	5.43
Charges and Fees	3,699,500	2,324,102	2,186,472	(137,630)	(6.29)
Interest	1,986,500	1,061,857	1,259,942	198,086	15.72
Operating Grants and Subisidies	7,751,980	7,011,545	6,847,726	(163,820)	(2.39)
Operating Contributions and Donations	1,558,000	514,719	283,667	(231,052)	(81.45)
Revenue - Contract/Recoverable Works	2,295,700	1,086,325	1,041,593	(44,732)	(4.29)
Other Revenue	1,665,950	1,404,955	1,029,762	(375, 193)	(36.43)
Profit from Investments	916,000	369,780	381,000	11,220	2.94
Total Operating Revenue	54,638,803	46,362,070	45,583,080	(778,990)	(1.71)
Operating Expenses:					
Employee Costs	20,949,671	15,498,389	14,673,849	(824,540)	(5.62)
Goods and Services	19,218,992	11,331,099	11,659,781	328,682	2.82
Finance costs	1,735,400	881,908	884,328	2,419	0.27
Depreciation	12,165,326	9,640,172	8,110,217	(1,529,955)	(18.86)
Total Operating Expenses	54,069,389	37,351,568	35,328,175	(2,023,393)	(5.73)
Operating Surplus/(Deficit)	569,414	9,010,502	10,254,905	1,244,403	12.13
Capital Revenue:					
Capital Grants, Subsidies and Contributions	4,756,750	2,668,916	2,793,667	124,751	4.47
Profit (Loss) on Disposal of Non Current Assets	880,000	(3,205,363)	120,000	3,325,363	2,771.14
Total Capital Revenue	5,636,750	(536,447)	2,913,667	3,450,114	118.41
Operating Surplus/(Deficit) After Capital Items	6,206,164	8,474,054	13,168,572	4,694,517	35.65

Lockyer Valley Regional Council (Rest of Council) Statement of Income and Expenditure For Period Ending February 2016

	Budget	Actuals YTD	Budget Va YTD	riance Amount YTD	Variance % YTD
Operating Revenue:					
Rates and Utility Charges (Gross)	30,018,500	27,478,128	27,597,167	119,039	0.43
Discount	(1,229,527)	(993,900)	(1,021,527)	(27,627)	2.70
Charges and Fees	2,671,600	1,781,241	1,665,704	(115,537)	(6.94)
Interest	1,955,000	1,037,628	1,239,278	201,650	16.27
Operating Grants and Subisidies	4,677,450	4,096,853	4,005,560	(91,293)	(2.28)
Operating Contributions and Donations	1,538,000	514,719	283,667	(231,052)	(81.45)
Revenue - Contract/Recoverable Works	853,700	593,824	637,143	43,319	6.80
Other Revenue	1,478,450	1,272,558	898,118	(374,440)	(41.69)
Profit from Investments	916,000	369,780	381,000	11,220	2.94
Total Operating Revenue	42,879,173	36,150,831	35,686,109	(464,721)	(1.30)
Operating Expenses:					
Employee Costs	19,117,632	14,319,906	13,526,022	(793,884)	(5.87)
Goods and Services	12,804,592	7,923,252	8,034,381	111,129	1.38
Finance costs	1,614,900	816,898	823,868	6,970	0.85
Depreciation	11,842,326	9,423,177	7,894,884	(1,528,293)	(19.36)
Total Operating Expenses	45,379,450	32,483,232	30,279,155	(2,204,078)	(7.28)
Operating Surplus/(Deficit)	(2,500,277)	3,667,598	5,406,955	1,739,357	32.17
Capital Revenue:					
Capital Grants, Subsidies and Contributions	4,381,750	2,293,265	2,418,667	125,401	5.18
Profit (Loss) on Disposal of Non Current Assets	880,000	(3,205,363)	120,000	3,325,363	2,771.14
Total Capital Revenue	5,261,750	(912,098)	2,538,667	3,450,765	135.93
Operating Surplus/(Deficit) After Capital Items	2,761,473	2,755,501	7,945,622	5,190,121	65.32

Lockyer Valley Regional Council (NDRRA) Statement of Income and Expenditure For Period Ending February 2016

	Budget	Actuals YTD	Budget Var YTD	iance Amount YTD	Variance % YTD
Operating Revenue:					
Operating Grants and Subisidies	2,443,530	2,539,564	2,443,530	(96,034)	(3.93)
Total Operating Revenue	2,443,530	2,539,564	2,443,530	(96,034)	(3.93)
Operating Expenses:					
Employee Costs	123,500	55,764	40,335	(15,429)	(38.25)
Goods and Services	595,000	188,572	347,207	158,635	45.69
Depreciation	0	0	0	0	0.00
Total Operating Expenses	718,500	244,336	387,543	143,207	36.95
Operating Surplus/(Deficit)	1,725,030	2,295,228	2,055,987	(239,241)	(11.64)
Capital Revenue:					
Capital Grants, Subsidies and Contributions	375,000	375,651	375,000	(651)	(0.17)
Total Capital Revenue	375,000	375,651	375,000	(651)	(0.17)
Operating Surplus/(Deficit) After Capital Items	2,100,030	2,670,879	2,430,987	(239,892)	(9.87)

Lockyer Valley Regional Council (Business Units) Statement of Income and Expenditure For Period Ending February 2016

	Budget	Actuals YTD	Budget Va YTD	ariance Amount YTD	Variance % YTD
Operating Revenue:					
Rates and Utility Charges (Gross)	6,129,500	6,221,713	6,130,580	(91,133)	(1.49)
Discount	(153,300)	(117,155)	(153,300)	(36,145)	23.58
Charges and Fees	1,027,900	542,861	520,768	(22,093)	(4.24)
Interest	31,500	24,228	20,664	(3,564)	(17.25)
Operating Grants and Subisidies	631,000	375,128	398,636	23,507	5.90
Operating Contributions and Donations	20,000	0	0	0	0.00
Revenue - Contract/Recoverable Works	1,442,000	492,501	404,450	(88,051)	(21.77)
Other Revenue	187,500	132,397	131,643	(753)	(0.57)
Total Operating Revenue	9,316,100	7,671,675	7,453,441	(218,234)	(2.93)
Operating Expenses:					
Employee Costs	1,708,539	1,122,719	1,107,492	(15,227)	(1.37)
Goods and Services	5,819,400	3,219,275	3,278,193	58,918	1.80
Finance costs	120,500	65,010	60,460	(4,550)	(7.53)
Depreciation	323,000	216,996	215,333	(1,662)	(0.77)
Total Operating Expenses	7,971,439	4,624,000	4,661,478	37,478	0.80
Operating Surplus/(Deficit) before Capital	1,344,661	3,047,675	2,791,963	(255,712)	(9.16)
Capital Revenue and Expenses:					
	0	0	0	0	0.00
Total Capital Revenue	0	0	0	0	0.00
Operating Surplus/(Deficit) After Capital Items	1,344,661	3,047,675	2,791,963	(255,712)	(9.16)

LOCKYER VALLEY REGIONAL COUNCIL STATEMENT OF FINANCIAL POSITION As at 29 February, 2016

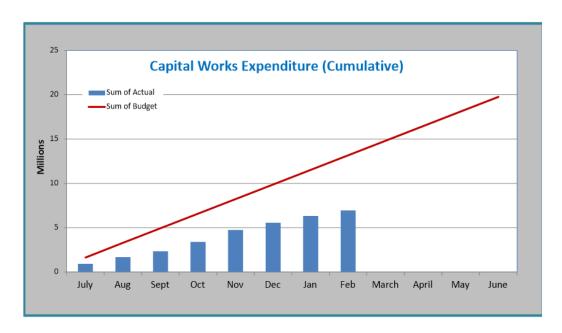
	2015-2016 Full Year Budget	2015-2016 YTD Actual
<u>Current Assets</u>		
Cash assets and cash equivalents	16,330,000	14,993,379
Cash investments	-	9,800,000
Trade and other receivables	2,780,000	13,162,174
Inventories	380,000	393,950
Total Current Assets	19,480,000	38,349,503
Non Current Assets		
Trade and other receivables	16,240,000	14,734,969
Equity investments	27,880,000	27,422,759
Investment properties	3,180,000	3,180,000
Property, plant and equipment	548,420,000	536,965,140
Intangible assets	5,810,000	4,456,169
Total Non Current Assets	601,520,000	586,759,037
TOTAL ASSETS	621,000,000	625,108,540
Current Liabilites		
Trade and other payables	3,970,000	5,271,085
Provisions	480,000	3,732,921
Borrowings	1,590,000	725,231
Total Current Liabilities	6,050,000	9,729,237
Non Current Liabilities		
Provisions	18,820,000	16,249,672
Borrowings	32,910,000	33,673,008
Total Non Current Liabilities	51,720,000	49,922,680
TOTAL LIABILITIES	57,770,000	59,651,917
TOTAL EIABILITIES	37,770,000	39,031,917
NET COMMUNITY ASSETS	563,230,000	565,456,623
Community Equity		
Retained surplus (deficiency)	356,730,000	349,610,085
Asset revaluation surplus	200,300,000	200,315,793
Reserves		7,056,691
Current Surplus/(Deficit)	6,200,000	8,474,054
TOTAL COMMUNITY EQUITY	563,230,000	565,456,623

LOCKYER VALLEY REGIONAL COUNCIL Statement of Cash Flows For the period ended 29 February, 2016

	2015-2016 Full Year Budget	2015-2016 YTD Actuals
Cash flows from operating activities:		
Receipts	E4 400 000	27.002.442
Receipts from customers Divident received	51,480,000	37,962,112 369,780
Interest received	1,990,000	1,061,857
	, ,	
Payments	(47,020,000)	(20, 220, 00.4)
Payments to suppliers and employees Interest expense	(47,020,000) (1.640,000)	(30,230,084) (819,319)
interest expense	(1,040,000)	(019,519)
Net cash inflow (outflow) from operating activities	4,810,000	8,344,345
Cash flows from investing activities:	0.000.000	0.000.040
Capital grants, subsidies and contributions Payments for property, plant and equipment	3,990,000 (16,340,000)	2,668,916 (6,642,170)
Payments for investment property	(10,340,000)	(6,642,170)
Net transfer (to) from cash investments	460.000	_
Proceeds from sale of property plant and equipment	1,870,000	-
Net cash inflow (outflow) from investing activities	(10,010,000)	(3,973,254)
Cash flows from financing activities:		
Repayment of borrowings	(1,490,000)	(704,094)
Proceeds from borrowings	900,000	-
Net cash inflow (outflow) from financing activities	(600,000)	(704,094)
Net increase (decrease) in cash and cash equivalents held	(5,800,000)	3,666,997
Cash and cash equivalents at beginning of the financial year	21,140,000	21,126,382
Cash and cash equivalents at beginning of the financial year	15,340,000	21,126,382
Sustraine Sustraignition at one or the interioral your	10,040,000	24,100,010

CAPITAL WORKS BY GROUP For the Period Ended 29th February, 2016

Group	Budget	YTD Expenditure	Percent Spent
Corporate & Community Services	4,615,999	1,192,217	25.83%
Executive Office	2,517,300	305,702	12.14%
Infrastructure Works & Services	12,515,450	5,338,160	42.65%
Organisational Development & Planning	117,500	123,611	105.20%
Grand Total	19,766,250	6,959,691	35.21%



LOCKYER VALLEY REGIONAL COUNCIL CAPITAL WORK SUMMARY February, 2016

	2015-2016 Amended Budget	2015-2016 Expenditure	Committed	2015-2016 Expenditure (including Committed)	Remaining Budget (including Committed)
Corporate & Community Services					
Arts & Culture	0	0	0	0	0
Community Facilities Management	100,000	30,183	0	30,183	69,817
Community Housing	0	0	0	0	0
GIS	0	0	0	0	0
Information Management	0	0	0	0	0
Information Technology	1,205,000	283,104	223,842	506,946	698,054
Public Order & Safety	120,000	0	0	0	120,000
Transfer Stations	1,311,000	191,529	47,032	238,561	1,072,439
Gatton Child Care Centre	65,000	40,657	0	40,657	24,343
Kensington Grove Child Care Centre	0	0	0	0	0
Local Laws Compliance Waste Collection	30,000	8.644	247	8,891	21,109
Corporate & Community Services Total	4,616,000	1,192,217	489,722	1,681,939	2.934.061
Executive Office	.,,	.,,	,	.,,	
Economic Development	0	0	0	0	0
Executive Office	0	0	0	0	0
Major Projects	0	l ő	0	0	0
Qld Transport Museum	0	0	0	0	ا ،
Regional Development Management	2,473,000		161,280	398.867	2.074.133
Legal Services	28,300	68,115	38.202	106.318	-78.018
Executive Office Total	2,517,300	305,702	199,482	505,184	2,012,116
Infrastructure Works & Services					
Capital Program Delivery	8,103,300	2,772,955	228.139	3.001.094	5,102,206
Depot	0	0	0	0	0
Fleet	843,000	884,260	27,657	911,917	-68,917
Parks & Open Spaces	759,500	157,260	86,885	244,145	515,355
Roads & Drainage	2,661,300	1,389,448	97,886	1,487,335	1,173,965
Drainage Planning	10,000	6,330	0	6,330	3,670
Development Assessment	0	0	0	0	0
Infrastructure Works & Services Total	12,515,450	5,338,160	440,567	5,778,728	6,736,722
Organisational Development & Plann	ing				
Environment Resilience & Recovery	0	0	0	0	0
Staging Post Café	27,500	0	8,000	8,000	19,500
Planning & Environmental Management	90,000	91,975	1,375	93,350	-3,350
Environmental Corporate Program	0	31,636	0	31,636	-31,636
Organisational Development & Planning Total	117,500	123,611	9,375	132,986	-15,486
Grand Total	19,766,250	6,959,691	1,139,146	8,098,837	11,667,413

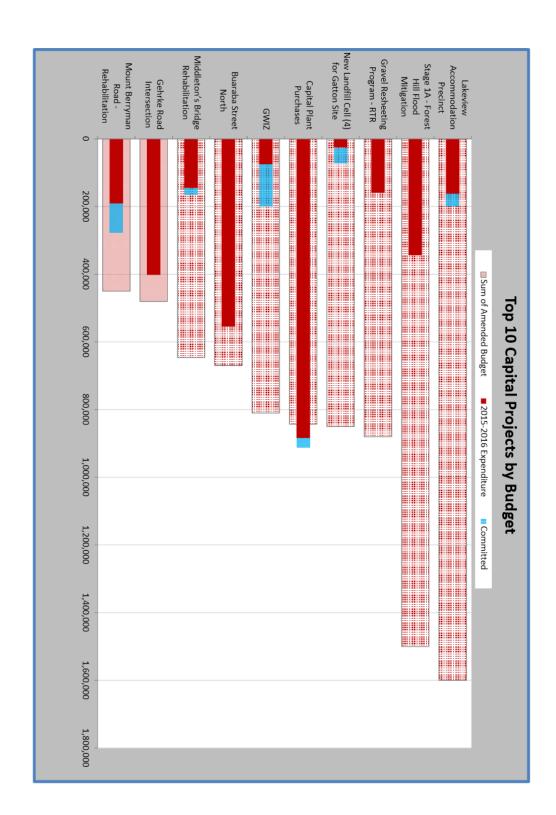
LOCKYER VALLEY REGIONAL COUNCIL CAPITAL WORKS DETAIL February, 2016

