

ORDINARY MEETING OF COUNCIL

AGENDA

16 JUNE 2021

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1. MEETING OPENED

2. LEAVE OF ABSENCE

A Leave of Absence was granted to Cr Holstein for this meeting at the 19 May 2021 meeting.

3. CONDOLENCES/GET WELL WISHES

3.1 Condolences/Get Well Wishes

Author: Isabella Greinke, Business Support Officer

Responsible Officer: Ian Church, Chief Executive Officer

Officer's Recommendation:

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

Attachments

4. DECLARATION OF ANY PRESCRIBED CONFLICT OF INTERESTS/DECLARABLE CONFLICTS OF INTEREST BY COUNCILLORS

4.1 Declaration of Prescribed Conflict of Interest on any Item of Business

Pursuant to Chapter 5B, Part 2 of the *Local Government Act 2009*, a councillor who has a prescribed conflict of interest in an issue to be considered at a meeting of a local government, or any of its committees must:

- (a) inform the meeting of the prescribed conflict of interest in the matter, including the following about the interest
 - i. if it arises because of a gift, loan or contract, the value of the gift, loan or contract
 - ii. if it arises because of an application or submission, the subject of the application or submission
 - iii. the name of any entity other than the councillor that has an interest in the matter
 - iv. the nature of the councillor's relationship with the entity that has an interest in a matter
 - v. details of the councillor's and any other entity's 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 unless the subject councillor has written notice from the Minister to participate in the matter.

4.2 Declaration of Declarable Conflict of Interest on any Item of Business

Pursuant to Chapter 5B, Part 3 of the *Local Government Act 2009*, a councillor who has a declarable 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 personal interest in the matter, including the following particulars about the interests:

- (a) the nature of the interests
- (b) if it arises because of the councillor's relationship with a related party:
 - i. the name of the related party to the councillor
 - ii. the nature of the relationship of the related party to the councillor
 - iii. the nature of the related party's interest in the matter
- (c) if it arises because of a gift or loan from another person to the councillor or a related party:
 - i. the name of the other person
 - ii. the nature of the relationship of the other person to the councillor or related party
 - iii. the nature of the other person's interest in the matter
 - iv. the value of the gift or loan and the date the gift or loan was made.
- (d) how the councillor intends to handle the matter i.e. leave the meeting or proposes to stay in a meeting.

5. MAYORAL MINUTE

No Mayoral Minute.

6. CONFIRMATION OF MINUTES

6.1 Confirmation of Ordinary Meeting Minutes 19 May 2021

Author: Isabella Greinke, Business Support Officer

Responsible Officer: Ian Church, Chief Executive Officer

Officer's Recommendation:

THAT the Minutes of the Ordinary Meeting of Lockyer Valley Regional Council held on Wednesday 19 May 2021 be taken as read and confirmed.

Attachments

7. BUSINESS ARISING FROM MINUTES

No Business Arising from Minutes.

8. COMMITTEE REPORTS

No Committee Reports.

9. DEPUTATIONS/PRESENTATIONS

No Deputations/Presentations.

10. EXECUTIVE OFFICE REPORTS

10.1 Summary of Council Actual Financial Performance vs Budget - 31 May 2021

Date: 08 June 2021

Author: Dee Stewart, Acting Chief Financial Officer

Responsible Officer: Ian Church, Chief Executive Officer

Purpose:

The purpose of this report is to provide Council with an update of Council's financial performance against budget for the financial year to 31 May 2021.

Officer's Recommendation:

THAT Council receive and note the Summary of Council Actual Financial Performance versus Budget to 31 May 2021.

Executive Summary

In accordance with Section 204 of the *Local Government Regulation 2012*, a financial report summarising the progress of Council's actual performance against budget is to be presented to Council. This report provides a summary of Council's financial performance against budget for the financial year to 31 May 2021.

At 31 May 2021 trends remain consistent with previous months, showing revenues are over target and expenditures are under target.

Proposal

Overview

Monthly reporting of Council's financial performance is a legislative requirement and reinforces sound financial management practices throughout the organisation. The following report provides a summary of Council's financial performance against budget to 31 May 2021.

Operating Revenue - Year to date target \$54.77 million actual \$55.89 million or 102.05%

At 31 May 2021, overall operating revenue for the year to date is above target.

Rates and Utility Charges (Gross) are over budget by \$0.31 million

Rates are slightly above budget due to higher than expected growth. The cashflow receipts have been closely monitored for any delays in rate payments. There have been no delays in the cashflows with 94.36% of rates collected as at 4 June 2021 which is consistent with previous rating periods.

Fees and Charges over budget by \$0.56 million

The favourable variances in fees and charges relates predominately to higher than expected income from development fees \$0.14 million, higher than expected income from plumbing and building fees, animal fees and charges and waste fees.

Other Revenue over budget by \$0.40 million

Other Revenue is above budget due to higher than expected income from reimbursements of costs from Inland Rail, increased sales of recycled material and cemetery fees.

Operating Expenditure - Year to date target \$49.73 million Actual \$47.47 million or 95.45%

At 31 May 2021, overall operating expenditure for the year to date is slightly below expected spend.

Employee costs under budget by \$0.20 million

Employee costs are on budget at this time of the year. However, this is dependent on the timing and delivery of the capital works program over the remainder of the financial year.

Goods and Services under budget by \$1.91 million

Goods and services are slightly under budget across several areas with the larger variances including fleet materials and services \$0.25 million, legal expenses \$.09 million and regional development consultants \$.22 million. These variances are mostly the result of timing differences and the final figures will be closer to budget when the end of financial year accruals are finalised.

Capital Revenue – Year to date target \$8.28 million Actual \$7.56 million or 91.23%

Capital grants, subsidies and contributions are below budget at this time of the financial year due to the timing of the capital works program, and in particular, the deferment of the Local Roads and Community Infrastructure Phase 2 capital projects. The revenue for these projects will be recognised as the works are completed. This revenue will be recognised in the 2021/2022 financial year when the works are completed. Council is currently holding \$1.84 million in unexpended grant funds as a Contract Liability on the Statement of Financial Position which will be recognised in line with AASB 1058 as expenditure is incurred. Council continues to receive additional grant funding from the Australian and Queensland Governments as part of the COVID economic stimulus packages and the budget will be monitored and amended accordingly.

Capital Expenses – Actual \$4.96 million

The amount shown against capital expenses relates to accounting adjustments associated with Council's asset capitalisation processes and loss on disposal of assets. The high value is attributed to assets being replaced or upgraded prior to the end of their accounting useful life and the derecognition of assets. This line item was reviewed following discussions with the internal audit committee and Council's external auditor. Council's external auditor, William Buck, has confirmed these items are correctly treated as capital expenses.

Capital Project Expenditure – Year to date target \$17.74 million Actual \$14.93 million or 84.19%

At 31 May 2021, Council has expended \$14.93 million on its capital works program with a further \$4.64 million in committed costs for works currently in progress.

The main expenditure is \$14.14 million within Infrastructure Group with a significant amount being capital expenditure on the renewal and upgrade of roads, bridges, parks, facilities and waste assets.

Additional detail is provided in the capital works program within the attachment.

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 31 May 2021, Council had \$39.31 million in current assets compared to \$11.45 million in

current liabilities with a ratio of 3.43:1. This means that for every dollar of current liability, there is \$3.43 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 31 May 2021, there has been a net cash inflow of \$7.12 million with \$12.17 million inflow from operating activities; and a net cash outflow of \$3.93 million from investing activities including capital revenue and expenditure.

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. To maintain adequate working capital, it is estimated that Council needs around \$11.00 million cash at any one time. As at 31 May, Council's cash balance was \$33.43 million. Unexpended grant funds which is restricted to be spent in accordance with the terms of the grant is at \$1.84 million.

Option 1

THAT Council receive and note the Summary of Council Actual Financial Performance versus Budget to 31 May 2021.

Or

Option 2

THAT Council do not receive the Summary of Council Actual Financial Performance versus Budget to 31 May 2021.

Previous Council Resolutions

Nil

Critical Dates

Nil

Strategic Implications

Corporate Plan

Leadership and Council

Outcome:

- 5.1 Undertake robust and accountable financial, resource and infrastructure planning and management to ensure affordable and sustainable outcomes for our community.
 - 5.7 Compliant with relevant legislation

Finance and Resource

Not applicable.

Legislation and Policy

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.

Risk Management

Key Corporate Risk Category: FE2

Reference and Risk Description: Finance and Economic

Decision making governance, due diligence, accountability and sustainability.

Consultation

Internal Consultation

- Managers and Group Managers
- Finance Team

Attachments

1 ■ Monthly Financial Statements - May 2021 18 Pages

LOCKYER VALLEY REGIONAL COUNCIL Operating Revenue and Expenditure Dashboard For the Period Ending 31st May, 2021



REVENUE TO DATE	Rates and Utility Charges		Charges and		Operating Grants and		Revenue - Contract/Reco	Other	Profit from	
by Type	(Gross)	Discount	Fees	Interest	Subsidies	and Donations	verable Works	Revenue	Investments	Total
Actual	(41,974,869)	1,804,179	(5,722,345)	(1,067,336)	(5,657,244)	(222,565)	(782,389)	(2,268,751)		(55,891,321)
Budget	(41,663,161)	1,680,000	(5,166,901)	(900,314)	(5,658,645)	(205,700)	(983,196)	(1,871,039)		(54,768,956)
Variance	311,708	(124,179)	555,444	167,022	(1,401)	16,865	(200,807)	397,712		1,122,365
Target %	100.75%	107.39%	110.75%	118.55%	99.98%	108.20%	79.58%	121.26%	-	102.05%
Movement to Prior Month Target %	->	→	Ψ	•	→	→	4	→	→	→