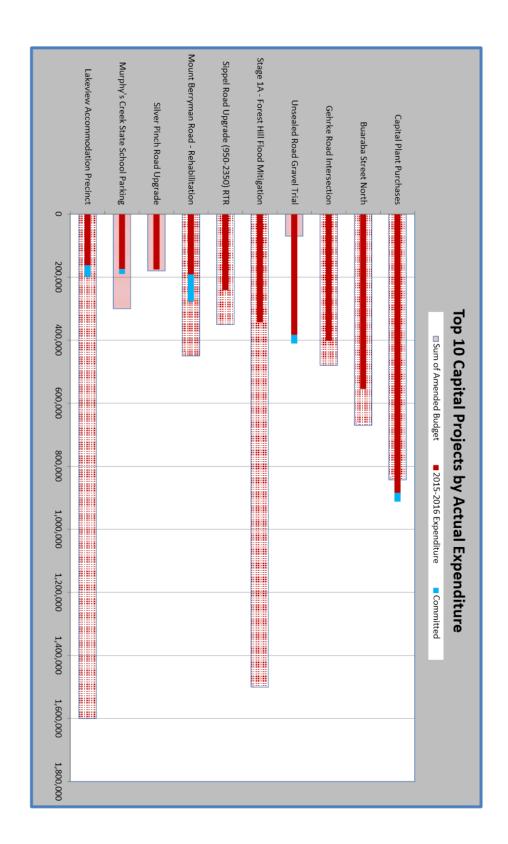
	Amounts			2015-2016 Expenditure	Remaining Budget
Row Labels	2015-2016 Budget	2015-2016 Expenditure	Committed	(including Committed)	(including Committed)
Corporate & Community Services	Duuget	Experiulture	Committee	Committee	Committee)
Community Facilities Management					
Buildings and Facilities Asset Replaceme	50,000	2,276	0	2,276	47,724
Implementation Sport & Recreation Report	50,000	27,907	0	27,907	22,093
Community Facilities Management Total	100,000	30,183	0	30,183	69,817
Disaster Management Mount Sylvia Warning System	45.000	0	0	0	45 000
Mount Sylvia Warning System Glenore Grove Camera System	45,000 55,000	0	0	0	45,000 55,000
Emergency Shed - Office Fitout	15,000	0	0	0	15,000
Emergency Shed Security	15,000	13,061	0	13,061	1,939
Portable Communications Kit	22,000	0	0	0	22,000
Disaster Management Total	152,000	13,061	0	13,061	138,939
Facilities Cabill Dark Notball courts Defurbishment	20.000	20.504		20.504	400
Cahill Park Netball courts Refurbishment Gatton Aquatic Centre Complex	30,000 40,000	29,594 20,027	0 8,905	29,594 28,932	406 11,068
Laidley Admin Building Refurbishment	150,000	18,125	63,636	81,761	68,239
Laidley Multipurpose Centre	10,000	9,167	00,000	9,167	833
Laidley Saleyards	200,000	56,529	28,850	85,379	114,621
Lockyer Valley Cultural Centre	150,000	16,214	3,330	19,544	130,456
Mining Camp Toilets for Events	100,000	99,723	0	99,723	278
Gatton Squash Courts Refurbishment	100,000	70,730	0	70,730	29,270
Forest Hill shops	70,000	0	0 15,695	0 46 005	70,000 203,005
Decommission Old Gatton Pool Static safety lines - various facilitie	250,000 50.000	31,300 21,428	42,780	46,995 64,208	-14,208
Donga Sales & Relocation	150,000	5,999	2,280	8,279	141,721
Pioneer Village Improvements	28,000	28,850	0	28,850	-850
Replace chairs and tables at various hal	20,000	24,475	0	24,475	-4,475
Decommission Buildings	0	43,569	0	43,569	-43,569
Administration Buildings	40,000	26,525	9,449	35,974	4,026
Lake Dyer Caravan Park BBQ & Facilities	15,000	0	9,422 0	9,422	5,578
Cahill Park Lights Facilities Total	100,000 1,503,000	95,666 597,921	184,347	95,666 782,268	4,334 720,732
Information Technology	1,000,000	007,021	104,047	702,200	720,702
Data Centre Monitoring	30,000	0	0	0	30,000
MS Audit/Sware Lib Dev & Mgt	140,000	0	0	0	140,000
RADIUS	10,000	0	0	0	10,000
Technology One 'One Council' Project Technology One 'ECM Upgrade'	400,000 150,000	143,746 28,159	120,735 19,063	264,481 47,221	135,519 102,779
Unified Communications	110,000	50,970	84,045	135,015	-25,015
Website Upgrade	150,000	20,126	0	20,126	129,874
Windows 7	10,000	9,874	0	9,874	126
Wireless Network Secured	80,000	30,229	0	30,229	49,771
Gatton Hall Access Control Laidley Culture Centre Access Control	10,000 20,000	0	0	0	10,000 20,000
Performance Management Software	80,000	0	0	0	80,000
Containers Records Storage	15,000	0	0	0	15,000
Information Technology Total	1,205,000	283,104	223,842	506,946	698,054
Public Order & Safety					
Laidley CCTV Project	100,000	0	0	0	100,000
LVCC CCTV upgrade Public Order & Safety Total	20,000 120,000	0	0	0	20,000 120,000
SES	120,000	0	0	U	120,000
Block/Concrete Sand Bays x 3	9,000	0	0	0	9,000
Evacuation Trailer	0	0	0	0	0
Forest Hill S.E.S. Headquarter	15,000	2,132	0	2,132	12,868
SES Building Improvements	0 000	0	591	591	-591
Forest Hill SES Office Refurbishment Technology & Communications Improvements	9,000 27,000	1,909 0	3,727 0	5,636 0	3,364 27,000
SES Total	60,000	4,041	4,318	8,359	51,641
Transfer Stations	00,000	4,041	4,010	0,009	01,041
Laidley Transfer Station Improvement	180,000	148,357	0		31,643
Supply IT Equipment	6,000	1,777	0	1,777	4,223

	Amounts				
				2015-2016	Remaining
				Expenditure	Budget
Row Labels	2015-2016 Budget	2015-2016 Expenditure	Committed	(including Committed)	(including Committed)
Survey and Fencing of Transfer Stations	20,240		0	16,540	3,700
Waste Disposal Sites Survey and Fencing	44,760		0	0,040	44,760
Electricity to Withcott Transfer Station	100,000		0	0	100,000
New Landfill Cell (4) for Gatton Site	850,000		47,032	71,888	778,112
Gatton Landfill Capping - Western End	60,000	0	0	0	60,000
Digital Camera Replacement for 3 sites	30,000	0	0	0	30,000
Wheelie Bin Lifters (Electrical)	20,000		0	0	20,000
Transfer Stations Total	1,311,000	191,529	47,032	238,561	1,072,439
Gatton Child Care Centre	45.000	0.077		0.077	6.00
Gatton Child Care Centre	15,000		0	8,977	6,023
Child Care Centres Gatton Child Care Centre Total	50,000 65,000		0	31,679 40,657	18,32° 24,34°
Waste Collection	65,000	40,657	U	40,037	24,04
Garbage Truck Turnarounds	30,000	8.644	247	8,891	21,109
Waste Collection Total	30,000		247	8,891	21,109
Cemetery		-,		-,	
Gatton Cemetery Extension	50,000		0	23,078	26,922
Gatton Cemetery Seating	20,000		29,935	29,935	
Cemetery Total	70,000		29,935	53,013	
Corporate & Community Services Total	4,616,000	1,192,217	489,722	1,681,939	2,934,06
Europutius Office					
Executive Office					
Regional Development Management	4 600 000	400,000	20,000	400.050	4 404 044
Lakeview Accommodation Precinct LOTH Infrastructure Upgrades	1,600,000 60,000		36,689 0	198,959 0	1,401,04° 60,000
Water Station (Events)	3,000		0	0	3,00
GWIZ	810,000		124,591	199,908	610,09
Regional Development Management Total	2,473,000		161,280	398,867	2,074,13
Tourism Initiatives					
Billboards	16,000	0	0	0	16,000
Tourism Initiatives Total	16,000	0	0	0	16,000
Legal Services					
Laidley Township 2013 Flood Land Swap	28,300		4,264	36,705	-8,40
Sale of Council Owned Land Legal Services Total	28,300		33,939 38,202	69,612 106,318	-69,612 -78,018
Executive Office Total	2,517,300		199,482	505,184	2,012,116
					_,,,,
Infrastructure Works & Services					
Capital Program Delivery					
Challenge Ave Flood Mitigation - LGGSP	70,000	0	0	0	70,00
Lakes Drive Drainage Upgrade	20,000	12,578	0	12,578	7,42
Narda Levee LGGSP	52,000		0	51,358	64:
Storr Street Drain - LGGSP	15,000		0	14,168	83
Translink Bus Stop - Mary St, Laildey	100		0	90	1 1
Translink Bus Stop - Victoria St - North	100		0	90	10 40 04
Translink Bus Stop - Victoria St - South	0	,	0	-12,014 7,491	12,01 -7,39
				7,431	-1,05
Translink Bus Stop - William St, Laidley	100	7,491 92,769		92 769	27 23
Laidley CBD Levee - LGGSP	120,000	92,769	0	92,769 343,448	
Laidley CBD Levee - LGGSP Stage 1A - Forest Hill Flood Mitigation		92,769 343,448		343,448	1,156,55
Laidley CBD Levee - LGGSP	120,000 1,500,000	92,769 343,448 241,282	0 0	343,448 241,282	1,156,555 108,71
Laidley CBD Levee - LGGSP Stage 1A - Forest Hill Flood Mitigation Sippel Road Upgrade (950-2350) RTR	120,000 1,500,000 350,000	92,769 343,448 241,282 8,315	0 0 0	343,448	1,156,555 108,716 216,68
Laidley CBD Levee - LGGSP Stage 1A - Forest Hill Flood Mitigation Sippel Road Upgrade (950-2350) RTR Salt Springs Road - Emergency Access	120,000 1,500,000 350,000 225,000	92,769 343,448 241,282 8,315 144,724	0 0 0 0	343,448 241,282 8,315	1,156,55 108,71 216,68 480,82
Laidley CBD Levee - LGGSP Stage 1A - Forest Hill Flood Mitigation Sippel Road Upgrade (950-2350) RTR Salt Springs Road - Emergency Access Middleton's Bridge Rehabilitation 14 Anzac Ave Grantham Murphy's Creek Cycleway	120,000 1,500,000 350,000 225,000 646,000 60,000 125,000	92,769 343,448 241,282 8,315 144,724 2,785 66,749	0 0 0 0 20,450 0 11,616	343,448 241,282 8,315 165,174 2,785 78,364	1,156,55 108,71 216,68 480,82 57,21 46,63
Laidley CBD Levee - LGGSP Stage 1A - Forest Hill Flood Mitigation Sippel Road Upgrade (950-2350) RTR Salt Springs Road - Emergency Access Middleton's Bridge Rehabilitation 14 Anzac Ave Grantham Murphy's Creek Cycleway 1956 Flagstone Creek Road Flood Protecti	120,000 1,500,000 350,000 225,000 646,000 60,000 125,000 85,000	92,769 343,448 241,282 8,315 144,724 2,785 66,749 25,336	0 0 0 0 20,450 0 11,616	343,448 241,282 8,315 165,174 2,785 78,364 25,336	1,156,55: 108,71: 216,68: 480,82: 57,21: 46,63: 59,66:
Laidley CBD Levee - LGGSP Stage 1A - Forest Hill Flood Mitigation Sippel Road Upgrade (950-2350) RTR Salt Springs Road - Emergency Access Middleton's Bridge Rehabilitation 14 Anzac Ave Grantham Murphy's Creek Cycleway 1956 Flagstone Creek Road Flood Protecti 13 Wilson Court, Laidley	120,000 1,500,000 350,000 225,000 646,000 125,000 85,000 25,000	92,769 343,448 241,282 8,315 144,724 2,785 66,749 25,336	0 0 0 20,450 0 11,616 0	343,448 241,282 8,315 165,174 2,785 78,364 25,336	1,156,55 108,71 216,68 480,82 57,21 46,63 59,66 24,85
Laidley CBD Levee - LGGSP Stage 1A - Forest Hill Flood Mitigation Sippel Road Upgrade (950-2350) RTR Salt Springs Road - Emergency Access Middleton's Bridge Rehabilitation 14 Anzac Ave Grantham Murphy's Creek Cycleway 1956 Flagstone Creek Road Flood Protecti 13 Wilson Court, Laidley Paynters Road Floodway Crossing	120,000 1,500,000 350,000 225,000 646,000 125,000 85,000 25,000 325,000	92,769 343,448 241,282 8,315 144,724 2,785 66,749 25,336 147 0	0 0 0 20,450 0 11,616 0	343,448 241,282 8,315 165,174 2,785 78,364 25,336 147 0	1,156,55 108,71 216,68 480,82 57,21 46,63 59,66 24,85 325,00
Laidley CBD Levee - LGGSP Stage 1A - Forest Hill Flood Mitigation Sippel Road Upgrade (950-2350) RTR Salt Springs Road - Emergency Access Middleton's Bridge Rehabilitation 14 Anzac Ave Grantham Murphy's Creek Cycleway 1956 Flagstone Creek Road Flood Protecti 13 Wilson Court, Laidley Paynters Road Floodway Crossing Jones Road Footpath	120,000 1,500,000 350,000 225,000 646,000 125,000 85,000 25,000 325,000 70,000	92,769 343,448 241,282 8,315 144,724 2,785 66,749 25,336 147 0 7,037	0 0 0 20,450 0 11,616 0 0 0 16,784	343,448 241,282 8,315 165,174 2,785 78,364 25,336 147 0 23,820	1,156,55 108,71 216,68 480,82 57,21 46,63 59,66 24,85 325,00 46,18
Laidley CBD Levee - LGGSP Stage 1A - Forest Hill Flood Mitigation Sippel Road Upgrade (950-2350) RTR Salt Springs Road - Emergency Access Middleton's Bridge Rehabilitation 14 Anzac Ave Grantham Murphy's Creek Cycleway 1956 Flagstone Creek Road Flood Protecti 13 Wilson Court, Laidley Paynters Road Floodway Crossing Jones Road Footpath Gravel Resheeting Program - RTR	120,000 1,500,000 350,000 225,000 646,000 125,000 85,000 25,000 325,000 70,000 880,000	92,769 343,448 241,282 8,315 144,724 2,785 66,749 25,336 147 0 7,037	0 0 0 20,450 0 11,616 0 0 16,784	343,448 241,282 8,315 165,174 2,785 78,364 25,336 147 0 23,820	1,156,55 108,71 216,68 480,82 57,21 46,63 59,66 24,85 325,00 46,18 720,78
Laidley CBD Levee - LGGSP Stage 1A - Forest Hill Flood Mitigation Sippel Road Upgrade (950-2350) RTR Salt Springs Road - Emergency Access Middleton's Bridge Rehabilitation 14 Anzac Ave Grantham Murphy's Creek Cycleway 1956 Flagstone Creek Road Flood Protecti 13 Wilson Court, Laidley Paynters Road Floodway Crossing Jones Road Footpath	120,000 1,500,000 350,000 225,000 646,000 125,000 85,000 25,000 325,000 70,000	92,769 343,448 241,282 8,315 144,724 2,785 66,749 25,336 147 0 7,037 159,212 40,951	0 0 0 20,450 0 11,616 0 0 0 16,784 0 8,200	343,448 241,282 8,315 165,174 2,785 78,364 25,336 147 0 23,820 159,212 49,151	1,156,55 108,71 216,68 480,82 57,21 46,63 59,66 24,85 325,00 46,18 720,78
Laidley CBD Levee - LGGSP Stage 1A - Forest Hill Flood Mitigation Sippel Road Upgrade (950-2350) RTR Salt Springs Road - Emergency Access Middleton's Bridge Rehabilitation 14 Anzac Ave Grantham Murphy's Creek Cycleway 1956 Flagstone Creek Road Flood Protecti 13 Wilson Court, Laidley Paynters Road Floodway Crossing Jones Road Footpath Gravel Resheeting Program - RTR Tenthill Crk / Ingoldsby / Krenskes Rd	120,000 1,500,000 350,000 225,000 646,000 125,000 85,000 25,000 325,000 70,000 880,000	92,769 343,448 241,282 8,315 144,724 2,785 66,749 25,336 147 0 7,037 159,212 40,951 17,489	0 0 0 20,450 0 11,616 0 0 16,784	343,448 241,282 8,315 165,174 2,785 78,364 25,336 147 0 23,820	1,156,55 108,71 216,68 480,82 57,21 46,63 59,66 24,85 325,00 46,18 720,78 375,84
Laidley CBD Levee - LGGSP Stage 1A - Forest Hill Flood Mitigation Sippel Road Upgrade (950-2350) RTR Salt Springs Road - Emergency Access Middleton's Bridge Rehabilitation 14 Anzac Ave Grantham Murphy's Creek Cycleway 1956 Flagstone Creek Road Flood Protecti 13 Wilson Court, Laidley Paynters Road Floodway Crossing Jones Road Footpath Gravel Resheeting Program - RTR Tenthill Crk / Ingoldsby / Krenskes Rd Old College Road / Allan Street	120,000 1,500,000 350,000 225,000 646,000 60,000 125,000 85,000 25,000 70,000 880,000 425,000	92,769 343,448 241,282 8,315 144,724 2,785 66,749 25,336 147 0 7,037 159,212 40,951 17,489 1,034	0 0 0 20,450 0 11,616 0 0 0 16,784 0 8,200 3,000 0	343,448 241,282 8,315 165,174 2,785 78,364 25,336 147 0 23,820 159,212 49,151 20,489	1,156,55 108,71 216,68 480,82 57,21 46,63 59,66 24,85 325,00 46,18 720,78 375,84 139,51 198,96
Laidley CBD Levee - LGGSP Stage 1A - Forest Hill Flood Mitigation Sippel Road Upgrade (950-2350) RTR Salt Springs Road - Emergency Access Middleton's Bridge Rehabilitation 14 Anzac Ave Grantham Murphy's Creek Cycleway 1956 Flagstone Creek Road Flood Protecti 13 Wilson Court, Laidley Paynters Road Floodway Crossing Jones Road Footpath Gravel Resheeting Program - RTR Tenthill Crk / Ingoldsby / Krenskes Rd Old College Road / Allan Street Flagstone Creek Road Rehabilitation Moroney Road Rehabilitation	120,000 1,500,000 350,000 225,000 646,000 60,000 125,000 85,000 25,000 70,000 880,000 425,000 160,000 200,000 215,000	92,769 343,448 241,282 8,315 144,724 2,785 66,749 25,336 147 0 7,037 159,212 40,951 17,489 1,034 106,861	0 0 0 20,450 0 11,616 0 0 0 16,784 0 8,200 3,000 0	343,448 241,282 8,315 165,174 2,785 78,364 25,336 147 0 23,820 159,212 49,151 20,489 1,034 106,861	480,824 57,21: 46,631 59,66 24,85: 325,000 46,181 720,784 139,51 198,961 108,13:
Laidley CBD Levee - LGGSP Stage 1A - Forest Hill Flood Mitigation Sippel Road Upgrade (950-2350) RTR Salt Springs Road - Emergency Access Middleton's Bridge Rehabilitation 14 Anzac Ave Grantham Murphy's Creek Cycleway 1956 Flagstone Creek Road Flood Protecti 13 Wilson Court, Laidley Paynters Road Floodway Crossing Jones Road Footpath Gravel Resheeting Program - RTR Tenthill Crk / Ingoldsby / Krenskes Rd Old College Road / Allan Street Flagstone Creek Road Rehabilitation Moroney Road Rehabilitation Neimeyer Road Rehabilitation Kentville Road Rehabilitation	120,000 1,500,000 350,000 225,000 646,000 60,000 125,000 85,000 70,000 880,000 425,000 160,000 200,000 110,000 70,000	92,769 343,448 241,282 8,315 144,724 2,785 66,749 25,336 147 0 7,037 159,212 40,951 17,489 1,034 106,861 0	0 0 0 20,450 0 11,616 0 0 0 16,784 0 8,200 3,000 0 0	343,448 241,282 8,315 165,174 2,785 78,364 25,336 147 0 23,820 159,212 49,151 20,489 1,034 106,861 0	1,156,55: 108,71: 216,68: 480,82: 57,21: 46,63: 59,66- 24,85: 325,00: 46,18: 720,78: 139,51: 198,96: 101,00: 70,00:
Laidley CBD Levee - LGGSP Stage 1A - Forest Hill Flood Mitigation Sippel Road Upgrade (950-2350) RTR Salt Springs Road - Emergency Access Middleton's Bridge Rehabilitation 14 Anzac Ave Grantham Murphy's Creek Cycleway 1956 Flagstone Creek Road Flood Protecti 13 Wilson Court, Laidley Paynters Road Floodway Crossing Jones Road Footpath Gravel Resheeting Program - RTR Tenthill Crk / Ingoldsby / Krenskes Rd Old College Road / Allan Street Flagstone Creek Road Rehabilitation Moroney Road Rehabilitation	120,000 1,500,000 350,000 225,000 646,000 60,000 125,000 85,000 25,000 70,000 880,000 425,000 160,000 200,000 215,000	92,769 343,448 241,282 8,315 144,724 2,785 66,749 25,336 147 0 7,037 159,212 40,951 17,489 1,034 106,861 0 0	0 0 0 20,450 0 11,616 0 0 0 16,784 0 8,200 3,000 0	343,448 241,282 8,315 165,174 2,785 78,364 25,336 147 0 23,820 159,212 49,151 20,489 1,034 106,861	1,156,55: 108,71: 216,68: 480,82: 57,21: 46,63: 59,66- 24,85: 325,00: 46,18: 720,78: 139,51: 198,96: 108,13: 110,00: 70,00:

	Amounts				
				2015-2016	Remaining
				Expenditure	Budget
	2015-2016	2015-2016		(including	(including
ow Labels	Budget	Expenditure	Committed	Committed)	Committed)
Pooles Road Upgrade	100,000		0	33,992	66,0
Dolleys Road Upgrade	150,000		0	0	150,0
Wallaces Road Upgrade	115,000		0	61,822	53,1
Summerholm Road Upgrade	355,000		1,404	7,186	347,8
Murphy's Creek State School Parking	300,000 80,000		15,412 0	189,792 483	110,2 79,5
Laidley Crk West Rd Culvert Replacement Kentville Road Culvert Replacement	120,000		0	778	119,2
Lakeview Drive - Road Extension	30,000		0	38.574	-8.5
Spencer Street Car Park	30,000		0	125.040	-125,0
Harm Drive Culvert Replacement	50.000		0	327	49,6
Gehrke Road Culvert Replacement	100,000		0	805	99,1
East Egypt Road, Seal	110,000		0	104,722	5,2
Topps Road Upgrade	85,000		0	95,806	-10,8
Back Flagstone Road Upgrade	15,000		45,271	169,497	-154,4
Crowley Vale Road Culvert Replacement	100,000		0	793	99,2
Allan Road, Blenheim	0		0	5,175	-5,1
Unsealed Road Gravel Trial	70,000		27,188	410,415	-340,4
Derrymore Road Upgrade	10,000		455	15,056	-5,0
Connole Bridge - Upgrade	0		0	41,651	-41,6
Railway Stree Helidon - Drainage Repairs	85,000		6,675	33,781	51,2
73-77 Railway Street Gatton - Stormwater	0		0	12,000	-12,0
Long Gully Road - Guard Rail	0	0	10,540	10,540	-10,
Forest Hill Flood Mitigation Stage 1B	0	0	12,100	12,100	-12,1
Colquhouns Bridge	0	8,428	0	8,428	-8,4
Capital Program Delivery Total	8,103,300	2,772,955	228,139	3,001,094	5,102,2
Fleet					
Capital Plant Purchases	843,000	884,260	27,657	911,917	-68,
Fleet Total	843,000	884,260	27,657	911,917	-68,
NDRRA Program					
NDRRA Work - East Haldon Road-Betterment	1,350		0	1,343	
NDRRA Program Total	1,350	1,343	0	1,343	
Parks & Open Spaces					
Centenary Park - Upgrade	5,000		0	2,670	2,3
Lake Apex Master Plan	215,000		0	35,347	179,6
Parks Infrastructure Replacement Program	40,000		8,304	29,762	10,2
Centenary Park, Gatton - Landscape	20,000		0	17,221	2,
Gatton CBD Revitalisation	150,000		13,650	33,211	116,
Laidley Recreation Reserve, Anzac Park	25,000		0	20,440	4,
McNulty Park, Laidley	12,000		0	0	12,
Littleton Park, Gatton	27,500		8,414	8,414	19,
Gatton & Laidley Streetlight Replacement	30,000		0	0	30,
Laidley Bins	40,000		0	0	40,
Local Park Signage	25,000		0	0	25,
Gatton Banner Poles	50,000		0	0	50,
Lake Apex, Gatton	15,000		-	12.120	15,
Lockrose Playground Equipment	50,000		957	12,129	37,
Das Neumann Haus Park Storage Shed for Mowers	30,000 25,000		0 11,047	19.512	30, 5,
-			16,596	19,512 37,521	-37.
Land Clearing, Grantham Laidley Cemetery Storage Shed	0		27,917	37,521 27,917	-37, -27,
Parks & Open Spaces Total	759,500		86,885		515,
Roads & Drainage	759,500	157,260	00,000	244,145	010,
Blenheim Road Culvert #6279	150,000	92,925	0	92,925	57,
Buaraba Street North	670,000		0	554,578	115,
Church St, Forest Hill	20,000		0	17,110	2,
Council Directed Capital Works	20,000		0	-782	۷,۱
Flood Flow Management at Grantham	0			-73	
Forestry Road Bridge	150,000			-73	150,
Gehrke Road Intersection	480,000		0	401,741	78,
Harch Street Gatton footpath	20,000		0	12,770	76,
Hatton Vale State School Parking	10,000		0	1,045	8,
Mount Sylvia School Bus Set Down Area	5,000		0	4,239	0,
Northern Goodwin Street Drainage Works	5,000			-3,299	3,
Patrick Street - William Street Upgrade	20,000		0	-3,299 406	19,
Queensland Rail level crossing signage	30,000		0	406	30,
Spencer St, Gatton	100,000			4,229	95,
Tenthill Creek Road Stormwater	1,300			4,229	95,
			U	U	1.0
Translink Bus Stops	20,000			-10,959	

Grand Total	19,766,250	6,959,691	1,139,146	8,098,837	11,667,413
organisational Development & Flaming Total	117,500	120,011	9,373	132,900	-15,400
Environmental Corporate Program Total Organisational Development & Planning Total	117,500	31,636 123,611	9,375	31,636 132,986	-31,636 -15,486
Pest Management Building Upgrades	0	31,636	0	31,636	-31,636
Environmental Corporate Program		04.000		04.000	
Planning & Environmental Management Total	90,000	91,975	1,375	93,350	-3,350
Laidley Futures - Parkland Concepts	40,000	36,288	0	36,288	3,71:
Laidley Futures - Main Steet works	50,000	55,687	1,375	57,062	-7,06
Planning & Environmental Management	50.000	55.007			
Staging Post Café Total	27,500	0	8,000	8,000	19,50
Mini Re-Model	25,000	0	8,000	8,000	17,00
WIFI	2,500	0	0	0	2,50
Staging Post Café					
Organisational Development & Plann	ing				
nfrastructure Works & Services Total	12,515,450	5,338,160	440,567	5,778,728	6,736,72
Drainage Planning Total	10,000	6,330	0	6,330	3,67
Forest Hill Township - Flood Warning Sys	9,500	5,957	0	5,957	3,54
Laidley Township - Flood Warning System	500	373	0	373	12
Drainage Planning					
Infrastructure Planning Total	137,000	126,564	0	126,564	10,43
Surveying Total Station	77,000	76,900	0	76,900	10
7 Clive Crescent, Withcott	60,000	49,664	0	49,664	10,3
Infrastructure Planning					
Roads & Drainage Total	2,661,300	1,389,448	97,886	1,487,335	1,173,96
Mount Berryman Road - Rehabilitation	450,000	191,062	86,023	277,085	172,9
Stieler Drive Drainage Improvements	10,000	0	0	0	10,00
William Street Gatton Culvert Investigat	50,000	0	0	0	50,00
Summerholm Road Culvert	85,000	74,160	0	74,160	10,84
Cumners Road	50,000		11,864	32,097	17,90
6 Mountain Drive Drainage Improvements	50,000	1,354	0	1,354	48.6
Long Gully Road Culvert	40.000		0	27.924	12.0
	2015-2016 Budget	2015-2016 Expenditure	Committed	(including Committed)	(including Committed)
				2015-2016 Expenditure	Remaining Budget
	Amounts				







12.2 Council Contributions - Gatton & District Historical Society

Date: 15 March 2016

Author: David Lewis, Executive Manager Corporate & Community Services Pavid Lewis, Executive Manager Corporate & Community Services

Summary:

The purpose of this report is to seek a Council resolution on a funding request from the Gatton & District Historical Society.

Officer's Recommendation:

THAT Council resolves to consider the request from the Gatton & District Historical Society for additional funding of \$12,105 in its 2016/2017 Budget deliberations.

RESOLUTION

THAT Council authorises the Chief Executive Officer to forward correspondence to the Gatton & District Historical Society advising that Council cannot accede to the request for additional funding over and above that already provided from its current budget. And further;

THAT Council authorise the Chief Executive Officer to engage with the Gatton & District Historical Society to further discuss possible options available for seeking alternate grants funding.

Moved By: Cr Pingel Seconded By: Cr McDonald

Resolution Number: 4585

CARRIED

6/0

Report

1. Introduction

Council has recently received a request from the Gatton & District Historical Society dated 11 March 2016 seeking financial and "in kind" assistance from Council towards a large historic display that shows "Gatton's link to Transport in Agriculture" totally \$12,105.

2. Background

At Council's Ordinary meeting on 27 January 2016, Council authorised financial assistance of \$5,000 to the Gatton & District Historical Society to assist with the transportation of a rolling stock collection to the Gatton Historical Society/Lake Apex precinct and the preparation of the site prior to the delivery of the carriages.



3. Report

In the 2015/2016 financial year to date, Council has contributed \$8,801 to the Gatton & District Historical Society with these funds allocated to maintenance activities \$1,560, rolling stock transportation and preparation \$5,000 and events \$2,241.

Council has recently received an unbudgeted request from the Gatton & District Historical Society dated 11 March 2016 seeking financial and "in kind" assistance from Council towards a large historic display that shows Gatton's link to Transport in Agriculture" totally \$12,105. A copy of the request and an outline of the project costs are attached.

4. Policy and Legal Implications

Policy and legal implications will be address in future on matters that arise before Council.

5. Financial and Resource Implications

Budget implications will continue to be addressed through existing allocations.

6. Delegations/Authorisations

No further delegations are required to manage the issues raised in this report. The Executive Manager Corporate and Community Services will manage the requirements in line with existing delegations.

7. Communication and Engagement

Advise the Gatton & District Historical Society of Council's resolution in relation to their request.

8. Conclusion

While the latest request from the Gatton & District Historical Society does not represent significant dollars it is none the less unbudgeted and is another claim for project costs that passed a resolution on in January 2016.

9. Action/s

Advise the Gatton & District Historical Society of Council's resolution in relation to their request.

Attachments

1 View Letter from Gatton & District Historical Society 2 Pages



LVRC

11 March 2016

In January 2016, with the assistance of Mayor Steve Jones and unanimous support from council members, the Gatton and District Historical Society started on a project to add some vintage Railway Rolling Stock to the Grantham Station at the Village grounds. Thanks to the Council's support in the sum of \$5000.00 we were able to transport all five rolling stock carriages and making a start on the earthworks required for the laying the rail tracks.

With the assistance and encouragement of the late Mayor Steve Jones, GDHS started on this large historic display that shows Gatton's link to Railway Transport in Agriculture, but we are in need of financial and "in kind" assistance from the council and various companies in the Lockyer Valley.

Step 1; is to lay 200 meters of track to place the five carriages on. The earthworks are three quarters completed but are now on hold as and we have run out of money.

Step 2; once the track is down and rolling stock in place, we hope to complete the station by adding signals, station barrows and all the paraphernalia you would expect to see on a working station, these are all items that we hope to acquire progressively from Queensland Rail contacts.

I have provided an estimate of the future costs required to complete this task, we realise that this project will take time to complete, and will involve many grant applications but we hope that LVRC are still prepared to assist us through to the end of this adventurous project.

Stewart Cook Secretary GDHS

0422 237 819

Gatton and District Historical society Inc. Freemans Rd Gatton Qld 4343 ABN: 74 995 238 151



Gatton and District Historical Society Rail Project

- 1. The building of a 750mm x 40 meter retaining wall along the edge of the cutting to form a platform allowing the public to view the trains in safety and prevent erosion of the new platform. This ideally would be the next task carried out.
- 2. Complete the cutting and lay road base in the rail bed and access road, place ballast on the rails and tidy up around the area and earthworks so that it can be re-grassed.
- 3. Shift rail sections into place and cover with ballast, the rail is being provided by **QR** at no cost, we just have to move from the rail from its current position and lift it into place. I have yet to discuss the Truck hire costs with a local owner. **Valley Irrigation** has offered a mobile crane to unload and position the rail at no cost.

Railway Project Approximate Costs	\$\$\$
Retaining Wall for the station edge.	\$8000.00
Dirtworx Complete earthworks	\$2500.00
Mt Marrow Quarries Ballast: at \$27 per ton x 15 tons	\$405.00
Tilt tray hire rail transport, local owner	00
Valley Irrigation Crane for lifting rail into place	00
TRIBO Tilt tray place carriages onto track	\$1200.00 ??
Shortfall of costs.	\$12,105.00

The work carried out so far, and the costs required to finish the project will be achieved at a hugely reduced cost, thanks to LVRC and the local like-minded business Stakeholders, who have donated their time and equipment on a free or discount basis.

Gatton and District Historical society Inc. Freemans Rd Gatton Qld 4343 ABN: 74 995 238 151



12.3 Selective Inspection Program for Animal Management

Date: 15 March 2016

Author: Peter Driemel, Manager Health, Waste and Regulatory Services **Responsible Officer:** David Lewis, Executive Manager Corporate & Community Services

Summary:

The purpose of this report is to seek Council approval for the implementation of a Systematic Inspection Program under the provisions of the Animal Management (Cats and Dogs) Act 2008.

Officer's Recommendation:

THAT Council resolves:

- a) to approve a Systematic Inspection Program under the provisions of the Animal Management (Cats and Dogs) Act 2008, whereby all properties within the Lockyer Valley Regional Council AND identified within Council records as having outstanding registered dogs being kept there-in be visited by Councils representatives in relation to the keeping of un-registered dogs at those properties;
- b) that the Approved Systematic Inspection Program be run for an approximate 3 month period, namely the period 18 April 2016 30 June 2016; and
- c) that the owners of all dogs which are not registered within the Lockyer Valley Regional Council as required by the Animal Management (Cats and Dogs) Act 2008 AND are being kept by those owners within the Lockyer Valley Regional Council area be issued with an Infringement Notice for each dog which is being kept as an un-registered dog (\$235), and a Notice requiring the registration of each dog within fourteen (14) days of the date of the inspection, unless there is a legal reasonable excuse for not registering the dog(s).

RESOLUTION

THAT Council resolves:

- a) to approve a Systematic Inspection Program under the provisions of the Animal Management (Cats and Dogs) Act 2008, whereby all properties within the Lockyer Valley Regional Council AND identified within Council records as having outstanding registered dogs being kept there-in be visited by Councils representatives in relation to the keeping of un-registered dogs at those properties;
- b) that the Approved Systematic Inspection Program be run for an approximate 3 month period, namely the period 18 April 2016 30 June 2016; and
- c) that the owners of all dogs which are not registered within the Lockyer Valley Regional Council as required by the Animal Management (Cats and Dogs) Act 2008 AND are being kept by those owners within the Lockyer Valley Regional Council area be issued with an Infringement Notice for each dog which is being kept as an un-registered dog (\$235), and a Notice requiring the registration of each dog within fourteen (14) days of the date of the inspection, unless there is



a legal reasonable excuse for not registering the dog(s).

Moved By: Cr Friend Seconded By: Cr McDonald

Resolution Number: 4586

CARRIED

6/0

Report

1. Introduction

Council manages an Animal Control Program to enforce the Animal Management (Cats and Dogs) Act 2008 and Councils Local Law 2 (Animal Management) 2011 to address community concerns including dog attacks, barking dogs and wandering dogs.

Currently Council has 5,505 dogs registered by animal owners who are complying with the requirements of Animal Management (Cats and Dogs) Act 2008 and Councils Animal Local Laws.

Of these dogs, 1,257 have been registered as "new" in the 2015/2016 year by their owners. The purpose of the report is to seek a resolution from Council to undertake a systematic Inspection Program to enter and monitor premises for compliance with the Act and Council's Corporate Plan (Corporate Plan reference: "Develop policy, strategy, local laws and guidelines in relation to Animal Management.").

2. Background

Under the provisions of the Animal Management (Cats and Dogs) Act 2008 Local Governments are obligated to ensure the registration of dogs. On an annual basis, Lockyer Valley Regional Council sends reminder notices to residents who register their dogs however there are some residents who do not register their animal(s) as required. To effectively follow up on the latter cases Council by resolution can undertake an approved inspection program with annual registrations contributing to the costs of providing this service to the community.

3. Report

As of 25 February 2016, a review of Councils Dog Registration Database shows that currently there a total of 1,212 dogs as being outstanding in registration with 712 of those also not being renewed for the 2015/2016 year.

In May 2015 Council issued dog registration renewal notices to all dog owners within the region requiring all dogs registered to have their registrations renewed no later than the 26 June 2015.

Outstanding registrations not renewed totalled 14.35% of all dogs registered during the 2015/2016 period.



It is accepted that a small number of those dogs may well be now moved from the Council area, deceased or otherwise not currently owned by their listed owners but equally so it must be accepted that the majority of those animals may still be being owned and kept without being registered as required.

Based on the figures provided within the Australian Companion Animal Council's 2010 report "Contribution of the Pet Care Industry to the Australian Economy 7th Edition" the numbers of dogs and that could be expected to be found as being kept within the Lockyer Valley Regional Council are outlined in the following table.

Estimated LVRC Population Source: Australian Bureau of Statistics as of 29/6/2015	Estimated Number of Dogs kept in LVRC area	Current Number of Registered Dogs 2015 - 2016 (as at 11 Jan 2012)
37652 As at 30 June 2013	6,401	5,505 Difference of 896 dogs

Using the above figures, it could be suggested that there is in excess of 1,000 dogs that are being kept within the region without being currently registered as required by the Animal Management (Cats and Dogs) Act 2008.