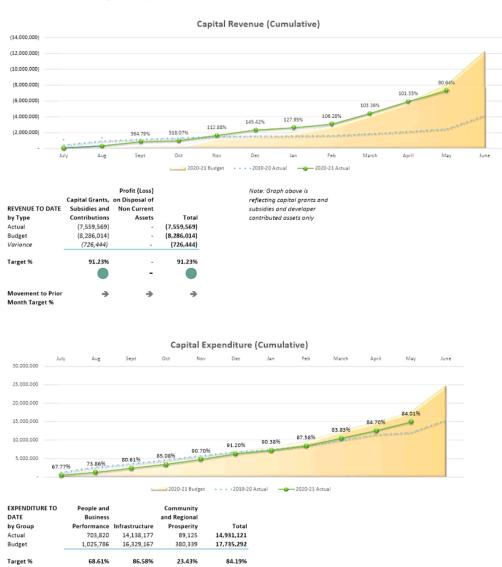


EXPENDITURE TO DATE		Goods and			
by Type	Employee Costs	Services	Finance Costs	Depreciation	Total
Actual	21,856,786	13,379,551	949,746	11,280,795	47,466,877
Budget	22,058,092	15,288,169	934,239	11,447,527	49,728,027
Variance	201,306	1,908,618	(15,507)	166,733	2,261,150
Target %	99.09%	87.52%	101.66%	98.54%	95.45%
Movement to Prior	→	→	>	>	>

LOCKYER VALLEY REGIONAL COUNCIL Capital Revenue and Expenditure Dashboard For the Period Ending 31st May, 2021

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Month Target %



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Lockyer Valley Regional Council (Whole Council) Statement of Comprehensive Income For the Period Ending May 2021

	Current Annual Budget	Actuals YTD	Budget YTD	Variance Amount YTD	Variance % YTD
Income					
Revenue					
Recurrent Revenue					
Rates and Utility Charges (Gross)	41,662,744	41,974,869	41,663,161	(311,708)	-0.75%
Discount	(1,680,000)	(1,804,179)	(1,680,000)	124,179	-7.39%
Charges and Fees	5,617,757	5,722,345	5,166,901	(555,444)	-10.75%
Interest	1,021,614	1,067,336	900,314	(167,022)	-18.55%
Operating Grants and Subsidies	8,497,218	5,657,244	5,658,645	1,401	0.02%
Operating Contributions and Donations	205,700	222,565	205,700	(16,865)	-8.20%
Revenue - Contract/Recoverable Works	1,153,949	782,389	983,196	200,807	20.42%
Other Revenue	2,149,525	2,268,751	1,871,039	(397,712)	-21.26%
Profit from Investments	2,200,000		-	-	0.00%
Total Recurrent Revenue	60,828,508	55,891,321	54,768,956	(1,122,365)	-2.05%
Capital Revenue					
Capital Grants, Subsidies and Contributions	12,541,014	7,559,569	8,286,014	726,444	8.77%
Total Revenue	73,369,521	63,450,890	63,054,970	(395,920)	-0.63%
Capital Income			-		0.00%
Total Income	73,369,521	63,450,890	63,054,970	(395,920)	-0.63%
Expenses					
Recurrent Expenses					
Employee Costs	24,632,764	21,856,786	22,058,092	201,306	0.91%
Goods and Services	18,166,270	13,379,551	15,288,169	1,908,618	12.48%
Finance costs	1,208,650	949,746	934,239	(15,507)	-1.66%
Depreciation	12,488,211	11,280,795	11,447,527	166,733	1.46%
Total Recurrent Expenses	56,495,896	47,466,877	49,728,027	2,261,151	4.55%
Capital Expenses		4,961,534		(4,961,534)	0.00%
Loss on Sale	224,000	252,542	224,000	(28,542)	-12.74%
Total Expenses	56,719,896	52,680,953	49,952,027	(2,728,926)	-5.46%
Net Recurrent Result/Operating Surplus/(Deficit)	4,332,612	8,424,444	5,040,929	(3,383,515)	-67.12%
NET RESULT AFTER CAPITAL ITEMS	16,649,625	10,769,937	13,102,942	2,333,005	17.81%

Lockyer Valley Regional Council (Executive Office) Statement of Comprehensive Income For Period Ending May 2021

	Current Annual Budget	Actuals YTD	Budget YTD	Variance Amount YTD	Variance % YTD
Income					
Revenue					
Recurrent Revenue					
Rates and Utility Charges (Gross)	32,086,716	32,397,228	32,087,133	(310,095)	(0.97)
Discount	(1,500,000)	(1,598,986)	(1,500,000)	98,986	(6.60)
Charges and Fees	316,879	275,642	296,879	21,237	7.15
Interest	965,414	1,020,347	848,798	(171,549)	(20.21)
Operating Grants and Subsidies	3,320,200	1,557,134	1,557,134	-	-
Revenue - Contract/Recoverable Works	-	113		(113)	-
Other Revenue	1,075,000	969,901	905,500	(64,401)	(7.11)
Profit from Investments	2,200,000				
Total Recurrent Revenue	38,464,209	34,621,378	34,195,443	(425,935)	(1.25)
Capital Revenue					
	-		-	-	-
Total Revenue	38,464,209	34,621,378	34,195,443	(425,935)	(1.25)
Capital Income	-	-	-	-	-
Total Income	38,464,209	34,621,378	34,195,443	(425,935)	(1.25)
Expenses					
Recurrent Expenses					
Employee Costs	2,383,442	1,868,634	1,633,074	(235,560)	(14.42)
Goods and Services	944,086	463,158	517,496	54,338	10.50
Finance costs	309,418	274,132	252,247	(21,886)	(8.68)
Depreciation	10,841,594	9,819,143	9,938,128	118,985	1.20
Total Recurrent Expenses	14,478,541	12,425,067	12,340,945	(84,122)	(0.68)
Capital Expenses					
Loss on Sale	224,000	252,542	224,000	(28,542)	(12.74)
Total Expenses	14,702,541	12,677,609	12,564,945	(112,664)	(0.90)
Net Recurrent Result/Operating Surplus/(Deficit)	23,985,668	22,196,312	21,854,499	(341,813)	(1.56)
NET RESULT AFTER CAPITAL ITEMS	23,761,668	21,943,769	21,630,499	(313,271)	(1.45)

Lockyer Valley Regional Council (People and Business Performance) Statement of Comprehensive Income For Period Ending May 2021

	Current Annual Budget	Actuals YTD	Budget YTD	Variance Amount YTD	Variance % YTD
Income					
Revenue					
Recurrent Revenue					
Rates and Utility Charges (Gross)	1,162,965	1,168,046	1,162,965	(5,081)	(0.44)
Charges and Fees		1,144		(1,144)	
Interest	13,200	11,293	12,100	807	6.67
Operating Grants and Subsidies	370,818	119,015	160,000	40,985	25.62
Operating Contributions and Donations	20,000	-	20,000	20,000	100.00
Revenue - Contract/Recoverable Works	-	-			-
Other Revenue	280,000	269,027	257,500	(11,527)	(4.48)
Total Recurrent Revenue	1,846,983	1,568,525	1,612,565	44,040	2.73
Capital Revenue					
Capital Grants, Subsidies and Contributions	168,000	112,921	168,000	55,079	32.79
Total Revenue	2,014,983	1,681,446	1,780,565	99,119	5.57
Capital Income	-		-		-
Total Income	2,014,983	1,681,446	1,780,565	99,119	5.57
Expenses					
Recurrent Expenses					
Employee Costs	5,924,677	5,349,994	5,390,029	40,035	0.74
Goods and Services	4,505,085	3,618,739	4,005,744	387,005	9.66
Finance costs	136,525	103,307	103,220	(87)	(0.08)
Depreciation	3,088		2,831	2,831	100.00
Total Recurrent Expenses	10,569,375	9,072,040	9,501,824	429,784	4.52
Capital Expenses Loss on Sale	224.000	40,000	224 000	(40,000)	(12.74)
Loss on sale	224,000	252,542	224,000	(28,542)	(12.74)
Total Expenses	10,793,375	9,364,582	9,754,366	361,242	3.70
Net Recurrent Result/Operating Surplus/(Deficit)	(8,722,392)	(7,503,515)	(7,889,259)	(385,744)	4.89
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NET RESULT AFTER CAPITAL ITEMS	(8,778,392)	(7,683,136)	(7,973,801)	(262,123)	3.29

Lockyer Valley Regional Council (Community and Regional Prosperity) Statement of Comprehensive Income For Period Ending May 2021

	Current Annual Budget	Actuals YTD	Budget YTD	Variance Amount YTD	Variance % YTD
Income					
Revenue					
Recurrent Revenue					
Rates and Utility Charges (Gross)	305,928	304,532	305,928	1,396	0.46
Charges and Fees	4,485,108	4,615,128	4,144,983	(470,145)	(11.34)
Interest		1,355		(1,355)	
Operating Grants and Subsidies	2,101,582	1,962,582	1,920,893	(41,689)	(2.17)
Operating Contributions and Donations	139,000	171,198	139,000	(32,198)	(23.16)
Revenue - Contract/Recoverable Works	-	4,908	-	(4,908)	-
Other Revenue	171,645	280,492	149,982	(130,510)	(87.02)
Total Recurrent Revenue	7,203,263	7,340,195	6,660,786	(679,409)	(10.20)
Capital Revenue					
Capital Grants, Subsidies and Contributions		42,780	-	(42,780)	-
Total Revenue	7,203,263	7,382,975	6,660,786	(722,189)	(10.84)
Capital Income	-	-	-	-	-
Total Income	7,203,263	7,382,975	6,660,786	(722,189)	(10.84)
Expenses					
Recurrent Expenses					
Employee Costs	7,245,231	6,620,710	6,579,425	(41,285)	(0.63)
Goods and Services	4,017,161	2,804,049	3,473,233	669,184	19.27
Finance costs	9,572	1,892	8,774	6,882	78.43
Depreciation	39,588	36,344	36,289	(54)	(0.15)
Total Recurrent Expenses	11,311,552	9,462,995	10,097,721	634,727	6.29
Capital Expenses					
Loss on Sale	224,000	252,542	224,000	(28,542)	(12.74)
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Total Expenses	11,535,552	9,715,537	10,321,721	606,184	5.87
Net Recurrent Result/Operating Surplus/(Deficit)	(4,108,289)	(2,122,799)	(3,436,936)	(1,314,136)	38.24
NET RESULT AFTER CAPITAL ITEMS	(4,332,289)	(2,332,562)	(3,660,936)	(1,328,374)	36.29