In accordance with the Animal Management (Cats and Dogs) Act 2008 Council is required to approve an inspection program (selective in this case) for authorised persons to be able to enter and monitor compliance with an aspect of the Act, that being, the follow up of outstanding dog registrations. Such approval must include the purpose of the program, when the program is to commence, the criteria for selecting places to be entered and inspected and the period over which the program is to be carried out.

To give effect to this proposed selective inspection program authorised persons will enter those properties within the Lockyer Valley Regional Council which have been identified from Council's records as having outstanding registered dogs being kept there-in. These inspections will be undertaken for an approximate 3 month period, namely the period 18 April 2016 – 30 June 2016.

The intention will be to monitor compliance with the Animal Management (Cats and Dogs) Act 2008. Should breaches of the Act (i.e. unregistered dog(s)) be identified at premises then the owners will be issued with an Infringement Notice for each dog which is being kept as an unregistered dog (\$235) and a Notice requiring the registration of each dog within fourteen (14) days of the date of the inspection, unless there is a legal reasonable excuse for not registering the dog(s).

Due to the current workload of Council's Local Laws Compliance Officers it is proposed to engage the services of a suitable contractor to undertake the requirements of the approved inspection program.



4. Policy and Legal Implications

The Animal Management (Cats and Dogs) Act 2008 provides for the issuing of an infringement notice (equivalent to two (2) Penalty Units @ 235 per infringement) for the keeping of a dog and failing to renew its registration with a similar infringement able to be issued for the keeping of a dog over the age of three (3) months and failing to register it with the local government.

5. Financial and Resource Implications

Budget and resources implications will continue to be addressed through existing budget allocations and any infringement fines issued.

6. Delegations/Authorisations

The Chief Executive Officer and the Executive Manager Corporate and Community Services will manage delegation requirements to contractor personnel in line with current delegations.

7. Communication and Engagement

In accordance with the provisions of the Animal Management (Cats and Dogs) Act 2008 at least 14 days, but not more than 28 days, before an approved inspection program starts, the approving local government must give notice of the program. During the notification period the inspection program notice will be published in the local newspaper and on Council's website.

8. Conclusion

An approved selective inspection program in relation to the failure of dog owners to renew their dog's registrations creates the opportunity to ensure all owners who keep dogs meet their obligations in law as well as contributing the ongoing costs associated with operating Council's Animal Management program.

9. Action/s

The approval of a selective inspection program will allow authorised persons to enter and monitor compliance with the Animal Management (Cats and Dogs) Act 2008.



12.4 Decommissioning of the Old Gatton Pool, East Street, Gatton

Date: 16 March 2016

Author: Mike Lisle, Manager Community Facilities and Services

Responsible Officer: David Lewis, Executive Manager Corporate & Community Services

Summary:

The purpose of this report is to seek Council approval for the calling of expressions of interest from local community groups for the remaining equipment at the old Gatton pool and the calling of tenders for the partial demolition of the old Gatton pool in East Street, Gatton.

Officer's Recommendation:

That Council call for expressions of interest from local community groups for the remaining equipment at the old Gatton pool; further:

THAT Council call for tenders from suitably qualified contractors for the demolition of the pools at the old Gatton pool and the restoration of the remaining site back to existing ground levels (with the exception of the amenities building and kiosk); so that the site is available for alternative future uses.

RESOLUTION

That Council call for expressions of interest from local community groups for the remaining equipment at the old Gatton pool; further:

THAT Council call for tenders from suitably qualified contractors for the demolition of the pools at the old Gatton pool and the restoration of the remaining site back to existing ground levels (with the exception of the amenities building and kiosk); so that the site is available for alternative future uses.

Moved By: Cr Holstein Seconded By: Cr McDonald Resolution Number: 4587

CARRIED

6/0

Report

1. Introduction

The old Gatton pool located in East Street, Gatton has been closed since February 2015 pending a decision on the redevelopment of the site. The buildings, structures and equipment at the old Gatton pool remain on site and will over time become unsightly and dilapidated. The old pool and surrounding grounds are fenced off to the public, with an additional safety fence in place around the pool proper.



2. Background

With the opening of the Lockyer Valley Sports and Aquatic Centre on 7 February 2015, the old Gatton pool complex was closed to the public. Council provided \$250,000 in its 2015/16 financial year budget to provide for the demolition of the old Gatton pool and subsequently also considered the establishment of a Recreational Vehicle (RV) park on the site to cater for the growing tourist and RV industry.

Council engaged Fulton Trotter Architects to prepare an RV design layout that would suit the existing location. The Architects inspected the site and had preliminary discussions with relevant Council officers. Subsequently due to the presentation of other competing site proposals to Council, the RV park concept for the site was subsequently indefinitely deferred.

3. Report

Following the completion of the Lockyer Valley Sports and Aquatic Centre in February 2015 the old Gatton pool located in East Street, Gatton was closed pending a decision on the redevelopment of the site. Options for the reuse of the site have been discussed and discounted by Council and it is now recommended that the old pool be partially demolished and the majority of the site returned to existing ground levels as open space to await future development opportunities.

The main pool is currently surrounded by a temporary safety mesh fence as an extra precaution to minimise public safety risks. This safety fence represents an additional ongoing cost to Council whilst the pools remain in place.

The decommissioned pools and remaining equipment on the site have begun to deteriorate and remain unsightly and untidy. With the pools out of service and the equipment and structures not being maintained, additional public safety risks are expected to materialise.

There have been several inquiries from individuals and groups seeking equipment from Council. Items remaining on site include fixtures, shade structures (including outdoor clear blinds), bench seats, drink fountain, pool tarps, pool equipment and galvanised frames. It is envisaged that an expression of interest for the donation of remaining equipment and structures to local community groups prior to demolition will relieve Council of the obligation to maintain such items and eliminate the need for additional storage areas.

Following removal of the fixtures and fittings, it is recommended that Council call for tenders from suitably qualified contractors for the demolition of the pools at the old Gatton pool and the restoration of the remaining site back to existing ground levels, thus allowing Council to maintain the grounds in line with other parks and garden areas adjoining the site.

The above strategy will mitigate the major risks at the site while retaining the existing toilet and administration buildings for incorporation into future strategies for the site.

4. Policy and Legal Implications

Policy and legal implications will be addressed in future on matters that arise before Council.

5. Financial and Resource Implications



Any budget implications associated with this report will continue to be addressed through existing allocations.

6. Delegations/Authorisations

No further delegations are required to manage the issues raised in this report. The Executive Manager Corporate and Community Services will manage the requirements in line with existing delegations.

7. Communication and Engagement

Call for expressions of interest for the donation of obsolete equipment and shade structures to local community groups.

Call for tenders from suitably qualified contractors for the demolition of existing pools at the old Gatton pool and the restoration of the remaining site back to existing ground levels.

8. Conclusion

While Council confirms its strategy for the old Gatton pool site, it is recommended that Council call for expressions of interest from local community groups for the remaining equipment at the old Gatton pool and call for tenders from suitably qualified contractors for the demolition of the pools at the old Gatton pool and the restoration of the remaining site back to existing ground levels.

9. Action/s

- 1. Complete a register of remaining equipment and structures on the old Gatton pool site.
- 2. Call for expressions of interest for the donation of obsolete equipment and shade structures to local community groups.
- 3. Call for tenders from suitably qualified contractors for the demolition of existing pools at the old Gatton pool and the restoration of the remaining area back to existing ground levels.



12.5 Executive Manager Corporate and Services Monthly Update -

February 2016

Date: 11 March 2016

Author: David Lewis, Executive Manager Corporate & Community Services Pavid Lewis, Executive Manager Corporate & Community Services

Summary:

This report provides Council with a brief summary of key operational activities undertaken by Corporate and Community Services during February 2016.

Officer's Recommendation:

THAT the Executive Manager Corporate and Community Services Monthly Update be received and noted.

RESOLUTION

THAT the Executive Manager Corporate and Community Services Monthly Update be received and noted.

Moved By: Cr Holstein Seconded By: Cr Pingel

Resolution Number: 4588

CARRIED

6/0

Report

1. Introduction

This report provides Council with a brief summary of key operational activities undertaken by Corporate and Community Services during February 2016.

2. Background

Council should be aware of group activities to guide future decision making.

3. Report

A brief summary of the key outcomes for Corporate and Community Services during February 2016 by functional grouping follows.



FINANCE AND CUSTOMER SERVICES

Finance

At the end of February, the second rates levy discount date was fast approaching and by the end of month 36.86% of the levy had been collected which was slightly less than last year. It is expected that a further 40% will be collected prior to the discount date on 4 March 2016.

The 2017 budget process has commenced with the Finance Team preparing the One Council Budget Module for release to the Management Team. A briefing has been held with Managers outlining the process that will now be followed. It is expected that a draft budget will be ready for review by the Council at the end of May 2016.

Queensland Treasury Corporation (QTC) has now completed Council's Credit Review and a separate report on this issue will be presented to Council.

Customer Services

This section of the report breaks down February 2016 activity within the Customer Services Branch by service type.

Service Requests

Details of February 2016 customer service requests and recent trends in relation to same are detailed in the two attachments to this report.

Councillor requests

During February there were 35 new Councillor requests with 43 Councillor requests remaining open at 29 February 2016.

Telephones

3,239 telephone calls attempted to connect with Council's telephone exchange in February 2016. During the month, Council's service level dropped to 77.3% against a service level target of 80%.

Council's "call back" function increased, with 200 calls logged; 52 live chats were also performed during the month.

QGAP

There were 764 QGAP transactions processed by Council during February 2016.

COMMUNITY FACILITIES AND SERVICES

Facilities

A 24 month contract has been signed with Initial Hygiene Service's to provide sanitary services to LVRC toilets. The new service will provide substantial savings over the term of the contract. 'Initial' will provide and install new designed bins which are aesthetically pleasing



and very functional for all personnel. New sanitary hygiene bins have been progressively being installed since 15 February 2016. The current contractor Flick Hygiene commenced removing their existing bins in the commencing 22 February 2016.

A break in reported to the old squash court building (leased by L J Hooker). Entry was gained through the rear door and underside of the building. Several persons have been apprehended for break-ins on the night and the matter is subject to Police investigation. There was no damage to Council property; however, LJ Hooker lost some goods.

The relocation of the demountable from the Laidley Recreation Reserve to the Laidley Saleyards is now substantially complete.

Kitchen demountable building from Haigslea relocated to Gatton Depot 16 February.

Direction is needed from Council on the future of the old Pool site at Gatton. In its current form, this site remains an ongoing risk.

Libraries

During February 2016, 163 new members joined our service with 10,272 items being issued.

Childcare

Average occupancy rates for the month of February were Gatton 72% and Kensington Grove 51%.

HEALTH, WASTE & REGULATORY SERVICES

Waste

The Grantham Transfer Station shelter and internal bollards have now been upgraded.

Waste Management presented to "Ladies Salvation Army - Home League" on 25 February 2016.

The Greenwaste tender has been prepared for release to market.

The prestart meeting has been held with the approved concrete crushing contractor. Works are expected to commence within the first two weeks of March.

Health and Regulatory Services

Due to wet weather events there has been an increase in the number of overgrown property complaints being received since January 2016 with 18 complaints received in the middle two weeks of February.

The number of dog attacks both on people and animals continues to be of concern. Initial discussions have commenced on the independent review of Council's animal control procedures.



INFORMATION SERVICES

The ICT Team have been working with:

Skype For Business is being rolled out with gateways being installed to allow redirection of selected phone numbers to the new system to commence testing.

The CEO has approved all staff with computer access to be able to access YouTube. This will allow staff to access work related information including training videos and WH&S videos.

A process has commenced to address many years of neglect in relation to the management of Council's physical records. The project to create the new Laidley Library and Customer Service Centre will add further pressures in this space.

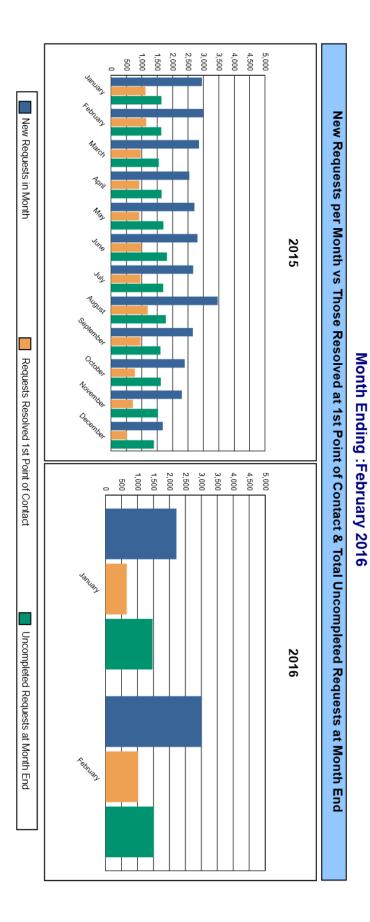
DISASTER MANAGEMENT

A very successful exercise (Operation Virtue) was held on Thursday 25 February. A full report on the exercise will be presented to Council.

Attachments

1 View Statistics - Whole of Council - 201602 4 Pages 2 View Statistics - CCS - 201602 5 Pages

Customer Requests Whole of Council



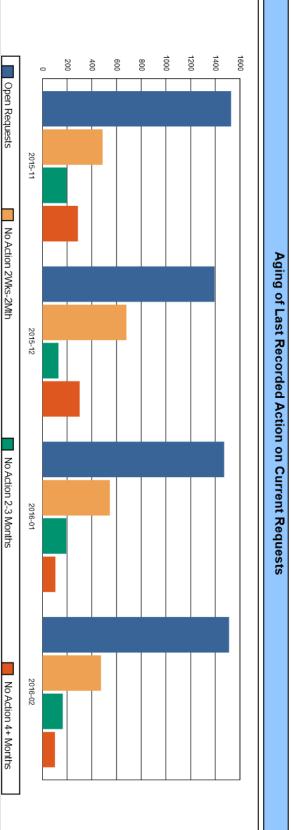
Page 1 of 4

Month Ending: 29/02/2016

Customer Requests Statistics - Whole of Council



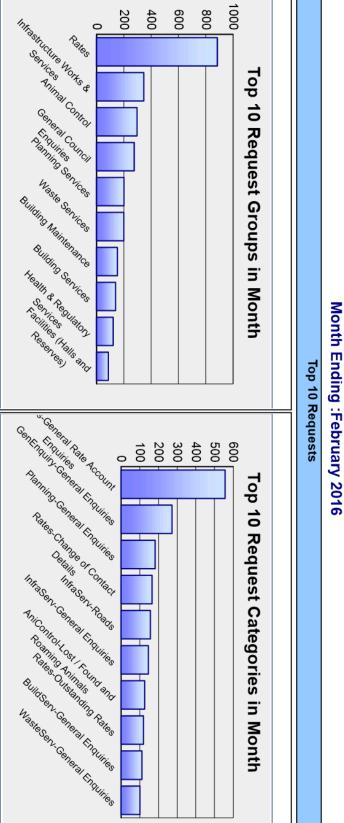




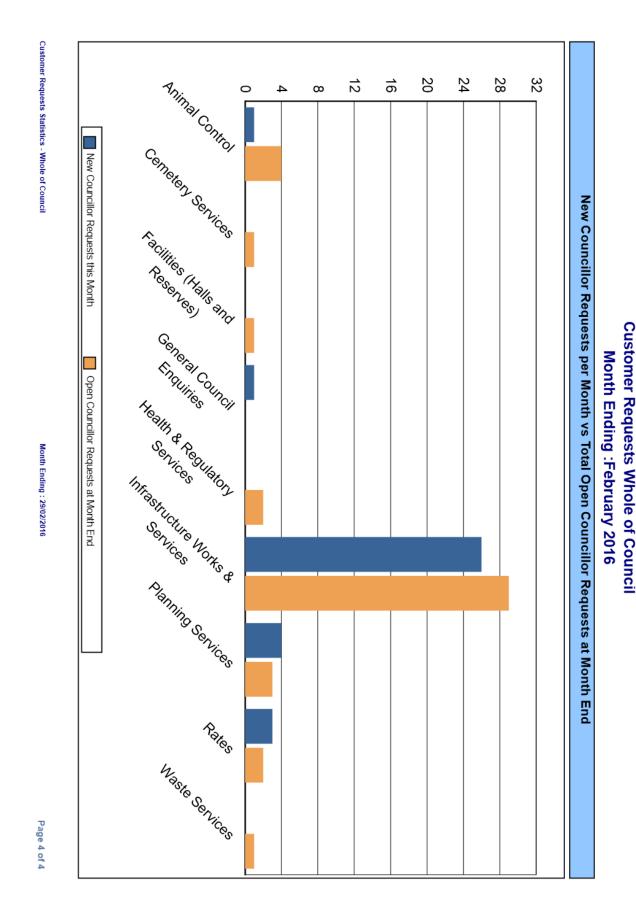


Month Ending: 29/02/2016



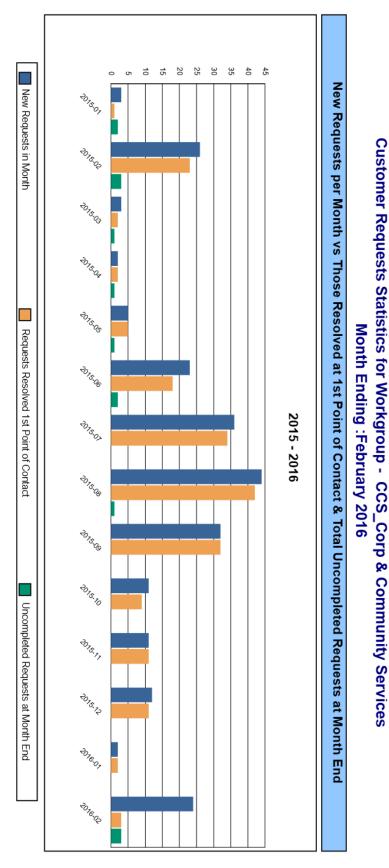


Customer Requests Whole of Council Month Ending :February 2016



Customer Requests Statistics - Workgroup: CCS_Corp & Community Services

Month Ending: 29/02/2016



Attachment 2 12.5 Page 344

Open Requests

No Action 2Wks-2Mth

No Action 2-3 Months

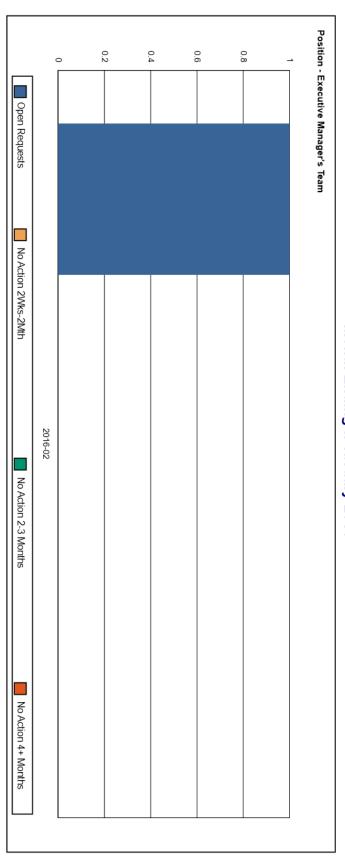
No Action 4+ Months

Customer Requests Statistics for Workgroup - CCS_Corp & Community Services

Customer Requests Statistics - Workgroup: CCS_Corp & Community Services

Page 2 of





Customer Requests Statistics for Workgroup - CCS_Corp & Community Services Month Ending : February 2016