Lockyer Valley Regional Council (Infrastructure) Statement of Comprehensive Income For Period Ending May 2021

	Current Annual Budget	Actuals YTD	Budget YTD	Variance Amount YTD	Variance % YTD
Income					
Revenue					
Recurrent Revenue					
Rates and Utility Charges (Gross)	8,107,135	8,105,063	8,107,135	2,072	0.03
Discount	(180,000)	(205,193)	(180,000)	25,193	(14.00)
Charges and Fees	815,770	830,432	725,039	(105,393)	(14.54)
Interest	43,000	34,341	39,417	5,076	12.88
Operating Grants and Subsidies	2,704,618	2,018,513	2,020,618	2,105	0.10
Operating Contributions and Donations	46,700	51,367	46,700	(4,667)	(9.99)
Revenue - Contract/Recoverable Works	1,153,949	777,367	983,196	205,829	20.93
Other Revenue	622,880	749,331	558,057	(191,274)	(34.28)
Total Recurrent Revenue	13,314,052	12,361,222	12,300,162	(61,060)	(0.50)
Capital Revenue					
Capital Grants, Subsidies and Contributions	12,373,014	7,403,868	8,118,014	714,145	8.80
Total Revenue	25,687,066	19,765,090	20,418,176	653,085	3.20
Capital Income			-	-	-
Total Income	25,687,066	19,765,090	20,418,176	653,085	3.20
Expenses					
Recurrent Expenses					
Employee Costs	9,079,413	8,016,227	8,455,564	439,337	5.20
Goods and Services	8,699,939	6,493,589	7,291,696	798,107	10.95
Finance costs	753,135	570,414	569,998	(416)	(0.07)
Depreciation	1,603,941	1,425,308	1,470,279	44,971	3.06
Total Recurrent Expenses	20,136,428	16,505,538	17,787,537	1,281,999	7.21
Capital Expenses		4,921,534		(4,921,534)	
Loss on Sale	224,000	252,542	224,000	(28,542)	(12.74)
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Total Expenses	20,360,428	21,679,615	18,011,537	(3,668,078)	(20.37)
Net Recurrent Result/Operating Surplus/(Deficit)	(6,822,375)	(4,144,317)	(5,487,375)	(1,343,059)	24.48
NET RESULT AFTER CAPITAL ITEMS	5,326,639	(1,914,524)	2,406,639	4,321,163	179.55

LOCKYER VALLEY REGIONAL COUNCIL STATEMENT OF FINANCIAL POSITION As at 31 May, 2021

	2020-2021 Annual Budget	2020-2021 YTD Actual
Current Assets		
Cash assets and cash equivalents	26,310,000	27,430,609
Cash investments	-	6,000,000
Trade and other receivables	3,770,000	3,023,812
Inventories	300,000	362,339
Contract Receivable	-	1,947,601
Non-current assets classified as held for sale	-	549,000
Total Current Assets	30,370,000	39,313,361
Non Current Assets		
Trade and other receivables	14,740,000	14,734,969
Equity investments	33,470,000	31,337,620
Investment properties	2,110,000	2,110,000
Property, plant and equipment	559,740,000	547,103,724
Intangible assets	6,220,000	4,212,711
Total Non Current Assets	616,290,000	599,499,024
TOTAL ASSETS	646,660,000	638,812,385
Current Liabilites		
Trade and other payables	4,480,000	1,127,597
Provisions	8,620,000	8,101,118
Borrowings	1,580,000	383,914
Contract Liability Grants	-	1,836,535
Total Current Liabilities	14,670,000	11,449,164
Non Current Liabilities		
Provisions	30,220,000	29,852,338
Borrowings	19,980,000	21,570,167
Total Non Current Liabilities	50,200,000	51,422,505
TOTAL LIABILITIES	64,870,000	62,871,669
NET COMMUNITY ASSETS	581,790,000	575,940,716
Community Equity		
Retained surplus (deficiency)	400,457,000	386,873,917
Asset revaluation surplus	176,990,000	176,990,877
Reserves	-	1,305,984
Current Surplus/(Deficit)	4,333,000	10,769,937
TOTAL COMMUNITY EQUITY	581,790,000	575,940,716

LOCKYER VALLEY REGIONAL COUNCIL Statement of Cash Flows For the Period Ending 31 May, 2021