Top 10 Request Groups in Month Customer Requests Statistics for Workgroup - CCS_Corp & Community Services Enquiries Month Ending : February 2016 Top 10 Requests 20 24 6 2 ω Top 10 Request Categories in Month

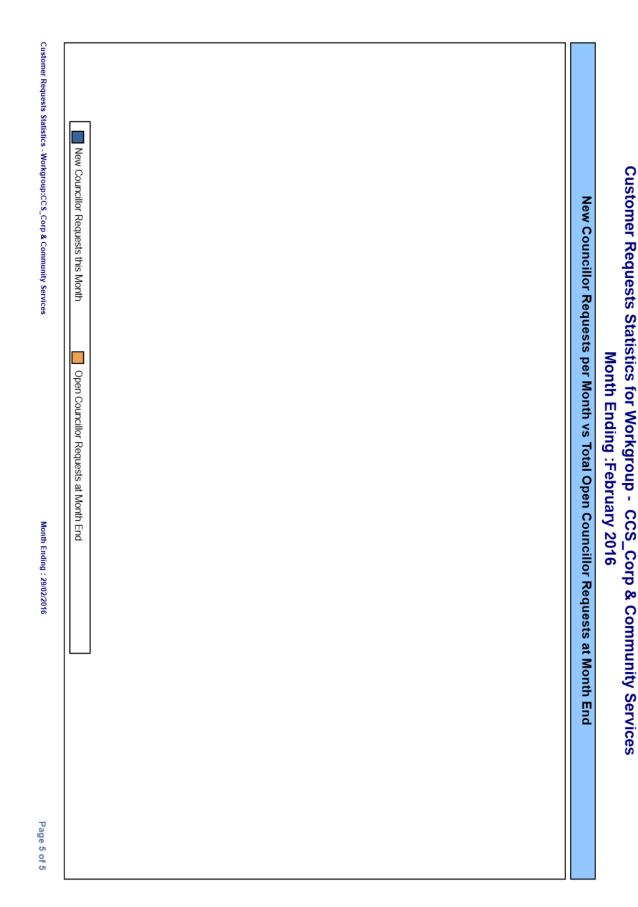
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13.0 INFRASTRUCTURE WORKS AND SERVICES REPORTS

13.1 Traffic Safety Working Group

Date: 17 March 2016

Author: Seren McKenzie, Coordinator Infrastructure Planning & Design Myles Fairbairn, Executive Manager Infrastructure Works & Services

Summary:

The Lockyer Valley Traffic Safety Working Group met on 02 March 2016. Following a request to review the safety of the intersection at Alvisio Road and Forestry Road, a number of recommendations have been made including changes to the speed zones in these areas.

Officer's Recommendation:

THAT Council endorse the recommendation from the Lockyer Valley Traffic Safety Working Group to reduce the posted speed limit on Alvisio Road from Chainage 0 to 1020 to 70 km/h, and to reduce the posted speed limit on Fords Road from west of the waste facility to Forestry Road, and the section of Forestry Road from Alvisio Road to Fords Road to 80 km/h.

RESOLUTION

THAT Council endorse the recommendation from the Lockyer Valley Traffic Safety Working Group to reduce the posted speed limit on Alvisio Road from Chainage 0 to 1020 to 70 km/h, and to reduce the posted speed limit on Fords Road from west of the waste facility to Forestry Road, and the section of Forestry Road from Alvisio Road to Fords Road to 80 km/h.

Moved By: Cr McDonald Seconded By: Cr Holstein Resolution Number: 4589

CARRIED

6/0

Report

1. Introduction

The purpose of this report is to seek the endorsement of the recommendation from the Lockyer Valley Traffic Safety Working Group to reduce the speed limit from 100km/h to 70km/h on the two lane sealed section of Alvisio Road through the residential area. Additionally, this report seeks the endorsement of the recommendation to reduce the speed limit from 100km/h to 80 km/h from Fords Road (west of the waste facility) through Forestry Road to the Forestry/Alvisio Roads intersection.



2. Background

Council received a request to review the safety of the intersection of Alvisio Road and Forestry Road, Adare. Along with a number of signage and linemarking improvements, it is also recommended to reduce the posted speed limit in both roads.

3. Report

Currently there is no posted speed limit along Alvisio Road, therefore drivers are able to travel at 100 km/h. From the eastern end, the first 530 metres of Alvisio Road is a narrow sealed road and drivers are expected to drive to the condition of the road. For the remainder of Alvisio Road (approximately 1020 metres), the road is a wider sealed two lane road with a centre dividing line. This section of road has an increased number of property accesses due to rural residential type development through this area, and a short cul de sac road also leads to further residential development.

Due to the type of road and the residential area, it is appropriate to reduce the speed limit to 70 km/h through this length of road (Figure 2 shows proposed new signage and speed zones).



Figure 1: Locality Map

Currently from the northern end of Forestry Road there is no posted speed limit, allowing speeds of up to 100 km/h through Forestry Road and along Fords Road to the 60 km/h zone west of the waste facility. Travelling from the western end of Fords Road, the speed limit is 80 km/h west of the waste facility.



As the section of Forestry Road from Fords Road to Alvisio Road has a number of property accesses due to the rural residential nature of the area, it is proposed to reduce the section to 80 km/h, and to continue this along Fords Road back to the 60 km/h zone near the waste facility. This would ensure a consistent speed zone in both directions, as well as a suitable speed zone through the residential area (Figure 3 shows proposed speed signage).



Figure 2: Signage and speed changes to Alvisio Road and Forestry Road





Figure 3: Proposed signage for Fords Road and Forestry Road



4. Policy and Legal Implications

No policy or legal implications for Council have been identified.

5. Financial and Resource Implications

Signage is required if the recommendation is endorsed.

6. Delegations/Authorisations

The Executive Manager Infrastructure Works and Services, who is RPEQ qualified, should sign the recommendation for the speed review on behalf of Council.

7. Communication and Engagement

The Lockyer Valley Safety Working Group has agreed with the proposed speed zones.

8. Conclusion

A reduction in posted speed to 70km/h in the residential area of Alvisio Road, as well as a reduction in speed to 80 km/h from west of the waste facility on Fords Road to Forestry Road, and Forestry Road from Fords Road to Alvisio Road is warranted.

9. Action/s

- Council requests endorsement from the appropriate State Government agencies for the speed limit reduction.
- Following endorsement of the speed limit, signage is installed as per the map in this report.



13.2 Finalisation of Regional Flood Study Review

Date: 17 March 2016

Author: Seren McKenzie, Coordinator Infrastructure Planning & Design Myles Fairbairn, Executive Manager Infrastructure Works & Services

Summary:

Council and external parties have engaged consultants to carry out several regional flood modelling studies, all of which have been externally reviewed during the past twelve months. The purpose of this report is to seek endorsement of the finalisation of this review process and accept the flood modelling studies as being sound at a regional level, their intended purpose.

Officer's Recommendation:

THAT the outcomes of the regional flood modelling studies undertaken by consultants are accepted, whilst recognising further detailed flood modelling will be required at a local level for specific areas of interest.

RESOLUTION

THAT the outcomes of the regional flood modelling studies undertaken by consultants are accepted, whilst recognising further detailed flood modelling will be required at a local level for specific areas of interest.

And further:

THAT Council authorises the Chief Executive Officer to bring the Regional Flood Modelling Studies to a future workshop of Council to further discuss their implications.

Moved By: Cr Friend Seconded By: Cr McDonald Resolution Number: 4590

CARRIED

6/0

Report

1. Introduction

Since 2011, approximately 27 different flood modelling studies across different areas of the Lockyer Valley region have been undertaken. These flood modelling studies have been based on higher level regional flood events in order to determine a baseline of flood affected areas across the Council townships.

2. Background

At the Council Ordinary Meeting on 19 August 2015, Council requested that all flood modelling undertaken in the last three years be externally technically reviewed.



An update on the review of the flood modelling was presented to Council at the Ordinary Meeting on 16 December 2015.

3. Report

Cardno was engaged to review the 27 flood reports, and they provided detailed feedback on these reports, which was passed onto the original consultants as necessary to ensure adequate corrections or clarifications were made. Additionally, the fifty TUFLOW models supplied by RMA and Jacobs (formerly SKM) were audited by other external consultants. This included reviewing the inputs and outputs of the modelling to proof the outcomes.

Following the feedback to the two consultants, RMA and Jacobs, Council officers have received clarifications or further corrections to the modelling. In some cases this was as simple as providing further information or additional files, whilst in others there is a clear difference of professional opinion (assumptions and/or interpretations). Some additional work has also been completed to verify the study outcomes.

Council officers are satisfied that the regional flood modelling outcomes are sound. This is based on both the external technical reviews, and internal reviews against data collected from flood periods, including aerial photographs, personal accounts from residents who experienced the floods and video evidence of flood events.

Unfortunately, it has sometimes been the case that the outputs of the large scale regional models have been misinterpreted and/or misunderstood, for example, interpreting the presence of localized overland flowpaths as regional (2011 or 2013 type) flooding or interpreting the absence of an issue in the regional modelling outputs as meaning an absence of a localized flooding problem.

It should be noted the regional flood modelling was developed based on best data available at the time, and at a level that can be applied across large flood affected areas. There will always be improvements that can be made to the regional models, particularly if there is a specific area of interest, such as an area to be developed. The modelling can be refined by focusing on a smaller area, as well as by modelling local events rather than regional events.

As reported in the December 2015 update, Queensland Audit Office has been auditing Councils in regards to flood resilience. The QAO has only released a draft in confidence of the initial findings, and it is expected there will be further recommendations to be implemented by Council once their report is accepted by the State.

4. Policy and Legal Implications

Council currently releases the flood models to external parties for projects and private developments through a commercial agreement that includes payment for the model, sets the limitation on use including time and accuracy, and assigns liability to that party for any use. Any refinements to the model are also required to be returned allowing Council's data to be built upon and updated.

5. Financial and Resource Implications

Ongoing refinement of the flood models is required, particularly when focusing on a local area. Budgeting for local flood modelling should be allowed for in future budget considerations.



6. Delegations/Authorisations

The Executive Manager Infrastructure Works and Services should be authorised to continue the review process as necessary.

7. Communication and Engagement

Throughout the flood modelling over the past four years Council officers have engaged with community members and stakeholders who witnessed flood events to assist in verifying and determining accuracy of the flood models.

8. Conclusion

The review of the regional flood modelling is considered to be complete, recognizing further refinements of data will be required over time in local areas as required.

9. Action/s

1. Continue local flood modelling in specific areas as required, noting that much of this specific work is done by third parties and private industry as part of the development process to demonstrate 'no worsening' effects of their development.



Cr PF Friend left the meeting at 11:31am
Cr PF Friend returned to the meeting at 11:32am

13.3 Executive Manager Infrastructure Works and Services Monthly

Update

Date: 17 March 2016

Author: Myles Fairbairn, Executive Manager Infrastructure Works & Services Responsible Officer: Myles Fairbairn, Executive Manager Infrastructure Works & Services

Summary:

This report is to update Council on the emerging matters arising since Council last met in regards to the Infrastructure Works and Services Group.

Officer's Recommendation:

THAT Council receive and note the Executive Manager Infrastructure Works and Services Monthly Update.

RESOLUTION

THAT Council receive and note the Executive Manager Infrastructure Works and Services Monthly Update.

Moved By: Cr Holstein Seconded By: Cr McLean

Resolution Number: 4591

CARRIED 6/0

Report

1. Introduction

This report is to provide an update to Council on activities and issues for the Infrastructure Works and Services Group since Council's meeting of 24 February 2016.

2. Background

The previous Infrastructure Works and Services report to Council as described above. Activities undertaken and issues arising are described in the body of this report.



3. Report

PARKS AND OPEN SPACES WORKS

- Parks crews are mowing parks and streets in Forest Hill, Laidley, Gatton, Withcott, Helidon and Kensington Grove.
- Parks staff have been doing the site works for funerals at Laidley and Gatton cemeteries.
- Playground repair works have started after the recent playground quarterly audit.
- Installed new bins at Allan Street, Railway Street Gatton, Johnson Drive Park, Das Neumann House and in front of the IGA at Helidon.
- Street tree pruning program, Railway Street, Gatton Pruning of leopardwood trees has begun with work commencing on Monday 07 March.
- Concrete slab works have commenced for Littleton Park shelter upgrade in preparation for completion before ANZAC Day.
- Concrete slab works have commenced for Long Tan memorial cross which will be located at Littleton Park, a joint initiative between Council and the Gatton RSL
- Significant resourcing around for event set up for Gatton Street Sprints, Laidley Country music festival and Mayoral memorial service.
- Painting over graffiti at the TMR Plainland underpass
- Irrigation of the Gatton Showgrounds arena for the upcoming State horse championships.

ROADS AND DRAINAGE WORKS

- 2014 NDRRA works Scheduled to be completed by 30 April 2016 (by Council crews) to allow sufficient time for paperwork to be processed.
- LVRC capital works projects:
 - Jones Road footpath construction work being done. This project includes minor road widening, some kerbing and a new footpath near creek crossing.
 - Mountain Road and Summerholm Road ('brown to black') primer bitumen sealing works being done at present. Trimming parts of Mountain road this week and sealing of first 520m. Undertaking some minor road maintenance grading on Summerholm Road as it won't last until road shaping and bitumen sealing is done in that area.
 - Mount Berryman capital renewal pavement works (stabilisation) project is going well.
 - Kerb rehabilitation programme: Commencing in Laidley (Zone 15) towards the end of March 2016

Road maintenance works

- Grader maintenance crews (Grahame Eveans, North) Mixing and laying gravel for gravel trials at Kammholz Road. Gravel is in place from chainage 0 to 1680. Subgrade has been formed up to chainage 2020, with another 380m of subgrade to form up.
- Concrete crew (Glen Neuendorf) is doing work for the Parks and Open Spaces team, slab for seats and a memorial at Lake Apex. Concrete slabs at Littleton Park (Gatton). Repairing defects too.
- CRMs Gang (Nicki-John Harch) Drainage at Ashlands Drive, digouts in East Street. Digouts at William and Larkin streets request, and digout at the corner of Cochrane and East Streets for QUU.
- Grader Crew 2 working on Sutcliffes Road (Upper Flagstone) re-sheet (2014 NDRRA works)



- Southern CRM/Defect Response Crew active from the 14 March.
- Roadside slashing:
 - Zone 1, Lockyer Waters
 - Zone 14, Helidon
- Traffic sign / linemarking:
 - Ropeley-Rockside intersection upgrade (at school / Hogers Road) is complete
- RMPC for TMR: Surface correction pavement works on Forest Hill-Fernvale Road and Gatton-Clifton Road
- Pavement repair program: Grey Street, Laidley
- Slashing Zone 14 Helidon / Zone1 Lockyer Waters/ Laidley Blocks and Drainage system
- Road patching / edge repairs at Zone 2 Lockrose and Zone 8 Gorman's Gap

INVESTIGATION, PLANNING AND DESIGN UNIT

- Inland Rail (Gowrie to Calvert section) corridor study
 - The Australian Rail Track Corporation (ARTC) is currently investigating the Inland Rail Corridor
 - The Australian Government's focus on this Melbourne to Brisbane route is for the passage of freight. However, it is understood that the State's desire for a Toowoomba to Brisbane passenger rail capability (as identified in the recently published *State Infrastructure Plan*) is not being precluded from eventuating.
 - In the Lockyer Valley Region that means a 'concept level' investigation of the merits of the established Gowrie to Grandchester corridor.
 - The Australian Government's Minister for Infrastructure and Transport, Darren Chester, recently announced some of the names of the technical consultants working on this concept phase.
 - http://minister.infrastructure.gov.au/chester/releases/2016/March/dc011 2016.aspx
 - As a comparator, the *Australian Infrastructure Plan* (published by *Infrastructure Australia*) lists Cross River Rail and the Ipswich Motorway (Darra Rocklea) projects as "high priority initiatives" whilst listing Inland Rail as a "priority initiative", largely reflected in the different time horizons.
- Toowoomba Second Range Crossing
 - Total estimated project cost is in the order of \$1.6 billion
 - Preferred consortia *Nexus Infrastructure* (the SPV) was selected by the State in August 2015.
 - As has always been the case, there remain significant concerns about Council's ability to influence the negative impact on our local road network during the three year construction period.
 - Maintenance model for TSRC haulage roads is yet to be submitted by Nexus.
 - Awaiting Package 2 of 30% design for the new Postmans Ridge Road link road.
 - Nexus in the process of liaising with QPS, QAS and QFES to confirm arrangements for updating road access maps into the project area.
 - Nexus has scheduled several community information events to occur through April.
- Bridges and structures
 - Level 2 biennial structures inspection programme is underway.
 - Middletons Bridge: Design by AECOM is complete. Tender documents for strengthening contract.
- Design of Capital Works
 - Salt Springs Road emergency access preliminary design is complete
 - Paynters Road (Gatton Creek) floodway detailed design is underway



- Tenthill Creek Road / Ingoldsby Road intersection upgrade design for this project is complete and works to commence on site in late March
- Old College Road / Allan Street design for this project is nearing completion.
- Lake Apex BBQ and Dry Creek Bed Foreshore (Stage 1) design has commenced
- Park area adjacent to Das Neumann Haus
 - Concept design (Stage 1) is complete has been formally adopted by Council.
 - Can move to detailed design.
- Funding applications:
 - 2016-17 Cycle Network Local Government Grants Program awaiting funding decision for Gatton CBD to University of Queensland (Gatton Campus) cycleway project
 - Heavy Vehicle Safety and Productivity Programme (Australian Government) -Submission for Carpendale/Flagstone Creek Road intersection, floodway upgrade, and signage improvements was submitted 10th February 2016
 - 3. Community Resilience Fund (State Government, DILGP) successful for Laidley Flood mitigation Works. 40% subsidy up to \$625,600 for project (60% LVRC = \$938,400).
 - 4. *Blackspot* road safety funding submissions from July 2015 Awaiting funding decision from the Australian Government.
 - Intersection improvement proposals submitted for funding consideration:
 - a) William Street / Orton Street, Laidley
 - b) Tenthill Creek Road / Winwill Connection Road, Lower Tenthill
 - c) North Street / William Street, Gatton
 - d) Nangara Road / Markai Road, Lockyer Waters
 - e) Crescent Street / East Street, Gatton
 - f) Lake Clarendon Way / Main Greenswamp Road, Lake Clarendon
 - Midblock road sections (various improvement proposals) submitted:
 - a) Woodlands Road, Woodlands
 - b) Old Laidley-Forest Hill Road, Forest Hill
 - c) Gehrke Road, Regency Downs
 - d) Australia II Drive
 - e) Thallon Road, Kensington Grove
 - f) Summerholm Road, Summerholm
 - g) Railway Street, Laidley
 - Next round of submissions from Council are expected to be due mid-2016.
- Third party technical review of Regional and Local flood studies
 - Review has been completed and is scheduled to be reported to Council.
- Business as usual' activities
 - Customer Relationship Management (CRM) responses significant portion of the workload
 - Issuing of Form 19s
 - Technical assistance to Council's Planning and Development Services Group
 - 'Working on road' permits
 - Heavy Vehicle Permits through NHVR
 - Traffic count program is ongoing



ASSET MANAGEMENT UNIT

- Stormwater system capacity and condition assessment, Gatton Stage 1 (southern catchment only) – Quotations have been assessed and contract now awarded. Work to be complete in June 2016.
- Asset condition inspections Roads are being inspected around the TSRC project to establish baseline condition data. Culverts and floodways were condition assessed on Roches, Jones and Little Oakey Creek Road on 7 March 2016.
- Transport infrastructure asset management plan currently being updated to better match
 the long-term financial plan and importantly the condition of the assets. This will be
 completed by end of May with assistance from a consultant, reliant on Council receiving the
 asset valuations in a timely manner.
- OneCouncil mobility solution for defect collection is being refined and field tested. We are
 experiencing technical issues with the Getac tablet that was purchased for these roles. The
 mobility software is performing to expectations and the value of collecting defects is being
 proven daily with the ability to make better infor4med decisions.

PLANT AND FLEET UNIT

- Ongoing plant maintenance and servicing activities through December 2015.
- Currently starting to review potential plant and equipment replacement for 2016-17
- Council's truck fleet annual Qld Transport inspections are underway. These inspections will be carried out over a 3 month period.



Cr K McLean left the meeting at 11:43am
Cr K McLean returned to the meeting at 11:46am

14.0 ITEMS FOR INFORMATION

14.1 Department of Natural Resources and Mines Annual Land Valuation

Date: 09 March 2016

Author: Tony Brett, Manager Finance and Customer Service

Responsible Officer: David Lewis, Executive Manager Corporate & Community Services

Summary:

Council has received the valuation data from the Department of Natural Resources and Mines (DNRM) for properties within the region. In conjunction with the adopted Revenue Statement, Council uses these values to determine the amount of differential general rates to be charged. However, it should be noted that the change in land values will not necessarily correspond with an increase or decrease in rates for those properties, as this is determined through Council's rates modelling process and budgetary requirements.

Across the region the overall property valuation increase is 4.19% with non-rural properties increasing by an average of 3.67% and rural properties increasing by 4.81%. Variations occur within the region depending on locality and the new valuations will take effect from 30 June 2016.

This document is for Council's information only.

RESOLUTION

This document is for Council's information only.



Report

1. Introduction

DNRM is responsible for the valuation of land for local government rating and land tax purposes. Revaluations are considered each year, but may not necessarily be undertaken depending on DNRM's consideration of market movements and submissions by the relevant local government. Property owners are informed of their change in valuation directly by DNRM and there is a process in place to challenge valuations.

2. Background

Last year DNRM wrote to Council to request its opinion on whether or not a revaluation of land should be undertaken. The last revaluation of land within the region was in 2014 and Council requested that the revaluation proceed to take into account changes in the market and the impact of land sales since that valuation. DNRM subsequently advised that all land within the Region would be re-valued to take effect from 30 June 2016.

3. Report

The change in valuation is different across the region. The following table shows the top five localities which have experienced the largest increase in value:

Rank	Locality	Valuation Method	Percentage
			Increase
1	Withcott	Non-Rural	16.25
2	Helidon Spa	Non-Rural	10.33
3	Ballard	Non-Rural	7.50
4	Blanchview	Non-Rural	7.45
5	Mining Leases	Rural	7.12

The five localities with the highest decrease in value were:

Rank	Locality	Valuation Method	Percentage
			Decrease
1	Grantham	Non-Rural	-9.29
2	Laidley	Non-Rural	-5.00
3	Laidley North	Non-Rural	-4.87
4	Laidley South	Rural	-1.02
5	Laidley Heights	Non-Rural	-0.89

A complete locality listing is attached for Council's information.

The valuation data will now be loaded into Council's finance system and will be used to model rates revenue for the 2016/17 financial year. The increase or decrease in value for an individual property may not be reflected in the change in the amount of general rates charged. How Council will deal with the changes in value will be explored as part of the Rating Strategy and Options workshop to be held in May 2016.



Property owners are informed of their new valuation via a mail out by DNRM. All questions relating to property values should be directed to DNRM as Council is not responsible for the valuation of land. The valuation information for the region is on display at both the Gatton and Laidley Customer Service Centres for the public to inspect. DNRM has provided information cards with contact details for any enquiries. Officers from DNRM are also available to brief Council on the changes should Council request it.

Attachments

1View Annual Land Evaluation 6 Pages

DERRYMORE RURAL	CROWLEY VALE NON-RURAL RURAL Total	COLLEGE VIEW NON-RURAL RURAL Total	CHURCHABLE RURAL	CARPENDALE RURAL	CAFFEY RURAL	BUARABA SOUTH RURAL	BRIGHTVIEW RURAL	BLENHEIM NON-RURAL RURAL Total	BLANCHVIEW NON-RURAL RURAL Total	BLACK DUCK CREEK RURAL	BALLARD NON-RURAL RURAL Total	Rateable Amounts PVM ************************************	NON-RURAL RURAL Total	Property Valuation Method (PVM)	Rateable Valuation	Local Government: 4580 LOCKYER VALLEY REGIONAL	THE INFO INFORMATION WHILST EVERY EFFOR THE DEPART	QUEENSLAND GOVERNMENT 06/02/2016 06:39:39
36	VAL 8 40 48	32 33	130	47	24	13	296	VAL 132 133	VAL 23 49 72	10	36 77	VAL 78 276 354	10378 5982 16360	Number	CURREN		WATION CONTAINE OBTAINED FROM S RT IS MADE TO VE	REVALUATION
\$7,085,500	\$4,544,000 \$8,277,100 \$12,821,100	\$1,300,000 \$5,117,500 \$6,417,500	\$21,472,000	\$8,602,500	\$4,158,900	\$3,882,500	\$30,318,000	\$8,600 \$24,060,500 \$24,069,100	\$4,000,000 \$9,909,000 \$13,909,000	\$2,618,000	\$2,825,000 \$5,659,000 \$8,484,000	\$8,330,000 \$38,805,500 \$47,135,500	\$1,224,611,439 \$1,031,831,700 \$2,256,443,139	Amount	TVALUATION		THE INFORMATION CONTAINED IN THIS REPORT INCORPORATES INFORMATION OBTAINED FROM SOURCES OUTSIDE THIS DEPARTMENT. HADE TO URRIET THE ACCURACY OF SICH INFORMATION. THE DEPARTMENT IS UNABLE TO GUARANTEE SUCH INFORMATION.	QVAS REVALUATION STATISTICS REPORT
36	8 40 48	32 33	130	47	24	13	296	1 132 133	23 49 72	10	41 36 77	78 276 354	10378 5982 16360	Number	NEW		RPORATES EPARTMENT. SUCH INFORMATION.	
\$7.444.000	\$4,547,000 \$8,676,500 \$13,223,500	\$1,300,000 \$5,387,000 \$6,687,000	\$22,525,000	\$9,026,000	\$4,372,000	\$4,082,500	\$31,874,000	\$9,000 \$25,281,500 \$25,290,500	\$4,298,000 \$10,423,000 \$14,721,000	\$2,749,000	\$3,037,000 \$5,950,000 \$8,987,000	\$8,743,000 \$40,703,500 \$49,446,500	\$1,269,605,839 \$1,081,417,900 \$2,351,023,739	Amount	VALUATION		NV,	
5.06	0.07 4.83 3.14	0.00 5.27 4.20	4.90	4.92	5.12	5.15	5.13	4.65 5.07 5.07	7.45 5.19 5.84	5.00	7.50 5.14 5.93	4.96 4.89 4.90	3.67 4.81 4.19	Incr Decr %				ADRVLSTS PAGE: 1

KENSINGTON GROVE	JUNCTION VIEW	IREDALE	IREDALE	INGOLDSBY	HELIDON SPA	HELIDON	HATTON VALE	GRANTHAM	GLENORE GROVE	GLEN CAIRN	GATTON	FOREST HILL	FORDSDALE	FLAGSTONE CREEK	FIFTEEN MILE	EGYPT		Poort Scharmette, 1900	QUEENSLAND GOVERNMENT 06/02/2016 06:39:39
NON-RURAL RURAL Total	RURAL	RURAL	RURAL	RURAL	NON-RURAL RURAL Total	NON-RURAL RURAL Total	NON-RURAL RURAL Total	NON-RURAL RURAL Total	NON-RURAL RURAL Total	RURAL	NON-RURAL RURAL Total	NON-RURAL RURAL Total	RURAL	RURAL	RURAL	RURAL		PARTITION ASSESSED TO PROPERTY.	TOTOTO DE LA CONTROL DE LA CON
677 2 679	30	69	1	34	119 71 190	408 122 530	413 151 564	179 146 325	271 89 360	55	2789 89 2878	214 212 426	40	84	14	11	Number	CURREN	REVALUATION
\$73,994,500 \$646,000 \$74,640,500	\$5,348,300	\$13,199,400	\$140,000	\$7,017,800	\$17,437,000 \$12,432,000 \$29,869,000	\$40,079,000 \$21,268,100 \$61,347,100	\$52,393,000 \$23,463,500 \$75,856,500	\$15,638,500 \$25,713,000 \$41,351,500	\$27,475,000 \$19,302,500 \$46,777,500	\$8,888,500	\$347,390,739 \$24,837,800 \$372,228,539	\$16,528,500 \$34,166,000 \$50,694,500	\$7,497,700	\$17,502,300	\$2,813,500	\$2,633,500	Amount	TVALUATION	QVAS REVALUATION STATISTICS REPORT
677 2 679	30	69	1	34	119 71 190	408 122 530	413 151 564	179 146 325	271 89 360	55	2789 89 2878	214 212 426	40	84	14	11	Number	N E W V	
\$77,720,500 \$682,000 \$78,402,500	\$5,610,000	\$13,881,500	\$147,000	\$7,359,000	\$19,238,000 \$13,021,500 \$32,259,500	\$42,052,500 \$22,363,000 \$64,415,500	\$55,105,500 \$24,641,000 \$79,746,500	\$14,186,000 \$26,863,500 \$41,049,500	\$28,876,000 \$20,307,000 \$49,183,000	\$9,321,000	\$363,896,639 \$26,125,500 \$390,022,139	\$16,531,000 \$35,852,000 \$52,383,000	\$7,875,500	\$18,361,000	\$2,945,000	\$2,761,000	Amount	ALUATION	
5.04 5.57 5.04	4.89	5.17	5.00	4.86	10.33 4.74 8.00	4.92 5.15 5.00	5.18 5.02 5.13	-9.29 4.47 -0.73	5.10 5.20 5.14	4.87	4.75 5.18 4.78	0.02 4.93 3.33	5.04	4.91	4.67	4.84	Incr Decr %		ADRVLSTS PAGE: 2

QUEENSLAND GOVERNMENT 06/02/2016 06:39:39		REVALUATION S	QVAS REVALUATION STATISTICS REPORT			ADRVLSTS PAGE: 3
Local Government: 4580 LOCKYER VALLEY REGIONAL	REGIONAL					
		CURRENT	VALUATION	NEWV	ALUATION	
		Number	Amount	Number	Amount	Incr Decr %
KENTVILLE	RURAL	56	\$9,367,100	56	\$9,852,000	5.18
LAIDLEY	NON-RURAL RURAL Total	1494 197 1691	\$159,512,200 \$26,134,900 \$185,647,100	1494 197 1691	\$151,536,500 \$26,641,000 \$178,177,500	-5.00 1.94 -4.02
LAIDLEY CREEK WEST	RURAL	77	\$11,125,000	77	\$11,696,000	5.13
LAIDLEY HEIGHTS	NON-RURAL RURAL Total	549 34 583	\$69,272,000 \$6,983,000 \$76,255,000	549 34 583	\$68,655,500 \$7,344,000 \$75,999,500	-0.89 5.17 -0.34
LAIDLEY NORTH	NON-RURAL RURAL Total	235 57 292	\$25,698,000 \$9,335,500 \$35,033,500	235 57 292	\$24,446,800 \$9,752,000 \$34,198,800	-4.87 4.46 -2.38
LAIDLEY SOUTH	NON-RURAL RURAL Total	3 141 144	\$212,500 \$21,133,000 \$21,345,500	3 141 144	\$223,500 \$20,917,500 \$21,141,000	5.18 -1.02 -0.96
LAKE CLARENDON	NON-RURAL RURAL Total	59 53 112	\$6,634,000 \$12,936,000 \$19,570,000	59 53 112	\$6,969,000 \$13,597,000 \$20,566,000	5.05 5.11 5.09
LAWES	RURAL	9	\$2,112,000	9	\$2,222,500	5.23
LEFTHAND BRANCH	RURAL	54	\$8,009,400	54	\$8,413,000	5.04
LILYDALE	RURAL	34	\$6,546,800	34	\$6,901,500	5.42
LOCKROSE	NON-RURAL RURAL Total	1 206 207	\$145,000 \$24,131,500 \$24,276,500	1 206 207	\$152,500 \$25,293,500 \$25,446,000	5.17 4.82 4.82
LOCKYER	NON-RURAL RURAL Total	1 33 34	\$150,000 \$6,087,500 \$6,237,500	1 33 34	\$157,500 \$6,392,500 \$6,550,000	5.00 5.01 5.01
LOCKYER WATERS	NON-RURAL RURAL Total	1 218 219	\$217,500 \$26,741,500 \$26,959,000	1 218 219	\$227,500 \$28,043,000 \$28,270,500	4.60 4.87 4.86
LOWER TENTHILL	RURAL	109	\$31,133,000	109	\$32,719,000	5.09
LYNFORD	RURAL	14	\$2,458,500	14	\$2,587,500	5.25
MA MA CREEK	RURAL	69	\$13,379,300	69	\$14,053,000	5.04
MINING LEASES	RURAL	9	\$483,300	9	\$517,700	7.12

	REVALUATION S'	TATISTICS REPORT			PAGE: 4
REGIONAL					
	CURRENT	VALUATION	Z E W	ALUATION	
	Number	Amount	Number	Amount	Incr Decr %
RURAL	70	\$11,271,000	70	\$11,577,000	2.71
RURAL	53	\$9,923,500	53	\$10,426,000	5.06
RURAL	43	\$11,509,200	43	\$12,094,000	5.08
RURAL	64	\$12,257,800	64	\$12,885,500	5.12
RURAL	95	\$19,385,600	95	\$20,370,200	5.08
NON-RURAL RURAL Total	82 165 247	\$7,057,200 \$25,038,500 \$32,095,700	82 165 247	\$7,417,000 \$26,311,500 \$33,728,500	5.10 5.08 5.09
NON-RURAL RURAL Total	280 14 294	\$38,913,000 \$4,034,000 \$42,947,000	280 14 294	\$40,841,000 \$4,239,500 \$45,080,500	4.95 5.09 4.97
NON-RURAL RURAL Total	431 273 704	\$62,883,000 \$35,651,000 \$98,534,000	431 273 704	\$65,423,500 \$37,400,000 \$102,823,500	4.04 4.91 4.35
NON-RURAL RURAL Total	101 51 152	\$15,010,000 \$9,979,000 \$24,989,000	101 51 152	\$15,756,800 \$10,475,000 \$26,231,800	4.98 4.97 4.97
NON-RURAL RURAL Total	54 80 134	\$15,100,000 \$16,437,000 \$31,537,000	54 80 134	\$15,942,500 \$17,290,000 \$33,232,500	5.58 5.19 5.38
NON-RURAL RURAL Total	925 59 984	\$89,307,500 \$8,088,000 \$97,395,500	925 59 984	\$93,828,100 \$8,500,500 \$102,328,600	5.06 5.10 5.07
RURAL	30	\$6,974,000	30	\$7,274,500	4.31
RURAL	43	\$8,620,000	43	\$9,063,500	5.15
RURAL	23	\$4,533,400	23	\$4,731,000	4.36
RURAL	92	\$15,790,200	92	\$16,572,000	4.95
RURAL	20	\$3,285,500	20	\$3,453,000	5.10
RURAL	83	\$19,940,000	83	\$20,970,500	5.17
RURAL	117	\$20,968,500	117	\$22,011,000	4.97
RURAL	23	\$4,040,500	23	\$4,236,000	4.84
	RURAL RURAL RURAL RURAL RURAL RURAL RURAL RURAL RURAL Total Total Total Total Total RURAL RURAL RURAL RURAL TOTAL RURAL	RAL RAL	REVALUATION STATISTIC	C U R R E N T V A L U A T I O N	REVALUATION STATISTICS REPORT C U R R E N T V A L U A T I O N

Continued on Next Page...