	2020-2021 Annual Budget	2020-2021 YTD Actuals
Cash flows from operating activities:		
Receipts		
Receipts from customers	60,060,000	53,968,380
Dividend received	-	-
Interest received	1,030,000	1,067,336
Payments	(47.000.000)	(40,000,004)
Payments to suppliers and employees	(47,390,000)	(42,038,664)
Interest expense	(1,090,000)	(824,124)
Net cash inflow (outflow) from operating activities	12,610,000	12,172,929
iver cash innow (outnow) from operating activities	12,010,000	12,172,929
Cash flows from investing activities:		
Capital grants, subsidies and contributions	12,500,000	9,554,380
Payments for property, plant and equipment	(24,750,000)	(14,000,986)
Payments for investment property	(= :,:==,===,	(= 1,,,
Net transfer (to) from cash investments	790,000	_
Proceeds from sale of property plant and equipment	370,000	515,964
	,	
Net cash inflow (outflow) from investing activities	(11,100,000)	(3,930,643)
Cash flows from financing activities:		
Repayment of borrowings	(1,510,000)	(1,121,692)
Proceeds from borrowings	-	-
Net cash inflow (outflow) from financing activities	(1,510,000)	(1,121,692)
Net increase (decrease) in cash and cash equivalents held	-	7,120,594
	26.240.222	25.240.245
Cash and cash equivalents at beginning of the financial year	26,310,000	26,310,015
Cash and cash equivalents at end of the financial year	26,310,000	33,430,609

LOCKYER VALLEY REGIONAL COUNCIL For Period Ended May, 2021

CAFITAL	ORKS PRO	GRAM SUN	MMARY			
	Budget	Actual	Committed	Total (includes committed costs)	Remaining Bu	ludge
INFRASTRUCTURE						
Capital Program Delivery	11,518,251	7,471,912	1,088,445	8,560,357	2,957	7,89
Cemetery	137,500	128,469	-	128,469	9	9,03
Civil Operations	80,000	81,198	-	81,198	(1,	,198
Facilities	3,780,203	2,913,746	451,644	3,365,389	414	4,81
Fleet	1,971,520	62,509	1,203,781	1,266,290	705	5,23
Parks & Open Spaces	4,569,122	2,972,695	1,160,626	4,133,321	435	5,80
Technical Services	30,000	-	-	-	30	0,00
Transfer Stations	643,103	500,931	20,135	521,065	122	2,03
Waste Collection	14,000	6,717	-	6,717	7	7,28
Total for Group	\$ 22,743,699	\$ 14,138,177	\$ 3,924,630	\$ 18,062,807	\$ 4,680	,892
PEOPLE AND BUSINESS PERFORMANCE						
PEOPLE AND BUSINESS PERFORMANCE Disaster Management	94,000	26,435	29,011	55,446	38	8,55
	94,000 945,040	26,435 627,212	29,011 270,860	55,446 898,072		8,55 6,96
Disaster Management	-				46	6,96
Information Communication Technology	945,040	627,212	270,860	898,072	46	-
Disaster Management Information Communication Technology Public Order & Safety Fotal for Group	945,040 73,000	627,212 50,173	270,860 14,998	898,072 65,171	46	6,96 7,82
Disaster Management Information Communication Technology Public Order & Safety Fotal for Group	945,040 73,000	627,212 50,173	270,860 14,998	898,072 65,171	\$ 93,	6,96 7,82 1 ,351
Disaster Management Information Communication Technology Public Order & Safety Fotal for Group COMMUNITY AND REGIONAL PROSPERITY	945,040 73,000 \$ 1,112,040	627,212 50,173 \$ 703,820	270,860 14,998 \$ 314,868	898,072 65,171 \$ 1,018,689	\$ 93,	6,96 7,82 1, 351
Disaster Management Information Communication Technology Public Order & Safety Fotal for Group COMMUNITY AND REGIONAL PROSPERITY Growth & Policy	945,040 73,000 \$ 1,112,040 849,242	627,212 50,173 \$ 703,820 82,035	270,860 14,998 \$ 314,868	898,072 65,171 \$ 1,018,689 469,442	\$ 93,	6,96 7,82 3, 351 9,80 7,27

For Period Ended May, 2021

INFRASTRUCTURE Cost Centre: Technical Services Cost Centre: Transfer Stations Cost Centre: Waste Collection Program: Other Infrastructure Projects Cost Centre: Parks & Open Spaces Program: Waste Collection Projects Other Infrastructure Projects Projects Total Program: Transfer Station Projects Waste Collection Projects Projects Total Technical Services Projects Projects Total Program: Technical Services Projects Transfer Station Projects Projects Total Gatton CBD Disability Parking Restoration of access L202 CP817791 Oil Buildings Upgrade and Maintenance M/ Plan Gatton Long Haul Waste Facility Gttn Landfill Fence Sth Boundary (W4QLD) Construct liner against Cell 1 (W4QLD) Asbestos Bin Gatton Landfill Laidley Transfer Station (URCS) Garbage Truck Turnarounds 25,000 643,103 477,887 67,500 67,500 41,280 28,936 30,000 55,000 14,000 430,715 28,936 17,866 17,866 41,274 6,717 6,717 CAPITAL WORKS PROGRAM 20,135 20,135 20,135 521,065 430,715 17,866 17,866 41,274 28,936 6,717 6,717 47,172 49,634 49,634 30,000 55,000 7,283 7,283 0 Total Amount of 377,887 28,113 Council Design ompletion 0 100 15