QUEENSLAND GOVERNMENT 06/02/2016 06:39:39		Q REVALUATION S	QVAS REVALUATION STATISTICS REPORT			ADRVLSTS PAGE: 5
Local Government: 4580 LOCKYER VALLEY REGIONAL	REGIONAL					
		CURRENT	VALUATION	NEWV	ALUATION	
		Number	Amount	Number	Amount	Incr Decr %
SUMMERHOLM	RURAL	283	\$4 5,153,500	283	\$47,422,500	5.03
THORNTON	NON-RURAL RURAL Total	1 108 109	\$52,000 \$25,525,900 \$25,577,900	1 108 109	\$55,000 \$27,048,500 \$27,103,500	5.77 5.96 5.96
TOWNSON	RURAL	32	\$10,370,000	32	\$10,644,500	2.65
UPPER FLAGSTONE	NON-RURAL RURAL Total	2 92 94	\$482,000 \$16,306,500 \$16,788,500	2 92 94	\$509,000 \$17,134,000 \$17,643,000	5.60 5.07 5.09
UPPER LOCKYER	NON-RURAL RURAL Total	210 19 229	\$21,949,500 \$2,614,000 \$24,563,500	210 19 229	\$23,049,000 \$2,746,500 \$25,795,500	5.01 5.07 5.02
UPPER TENTHILL	RURAL	98	\$20,556,600	98	\$21,629,000	5.22
VERADILLA	NON-RURAL RURAL Total	33 24 57	\$4,224,000 \$6,178,500 \$10,402,500	33 24 57	\$4,437,500 \$6,555,000 \$10,992,500	5.05 6.09 5.67
VINEGAR HILL	RURAL	21	\$3,110,000	21	\$3,264,500	4.97
WEST HALDON	RURAL	13	\$2,894,000	13	\$3,031,500	4.75
WHITE MOUNTAIN	RURAL	23	\$3,127,000	23	\$3,283,000	4.99
WINWILL	NON-RURAL RURAL Total	29 46 75	\$3,491,000 \$7,100,700 \$10,591,700	29 46 75	\$3,666,000 \$7,464,000 \$11,130,000	5.01 5.12 5.08
WITHCOTT	NON-RURAL RURAL Total	628 71 699	\$87,032,700 \$15,136,500 \$102,169,200	628 71 699	\$101,177,000 \$16,121,500 \$117,298,500	16.25 6.51 14.81
WOODBINE	RURAL	12	\$4,179,000	12	\$4,378,500	4.77
WOODLANDS	NON-RURAL RURAL Total	37 19 56	\$5,324,500 \$4,365,100 \$9,689,600	37 19 56	\$5,594,500 \$4,577,500 \$10,172,000	5.07 4.87 4.98
	Total	16360	\$2,256,443,139	16360	\$2,351,023,739	4.19
Note: Locality contains only Valuations for the Property Valuation Method (PVM) displayed	for the Prop	erty Valuatio	n Method (PVM) display	ed		

QVAS
REVALUATION STATISTICS REPORT

*** End Of Report ***	Note: All site valuations displayed on this report are adjusted site valuations, i.e. the site valuations provided reflect the removal of any applicable offset or site improvement deduction.	Date of Effect 30/06/2014 Date of Date of Valuation 01/10/2013 Date of	4		CURRENT VALUATION NEW V	Local Government: 4580 LOCKYER VALLEY REGIONAL
	ne site valuations provide	Date of Effect 30 Date of Valuation 01 Date of Issue 02	NEW VALUATION	Number Amount	NEW VALUATION	
	d reflect the	30/06/2016 01/10/2015 02/03/2016	0 N	Incr Decr %	0 N	

Page 370 Attachment 1 14.1



14.2 Local Disaster Management Group Exercise "Virtue"

Date: 11 March 2016

Author: Peter Hillcoat, Disaster Management Coordinator

Responsible Officer: David Lewis, Executive Manager Corporate & Community Services

Summary:

Under the *State Disaster Management Act 2003*, all Local Governments must maintain a Disaster Response Capability, and have an up to date Disaster Management Plan. The Lockyer Valley Regional Council's Disaster Management Plan states that certain exercises must be held annually to maintain this Disaster Response Capability.

Given Council's legislative requirements and in collaboration with Queensland Fire and Emergency Services and other agencies, Exercise "Virtue" (the exercise) was produced to test the various elements that enable Council to maintain an effective response capability. The exercise was held on 25 February 2016 in the Local Disaster Coordination Centre at Gatton.

The exercise feedback presents Council with an excellent opportunity to improve many aspects of the operations of the LDCC. While some elements will be relatively straight forward and can be addressed promptly, others will need a degree of strategic planning and budget allocation to accomplish.

This document is for Council's information only.

RESOLUTION

This document is for Council's information only.

Report

1. Introduction

Under the *State Disaster Management Act 2003*, all Local Governments must maintain a Disaster Response Capability, and have an up to date Disaster Management Plan. The Lockyer Valley Regional Council's Disaster Management Plan states that certain exercises must be held annually to maintain this Disaster Response Capability.

2. Background

Given Council's legislative requirements and in collaboration with Queensland Fire and Emergency Services and other agencies, Exercise "Virtue" (the exercise) was produced to test the various elements that enable Council to maintain an effective response capability. The exercise was held on 25 February 2016 in the Local Disaster Coordination Centre at Gatton.



3. Report

Exercise planning meetings were initiated in August 2015, with the exercise itself to take place on 26 November 2015; however, due to the unavailability of key participants the exercise was rescheduled to take place on 25 February 2016.

The exercise was designed to run over a period of 6 hours, with simulated weather briefs being issued over the preceding two days.

Unfortunately due to the sudden and untimely death of Mayor Councillor Steve Jones 6 days prior to the exercise, consideration had to be given to the fact that many LVRC officers were in various stages of shock in the days following. As a result, it was determined that the exercise should still go ahead; however, with a reduced timeframe of 3 hours, commencing at 9am and ending at 12pm with a debrief to follow. The exercise serials were realigned to ensure that the basic objectives were still met, and the external agencies were still engaged as planned.

Subsequent to the exercise it was evaluated against key outcomes from the Emergency Management Assurance Framework. In particular, evaluation was aligned to Component 6 Communication Systems, Component 7 Warnings, Component 10 Cooperation and Coordination and Component 13 Relief.

Detailed evaluation criteria were also developed and included in the Exercise Plan.

The evaluation team comprised representatives from Lockyer Valley Regional Council, Queensland Fire and Emergency Services, Department of Communities, Child Safety and Disability Services, Queensland Urban Utilities, the Salvation Army and Red Cross.

At the time of writing the formal evaluation report has not been finalised with this report to be presented to a future Council meeting.

The aims of exercise were to:

- assess the coordination of disaster operations through the Local Disaster Coordination Centre
- validate the Local Disaster Management Group's decision making process
- test the development of warnings in support of an evacuation
- assess the ability to maintain coordination centre staffing for twenty-four hour operations
- practice the coordination of a dam safety incident with disaster operations
- assess the establishment of an evacuation centre including the registration of evacuees. Participating agencies in the exercise are outlined in the following table.

Agency	Extent of Play
QFES – Urban	LDMG Participant
QFES – State Emergency Service	LDCC Participant LDMG Participant EOC
Transport and Main Roads	LDMG Participant (Affiliate)
Queensland Police Service	LDCC Participant LDMG Participant (Affiliate) Role Player & Evaluator
Queensland Ambulance Service	LDMG Participant



Australian Red Cross	Role Player & Evaluator
Salvation Army	Evacuation Centre
	Participant
Queensland Urban Utilities	LDCC Participant LDMG Participant (Affiliate)
Department of Communities, Child Safety and Disability	LDCC Participant
Services	LDMG Participant (Affiliate)
Lockyer Valley Regional Council	LDCC Participant LDMG Participant Evacuation Centre Participant
QFES – Emergency Management	Ex Con Role Player & Evaluator

Apart from the official evaluation process undertaken by the predetermined evaluation team, the Council's Disaster Management team held 2 feedback sessions shortly after the exercise.

The first session was within the Disaster Management team with the second session held with participating staff.

Initial feedback as to what worked well mainly pertains to the "people" category, with feedback including:

- most LDCC members worked well and remained calm
- there was good participation levels given the situation
- the Wateride system worked well considering little user training
- Disaster Management staff work well
- the Salvation Army catering was on time and well organized
- the SitRep was delivered on time.

However, it is important to remember that with any exercise, it must be planned in such a way as to test the given parameters to a point where any elements that may be in need of improvement become apparent so that plans can be made to introduce improved processes, such as plans, procedures, policies and training.

The sign of a good exercise is that of learning opportunities which present themselves in feedback sessions and evaluation reports. With this in mind, below are some of the early opportunities for improvement (by key focus area) gained from the 2 feedback sessions so far, which will be evaluated and implemented into Council's various systems.

People

- A bigger pool of LDCC volunteers is required.
- There is a need for defined roles for LDCC members with associated focused training delivered.

Organisation

- Council needs to be in total control of exercises including scoping, serials, external agencies and the definition of the desired outcome.
- Differentiation between testing exercises and training exercises (there were some staff being trained on the day).
- Planning needs distinction between roles and responsibilities.



Situation

• Exercise specific displays are needed.

Technology

- Dual monitors are required for some positions.
- Dell touchscreen to have sleep mode disabled.
- Analogue phones to be moved these are not suitable for logging functions.
- Headsets are required for phones.
- Swipe cards are needed for external agencies
- Guest WiFi is required.
- Laptops from the training demountable need to be configured.
- Display configurations need to be reviewed.
- A dedicated display is required for incoming jobs.

Training

- Better communication is needed between cells there is too high a reliance on systems.
- More training is required for LDMG members awareness of legislative/regulatory requirements.
- LDCC members need to be committed to attend training and exercises.
- The logging function did not work efficiently, more staff are required and further training in Guardian is needed.
- Road Closure system training is needed -no one was entering details when road closures were received.
- Specific training is required for the SES.
- Training is required in the use of WaterRide.

Environment

- The centre was too crowded, there should have been fewer observers. This also created a safety hazard.
- Air conditioning was inadequate.
- There was no break out area.
- Space is needed for personal items.
- More tabbards are required.

The exercise feedback above presents Council with an excellent opportunity to improve many aspects of the operations of the LDCC. While some elements will be relatively straight forward and can be addressed promptly, others will need a degree of strategic planning and budget allocation to accomplish.



14.3 Regional Weather Outlook for March to May 2016

Date: 11 March 2016

Author: Peter Hillcoat, Disaster Management Coordinator

Responsible Officer: David Lewis, Executive Manager Corporate & Community Services

Summary:

This report provides Council with an update on the weather outlook for the Lockyer Valley Region for the period to the end of May 2016

This document is for Council's information only.

RESOLUTION

This document is for Council's information only.

Report

1. Introduction

This report is based on data from the Bureau of Meteorology. It focuses on rainfall and temperatures and includes medians and the chance of non-average outcomes. The intent is to give Council an overview of what to expect with regard to weather in the coming months. A presentation to Council will augment this report.

2. Background

Knowledge of weather outlook information is a useful tool for the general public, but of particular importance to the various response agencies, non-government agencies and government at all levels.

Local governments can use this information to plan for maintenance, manage resources and to maintain vigilance for Disaster Management purposes.

Lockyer Valley Regional Council should be equipped with this knowledge, and combined with lessons learnt from recent disaster events can feel confident that every reasonable step is being taken to plan and prepare for significant weather events.

3. Report

Overview

El Niño

The 2015–16 El Niño is now at moderate levels, and is likely to end in the second quarter of 2016. History and model outlooks indicate that neutral conditions are slightly favoured ahead

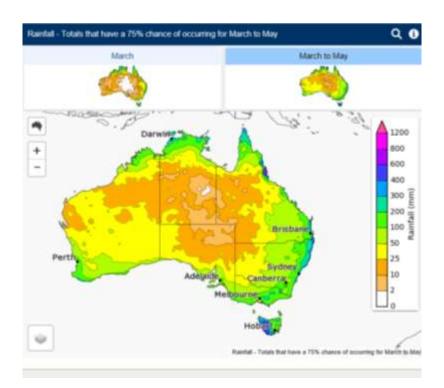


of La Niña for the second half of 2016. Short term fluctuations in the various El Niño Indicators will continue, particularly during the southern tropical cyclone season.

Although the 2015–16 El Niño is weakening, it will continue to influence global climate during the southern hemisphere autumn. In Australia, the breakdown of strong El Niño events has historically brought average to above average rainfall to many locations. However, northern Australia typically sees less rainfall than usual.

Rainfall

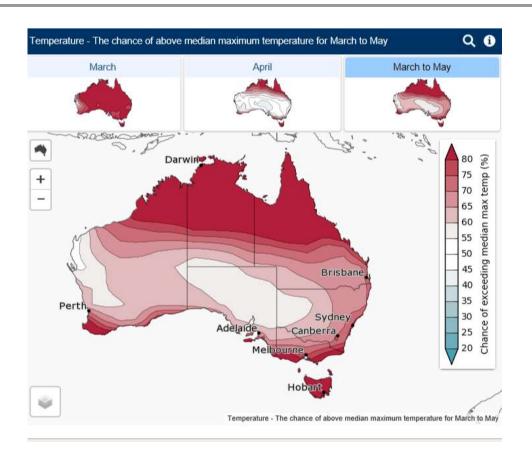
The March to May rainfall median for the region currently sits at 100ml – 200ml for the period. The chance of an above-average median occurring sits at around 55% - 60%, so there is a reasonable possibility that there will be above-average rainfall for the region until the end of May.



Temperature

The March to May maximum temperature medians for the region are currently 24° to 27°, and the minimum 12° to 15°. The chance of non-average maximum medians occurring is negligible; however, there is an extremely high chance of higher than average minimum temperatures occurring.





Dam Levels

Dam levels in the Lockyer Valley at the time of writing are fairly low, while the levels for the main water supply dams for the South-east region remain high. Levels are as follows:

Lockyer Valley

Bill Gunn Dam: 9.3%

Lake Clarendon Dam: 22.0%

Other Dams

Somerset Dam: 79.1%Wivenhoe Dam: 89.1%Atkinson Dam: 5.7%

Council Disaster Management

The Disaster Management Team will continue to monitor weather events and report and act as required as the situation dictates.



Cr J McDonald declared a perceived conflict of interest in Item 14.4 "Laidley Library and Customer Service Centre Refurbishment", based on his place of residence neighbouring the Council Administration building. Cr McDonald left the meeting and took no part in the discussion or debate, the time being 11:48 am.

14.4 Laidley Library and Customer Service Centre Refurbishment

Date: 10 March 2016

Author: Mike Lisle, Manager Community Facilities and Services

Responsible Officer: David Lewis, Executive Manager Corporate & Community Services

Summary:

Fulton Trotter Architects and Consultants has been engaged to provide a preliminary scope, design concept and estimated costings for the creation of a library and customer service centre in the Old Town Hall at Laidley.

This report updates Council on the initial Laidley library and customer service centre design from Fulton Trotter Architects and Consultants and updated requirements to provide a fit-for-purpose building.

This document is for Council's information only.

RESOLUTION

This document is for Council's information only.

Report

1. Introduction

Fulton Trotter Architects were engaged to provide options for a library and customer service centre at Laidley, incorporating the Old Town Hall and the adjacent administration building. A preliminary design concept and costing was carried out using several different scenarios incorporating these buildings.

2. Background

Since the relocation of the library from its former location in Patrick Street Laidley, Council has been actively researching alternative options to construct an integrated library and customer service centre that meets the needs of the Laidley community in the immediate to medium term.

In February 2015 Council resolved to consider the development of an integrated library and customer service centre at Laidley in its 2015/16 Budget financial year. In October 2015 Council was successful in obtaining grant funding under the Local Government Grants and Subsidies Program (LGGSP) for 40% of eligible project costs (\$264,000) with total estimated project costs at the time being \$660,000. Final estimated completion costs are now expected to significantly exceed initial project estimates.



The funding grant under LGGSP is conditional upon all works being completed within 12 months of the funding execution. During a Council tour in late 2015, Council directed that no works be undertaken on this project until after the forthcoming Council elections. With the previously mentioned funding deadline, this direction has put project grant funding at risk.

3. Report

Fulton Trotter Architects has been commissioned to provide detailed drawings and superintendent duties to consult with project engineers to deliver a construction package and costings for a Laidley library and customer service centre based upon the old Laidley Town Hall. This design process will incorporate workshop discussions and client/architect communications to provide a refurbished fit for purpose library and customer service centre for Laidley.

Fulton Trotter Architects have previously advised that the complex of buildings adjacent to old town hall (i.e. old administration officers) is not considered suitable for use as a commercial premise, or specifically as a public library facility. The agglomerations of buildings have been significantly "worked over" with significant additions, infills and temporary works to accommodate various uses over time.

While the structural fabric of these buildings is past their useful life, of greater concern is the fact that the condition of building services including air conditioning, plumbing, lighting and electrics are likely to make long term maintenance and upkeep increasingly costly and unviable.

A major re-purpose of these buildings would require consideration of applicable building codes, particularly with regard to issues such as fire safety and energy efficiency.

The cost return on reworking the Old Town Hall is negative when considered against the cost of a new building on the existing site. However, given the community's attachment to the Old Town Hall on its existing location, a rework of the Old Town Hall should adequately service the community in the near to medium term.

Following consultation with library and customer service staff, Fulton Trotter Architects has developed a number of initial concept design options with these options demonstrating varying levels of intervention into the existing fabric of the Old Town Hall to achieve an acceptable service standard for a small neighbourhood library and customer service centre.

As broadly discussed, the proposal is to now demolish the majority of buildings on site, with the exception of the old hall, which will then be completely refurbished as a small neighbourhood library and customer service centre for use in the short to medium term.

The argument for removal of redundant buildings from the site can be made in that it removes a significant cost liability in operating and maintaining old stock, it frees up the site as open green space and creates the possibility and momentum for new uses for the site.

With the removal of the adjacent administration buildings, it also becomes possible to enhance available light, ventilation and amenity of the remaining space by opening up and re-establishing old window openings and for the addition of a verandah fronting the open space with connections to neighbouring green spaces. It is also planned to have an enhanced green space



connection to McNulty Park by seeking the acquisition of a small portion of land occupied by the Queensland Police Service in Spicer Street.

Project costs now need to be more accurately estimated with the proposed budget allocation to be included in the 2016/17 Budget. Fulton Trotter Architects are now preparing detailed drawings and costings for Council's review and these will form the basis of a detailed report to Council in April 2016.

The initial proposed view (artist's impression of the street view) and the initial proposed floor plan for the Laidley library and customer service centre are shown in the report attachments.

Attachments

1 View Plan2 View Street View Plan1 Page2 Page







Cr JM McDonald returned to the meeting, the time being 11:56am

14.5 Skype For Business Project Update

Date: 11 March 2016

Author: Graham Cray, Manager Information Services

Responsible Officer: David Lewis, Executive Manager Corporate & Community Services

Summary:

Council is currently implementing Skype For Business to replace its ageing PABX based systems. The project underway will see the replacement of the current phone system, video conferencing system and Live Chat system. This report is an information update on the progress of the project. The project is on time and on budget with completion expected in June/July 2016.

This document is for Council's information only.

RESOLUTION

This document is for Council's information only.

Report

1. Introduction

Due to an unexpected and excessive rise in costs to maintain Council's current PABX based phone systems, investigations commenced into looking at alternative options that included video conferencing, instant messaging and presence functionality. It was subsequently found that over a five year period implementing a new system would be more cost effective than maintaining the existing system and also provide additional functionality that would in turn support improvements in productivity and collaboration.

2. Background

In March 2015 operational maintenance on Council's current PABX based phone systems increased by approximately 15%. Federal Government grant funding was also due to expire in December 2015 for the Citrix GoTo Meeting for Council's Video Conferencing solution and the Citrix GoTo Assist for our website Live Chat functionality. Due to these combined costs investigations commenced into finding a more cost effective solution that could replace the above systems and potentially provide additional functionality.

In May 2015 Council went to market to renew our Microsoft Enterprise Agreement. The timing of the renewal allowed Council to consider Microsoft's Voice Over Internet Protocol (VOIP) telephony system, now called Skype For Business, previously Lync. At the time, Microsoft was also running a campaign to encourage take up of the Skype For Business with Enterprise Voice solution with minimal increases in costs over their standard Office 365 Productivity Suite licensing. The budget item to implement Unified Communications was approved as part of the



2015/16 budget process and planning to implement Skype For Business commenced in September 2015.

3. Report

The project to implement Skype For Business commenced in October 2015 with the development of a project plan that was approved. Council then went to market to determine whom to partner with to implement the system.

The successful supplier (InSync Technology) commenced the design process in January 2016, with the core Skype For Business servers and gateways installed in late February 2016.

Currently core functionality testing is underway in a limited trial team and it is envisaged that system roll out to all staff will commence in April 2016.

As part of system implementation, traditional handset phones will be removed from desks with staff encouraged to use headsets directly linked to their computers. Limited handsets will be available if required but it should be noted that headsets are significantly cheaper then handsets and provide a more immersive experience for video and audio conferencing.

While Skype For Business does not provide appropriate Call Centre functionality suitable for Council requirements, there are many specialised Call Centre solutions available that work with Skype For Business.

Enghouse Interactive is the solution Council is proceeding with as it recognised as a cost effective quality solution. Currently the Enghouse solution is in the design phase with implementation due for completion in late April 2016.

Future activities under this project umbrella include;

- procurement of headsets and handsets
- training of end users
- installation and testing of the Enghouse Call Centre solution
- Go Live of individual users once they have been trained
- rectification of Skype For Business issues as they arise
- Go Live of Enghouse Call Centre solution once testing has been confirmed and approval to go live from the Customer Service Team has been obtained
- rebuilding of the Mondopad Video Conferencing touch screens to work with Skype For Business
- decommissioning the current phone systems, which will remain in place until such time as they are no longer required and Skype For Business has been proven to be a reliable replacement.

The total allocated budget for the Skype For Business Project is \$190k of which \$51k has been expended to the end of February 2016.



GENERAL BUSINESS

THAT Council receive and note the following reports for Council's information only. (Refer 14.1 – 14.5)

- 1. Department of Natural Resources and Mines Annual Land Valuation
- 2. Local Disaster Management Group Exercise
- 3. Regional Weather Outlook for March to May 2016
- 4. Laidley Library and Customer Service Centre Refurbishment
- 5. Skype for Business Project Update

Moved By: Cr Pingel Seconded By: Cr McLean

Resolution Number: 4592

CARRIED

6/0

ADDITIONAL ITEM FOR BUSINESS (CLOSED)

THAT the following item not included in the agenda, be brought forward for discussion and subsequent consideration, as it is considered an urgent matter which needs to be responded to at this meeting of Council:

• Chief Executive Officer - Contractual Arrangements

Moved By: Cr McDonald Seconded By: Cr Friend

Resolution Number: 4593

CARRIED

6/0

The meeting adjourned for a short recess at 11.59 am and resumed at 12.06 pm.



15.0 CONFIDENTIAL ITEMS

CLOSED SESSION

THAT Council move into Closed Session at 12.06 pm to the exclusion of the press and public, in accordance with Section (f) & (h) of the Local Government Regulation, 2012.

Moved By: Cr McDonald Seconded By: Cr Pingel

Resolution Number: 4594

CARRIED

6/0

The meeting adjourned for lunch at 1.05 pm and resumed at 1.34 pm.

OPEN SESSION

THAT Council move into Open Session, the time being 2.24 pm.

Moved By: Cr Friend Seconded By: Cr McDonald

Resolution Number: 4595

CARRIED



15.1 Deputation - Appeal – 3363 of 2015

Date: 17 March 2016

Author: Trevor Boheim, Manager Planning and Environment

Responsible Officer: Dan McPherson, Executive Manager Organisational Development &

Planning

That the above item be considered in Closed Session to the exclusion of the press and public in accordance with Section 275 (1) (f) of the Local Government Regulation, 2012, as the matter involves starting or defending legal proceedings involving it.

Council received a deputation on a without prejudice basis, from Kari Stephens, Planning Consultant in regard to the appeal – 3363 of 2015.

RESOLUTION

THAT Council confirm the provision of flood modelling to the appellant at no cost and with the appropriate legal undertakings;

And further:

THAT Council through its legal representatives provide additional information on the flood risks to the appellant.

Moved By: Cr Friend Seconded By: Cr McDonald

Resolution Number: 4596

CARRIED



15.2 Deputation - Issues Associated with Development Approval -

DA00755 Project in Forest Hill

Date: 17 March 2016

Author: Trevor Boheim, Manager Planning and Environment

Responsible Officer: Dan McPherson, Executive Manager Organisational Development &

Planning

That the above item be considered in Closed Session to the exclusion of the press and public in accordance with Section 275 (1) (h) of the Local Government Regulation, 2012, as the matter involves other business for which a public discussion would be likely to prejudice the interests of the local government or someone else, or enable a person to gain a financial advantage.

Council received a deputation from Paul Green in regards to issues with Development Approval - DA00755 project at Forest Hill.

RESOLUTION

THAT Council acknowledge the deputation received;

Further:

THAT Council acknowledge that Council officers were able to provide a reduction in the application fee to \$25,000 which is appropriate;

And further;

THAT Council authorise the Chief Executive Officer to engage with the property owner in regard to the new Development Incentives Infrastructure Charges Policy.

Moved By: Cr McDonald Seconded By: Cr Holstein

Resolution Number: 4597

CARRIED



15.3 Queensland Treasury Corporation Credit Review January 2016

Date: 07 March 2016

Author: Tony Brett, Manager Finance and Customer Service

Responsible Officer: David Lewis, Executive Manager Corporate & Community Services

That the above item be considered in Closed Session to the exclusion of the press and public in accordance with Section 275 (1) (h) of the Local Government Regulation, 2012, as the matter involves other business for which a public discussion would be likely to prejudice the interests of the local government or someone else, or enable a person to gain a financial advantage.

Summary:

The purpose of this Report is to advise Council of the outcome of the latest credit review undertaken by the Queensland Treasury Corporation (QTC).

RESOLUTION

THAT Council resolves to note the outcome of the Queensland Treasury Corporation credit review;

further;

THAT Council note the financial and operating considerations undertaken during 2015/16 financial year;

And further;

THAT Council consider the review findings to ensure Council's sustainability in its 2016/17 budget deliberations.

Moved By: Cr McDonald Seconded By: Cr McLean

Resolution Number: 4598

CARRIED



15.4 PID 248470 Review of Rating Category

Date: 15 March 2016

Author: Tony Brett, Manager Finance and Customer Service

Responsible Officer: David Lewis, Executive Manager Corporate & Community Services

That the above item be considered in Closed Session to the exclusion of the press and public in accordance with Section 275 (1) (h) of the Local Government Regulation, 2012, as the matter involves other business for which a public discussion would be likely to prejudice the interests of the local government or someone else, or enable a person to gain a financial advantage.

Summary:

The purpose of this report is for Council to address a request from the property owner of Property ID 248470 for a review of the rating category for the property.

RESOLUTION

THAT Council resolves to advise the property owner of Property ID 248470 that it cannot support the request for the prior year re-categorisation of the property and cannot write off the interest on the overdue rates for the property, as the property has been correctly categorised and administered in accordance with the Revenue Statements and rating categories determined at Council's Budget Meetings for each of the years in question.

Moved By: Cr Friend Seconded By: Cr Pingel

Resolution Number: 4599

CARRIED

5/1

Voting

For the Motion: Crs PF Friend, JH Holstein, JM McDonald, DP Pingel and KMcL McLean.

Against the Motion: Cr TM Milligan.



15.5 Laidley Saleyards Incident

Date: 15 March 2016

Author: Mike Lisle, Manager Community Facilities and Services

Responsible Officer: David Lewis, Executive Manager Corporate & Community Services

That the above item be considered in Closed Session to the exclusion of the press and public in accordance with Section 275 (1) (h) of the Local Government Regulation, 2012, as the matter involves other business for which a public discussion would be likely to prejudice the interests of the local government or someone else, or enable a person to gain a financial advantage.

Summary:

This report is provided to inform Council of an incident that occurred at the Laidley Saleyards on 27 February 2016.

RESOLUTION

THAT Council receive and note the Laidley Saleyards Incident report and its referral to an independent agency for review;

And further;

THAT Council resolves to authorise the Chief Executive Officer to review the existing arrangements for the operator's use of the Laidley Saleyards and negotiate suitable terms as discussed for the operator's ongoing use of the Laidley Saleyards in accordance with legal requirements.

Moved By: Cr McDonald Seconded By: Cr McLean

Resolution Number: 4600

CARRIED



15.6 Flood Mitigation for 1 Bremer Street, Laidley

Date: 17 March 2016

Author: Seren McKenzie, Coordinator Infrastructure Planning & Design Myles Fairbairn, Executive Manager Infrastructure Works & Services

That the above item be considered in Closed Session to the exclusion of the press and public in accordance with Section 275 (1) (h) of the Local Government Regulation, 2012, as the matter involves other business for which a public discussion would be likely to prejudice the interests of the local government or someone else, or enable a person to gain a financial advantage.

Summary:

Council has investigated flood mitigation options to protect a 'slab on ground' residence adjacent to Narda Lagoon in Laidley that was severely affected by regional creek flooding in both 2011 and 2013. An investigation into the issue was undertaken by an external consultant, Johnson Water Management. The investigation found that a wall or barrier type system, together with local drainage works, was the most appropriate and cost effective manner in which to provide flood mitigation.

RESOLUTION

THAT Council supports the owner of 1 Bremer Street, Laidley in the form of providing the consultant report outcomes on options for flood mitigation for the property, so they may determine if they wish to submit a proposal to Council for assessment of a levee bank to be constructed at their own cost.

Moved By: Cr McDonald Seconded By: Cr Friend Resolution Number: 4601

CARRIED 6/0



15.7 Management of Amos Road due to activities at Jubilee Park

Date: 17 March 2016

Author: Seren McKenzie, Coordinator Infrastructure Planning & Design Myles Fairbairn, Executive Manager Infrastructure Works & Services

That the above item be considered in Closed Session to the exclusion of the press and public in accordance with Section 275 (1) (h) of the Local Government Regulation, 2012, as the matter involves other business for which a public discussion would be likely to prejudice the interests of the local government or someone else, or enable a person to gain a financial advantage.

Summary:

Amos Road at Withcott is the only road access point to Jubilee Park, which lies within Toowoomba Regional Council's area. In-park upgrades and increased use of Jubilee Park has led to traffic volumes on Amos Road that are inconsistent with the asset and Lockyer Valley Regional Council's management practices. This report examines potential solutions to the road safety and dust problems that now exist along Amos Road.

Officer's Recommendation:

THAT the Chief Executive Officer be authorised to investigate the impacts on Amos Road of increased patronage of Jubilee Park and formulate potential funding solutions, including funding arrangements.

RESOLUTION

THAT the Chief Executive Officer be authorised to investigate the impacts on Amos Road of increased patronage of Jubilee Park and formulate potential funding solutions, including funding arrangements;

further:

THAT Council forward correspondence to the Toowoomba Mountain Bike Club in regard to issues associated with increased vehicular usage, dust, noise and road safety on Amos Road;

And further:

THAT Council contact Toowoomba Regional Council requesting that a meeting be held to discuss the issues associated with increased vehicular usage, dust, and noise and road safety on Amos Road.

Moved By: Cr Holstein Seconded By: Cr McDonald Resolution Number: 4602

CARRIED



15.8 Unnamed Road Off Hanleys Road, Ballard

Date: 17 March 2016

Author: Seren McKenzie, Coordinator Infrastructure Planning & Design Myles Fairbairn, Executive Manager Infrastructure Works & Services

That the above item be considered in Closed Session to the exclusion of the press and public in accordance with Section 275 (1) (h) of the Local Government Regulation, 2012, as the matter involves other business for which a public discussion would be likely to prejudice the interests of the local government or someone else, or enable a person to gain a financial advantage.

Summary:

Council has recently been made aware of a newly constructed road, off Hanleys Road, Ballard. The purpose of this report is for Council to consider appropriate action regarding ownership and maintenance of the new road.

Officer's Recommendation:

THAT the newly constructed road off Hanleys Road at Ballard is considered again by Council at a future date for addition to the 'road asset register' once the residents remove the locked gates and open the road to the public.

RESOLUTION

THAT the newly constructed road off Hanleys Road at Ballard is considered again by Council at a future date for addition to the 'road asset register' once the residents remove the locked gates and open the road to the public.

Moved By: Cr Friend Seconded By: Cr McDonald

Resolution Number: 4603

CARRIED



Item Number: 15.9

File Number:

Councillor: Cr Tanya Milligan

SUBJECT: CHIEF EXECUTIVE OFFICER – CONTRACTUAL

ARRANGEMENTS

RESOLUTION

THAT Council receive and note the Chief Executive Officer's announcement (attached) of his retirement effective as of expiration of his contract on 27 May 2016 and that Council thank the Chief Executive Officer for the work undertaken and service provided for Lockyer Valley Regional Council and its community.

Further:

THAT the advertising and recruitment process for the position of Chief Executive Officer be commenced immediately in order that the appointment of a Chief Executive Officer may be made as soon as practicable by the newly elected Council in accordance with the Local Government Act.

Moved By: Cr Holstein Seconded By: Cr McDonald

Resolution Number: 4604

CARRIED

6/0

Attachments

1 CEO C/Arrangements 1 Page

Retirement Announcement

I am announcing my retirement as at the end of my current contract, which expires 27 May 2016. When my contract was extended last year, I advised Council then that I would not be seeking any further extension. I make this announcement now to give Council timely notice so that the process for recruitment of a new CEO may start immediately to enable an appointment to be made by the newly elected Council as soon as possible after its term of office commences.

My decision to retire has not been made lightly but with my wife's ill-health with terminal cancer and my own recent hospitalisation, it is time to focus solely on my family. My local government career spans forty years at the end of April 2016 so it has been a fair innings. In my time in local government, I have endeavoured to serve the community for the better and looking back over that time, I am proud to say that I have helped make a difference.

I thank the Councillors I have served with, the colleagues I have worked with, the staff who have endured the various demands of the constant of change, the members of the community I have related with and the many people from all walks of life I have acquainted with. I thank my wife and family for the many sacrifices they have made to allow me to indulge my career. I will miss the network of camaraderie and the spirit of community in local government and I will miss the satisfaction that comes with achieving a good outcome for the community.

It saddens me to leave Lockyer Valley for we have shared so much together and at the same time it pleases me to see that we have achieved so much in such a short time. I believe the region is well-placed with ongoing responsible stewardship to continue the legacy of the late Mayor Steve Jones of standing up for the region in its own right and developing it to its full potential as a productive and innovative area of national and international significance.

I wish the Council and the executive well in their future endeavours, I extend my best wishes to those contesting the forthcoming elections and those continuing to serve Lockyer Valley and local government, and most importantly, I wish health and happiness to you and your families into the future.

Thank you

Ian Flint
Chief Executive Officer
Lockyer Valley Regional Council



16.0 MEETING CLOSED

There being no further business the meeting closed at 2.34 pm.