Culvert Renewal Programme Projects Total	Summerholm Rd, Summerholm	2020/2021 Culvert Renewal Program	Program: Culvert Renewal Programme	Bridge Renewal Programme Projects Total	Cran Bridge Deck Renewal (BRP)		Connoles Bridge Rehabilitation (LRCI2)	Program: Bridge Renewal Programme	Asphalt Resheet Programme Projects Total	2020/2021 Asphalt Resheet Program (LRCI)	Cost Centre: Capital Program Delivery Program: Asphalt Resheet Programme	Other Infrastructure Projects Projects Total	East Egypt Road, Mount Whitestone	Program: Other Infrastructure Projects	Cost Centre: Civil Operations	Parks and Open Spaces Projects Projects Total	Springbrook Park Fence Renewal (DCP)	Littleton Park Shade Sail (DCP)	Lake Apex Playground Equipment (W4QLD)	HVale/Fairways Park Stage 1B & 1D (URCS)	Hatton Vale/Fairways Park Stage1C (URCS)	Hatton Vale/Fairways Park Stage1A (BBRF)	Gatton Skate Park (DCP)	Gatton CBD Upgrade (W4QLD)	Forest Hill Skate Park Repairs (DCP)	Bugler Park Shade Sail (DCP)	Program: Parks and Open Spaces Projects		
47,052	6,052	41,000		545,000	245,000		300,000		310,079	310,079		80,000	80,000			4,501,622	18,730	4,948	15,000	1,740,000	1,000,000	1,600,000	14,701	46,448	38,095	23,700		Budget	
23,542	6,052	17,490		152,527	151,227	·	1.300		54,269	54,269		81,198	81,198			2,954,829	18,730	4,948	14,307	1,006,609	796,008	990,236	14,701	47,495	38,095	23,700		Actual	
25,613		25,613		72,730	72,730				796	796						1,160,626				442,483	185,146	532,514		484				Committed	
49,155	6,052	43,103		225,257	223,957	,	1.300		55,065	55,065		81,198	81,198			4,115,454	18,730	4,948	14,307	1,449,092	981,154	1,522,750	14,701	47,978	38,095	23,700		committed costs) Remaining Budget	Total (includes
(2,103)	0	(2,103)		319,743	21,043		298.700		255,014	255,014		(1,198)	(1,198)			386,168	0	0	693	290,908	18,846	77,250	0	(1,530)	(0)	(0)		aining Budget	
				418,000	118,000		300,000		310,079	310,079						3,693,444	17,600	4,948	15,000	1,740,000	1,000,000	800,000	14,701	45,000	38,095	18,100		Funding	Total Amount of
47,052	6,052	41,000		127,000	127,000							80,000	80,000			808,1/8	1,130					800,000		1,448		5,600		Contribution	Council
	100	100			100		0			100			100				100	100	100	100	100	100	100	100	100	100		Completion %	Design
	100	0			100		0			100			100				100	100	100	70	95	70	100	100	100	100		Completion %	Construction
					_	funded works. This project will be carried over to 2021/2022.	Commencement of LRCI2			_				1														Comments	

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Program: Footpath Renewal Programme Patrick St, Laidley Footpath Renewal(DCP)	Budget 287,000	Actual 284,542	Committed	Total (includes committed costs) Remaining Budget 284,542 2,459	naining Budget	Total Amount of Funding 229,009	Council Contribution 57,991	Design Completion %
Patrick St, Laidley Footpath Renewal (DCP) Footpath Renewal Programme Projects Total	287,000 287,000	284,542 284,542		284,542 284,542	2,458 2,458	229,009 229,009	57,991 57,991	100
Program: Floodway Renewal Programme								
2020/2021 Floodway Renewal Program Floodway Renewal Programme Projects Total	10,000	4,482 4,482		4,482 4,482	5,518 5,518		10,000	'n
Program: Gravel Resheet Programme								
2020/2021 Gravel Resheet Program (RTR)	900,000	827,306	31,522	858,828	41,172	523,701	376,299	100
Gravel Resheet Programme Projects Total	900,000	827,306	31,522	858,828	41,172	523,701	376,299	
Program: Kerb & Channel Renewal Programme								
2020/2021 Kerb & Channel Renewal Program	50,000				50,000		50,000	0
Kerb & Channel Renewal Programme Projects Total	50,000			,	50,000		50,000	
Program: Other Infrastructure Projects								
Bus Shelter Western Dr &Turner St (BSSP)	42,000	1,557	22,500	24,056	17,944	39,968	2,032	100
Cochrane Street, Gatton Footpath (URCS)	40,000	30,555		30,555	9,445	15,000	25,000	100
Cooper St, Laidley - Drainage Stage 1	55,000	40,176	6,479	46,654	8,346		55,000	60
Cycle Network Gatton (PCNP)	50,000	19,642	366	20,008	29,992	50,000		20
Digital Signage (LER)	5,000	975		975	4,025	5,000		(r)
Fairway Dr,Kensington Gr Footpath (DCP)	290,000	271,545		271,545	18,455	271,545	18,455	100
Flagstone Cr Rd/Hartz Rd/Carpend (HVSPP)								70
	56,000	2,580	52,449	55,029	971	56,000		
Flagstone Cr/Lockyer Cr Rd (HVSPP)	10,000	,		•	10,000	10,000		50
Future Design Works 2021/2022	90,000	1,572		1,572	88,428		90,000	Not Applicable
Gatton Industrial Estate (HVSPP)	15,000	32,141	1,576	33,717	(18,717)	15,000		40
Gehrke/Rons Rd Lighting (supplement BS)	12,595	12,595		12,595	0		12,595	100
GranthamScrub Rd/GranthamWinwill (HVSPP)	40,000	5,561	8,118	13,679	26,321	40,000		10
Laidley Hospital Disability Improvement	20,000	10,724		10,724	9,276		20,000	100
Laidley LED Street Lighting (LGGSP)	255,000	45,740	211,147	256,887	(1,887)	150,000	105,000	100
Laidley LED Street Lighting (URCS)	105,000	44,289	43,458	87,747	17,253	105,000		100
Lake Apex Park, Gatton Footpath (W4QLD)	55,000	53,146		53,146	1,854	54,000	1,000	100
LDSHS Highview Av, Gatton Car Park(STIP)	336,000	336,326		336,326	(326)	303,000	33,000	100
Maroske Road, Plainalnd Turn Around	27,000	26,127		26,127	873		27,000	100
		1	75 903	127 047	72.953	200 000		100

Program: Seal Renewal Programme 2020/2021 Reseal Program (RTR)	Woodlands Rd Rehabilitation Part 3 (TIDS Pavement Widening Programme Projects Total	Lake Clarendon Way Widening (RTR) Woodlands Rd Pavement Rehab (LRCIZ)	Program: Povement Widening Programme Grantham Scrub Road - TIDS 21/22	Summerholm Road Rehabilitation	Railway Street, Gatton (LRCI2)	Postmans RidgeRd, Pavement Renewal (TIDS	Postmans Ridge Rd, Helidon Spa	Gentke Road, Plainland - 1105 21/22	Flagstone Creek Rd Rehabilitation	Brightview Road Rehabilitation	Program: Pavement Renewal Programme	Other Infrastructure Projects Projects Total	Woodlands Rd & Rangeview Drive (BS)	William Street, Gatton Foothpath (W4QLD)	Wandin Road, Withcott - Table Drains	Vehicle Activated Signs Bases Various	TSRC Haulage Roads Compensation	Spa Water Road, Blanchview (BS)	SafeSchools Project KentvilleSchool TIDS	Railway Crossings Safety Improvements	Patrick St, Laidley Asphalt Overlay	Old College Road, Gatton Footpath(W4QLD)	
1,485,000	510,000 1,230,000	340,000 350,000	30,000	17,403	250,000	900,000	140,000	5,000	120,000	80,000		3,158,590	345,000	126,000	60,000	17,995	331,000	350,000	75,000	20,000	88,000	42,000	Budget
1,405,398	453,851 736,448	275,602	6,995	25,263		391,411	96,147	6,559	53,228	39,579		1,827,953	127,049	104,396			275,446	292,983	9,608	,	1,117	30,958	Actual
4,820	5,730 105,813	80,179	19,904	95		259,481		448	836	6,008		571,147	121,433	166			,	27,553	,	,			Committed
1,410,217	459,581 842,261	355,780	26,899	25,358		650,893	96,147	/,00/	54,063	45,587		2,399,100	248,482	104,562			275,446	320,536	9,608		1,117	30,958	Total (includes committed costs) Remaining Budget
74,783	50,419 387,739	(15,780) 350,000	3,101	(7,955)	250,000	249,107	43,853	(2,007)	65,937	34,413		759,490	96,518	21,438	60,000	17,995	55,554	29,464	65,392	20,000	86,883	11,042	maining Budget
650,663	216,446 782,700	216,254 350,000		709 000	250,000	459,000						2,333,513	320,000	95,500			331,000	223,000	30,000			19,500	Total Amount of Funding
834,337	293,554 447,300	123,746	30,000	17,403		441,000	140,000	5,000	120,000	80,000		825,077	25,000	30,500	60,000	17,995		127,000	45,000	20,000	88,000	22,500	Council Contribution
100	100	100	22	100	0	100	100	c	70	10			100	100	100	100	100	100	70	0	0	100	Design Completion %
100	100	0 95	o	0	0	60	100	c	0	0			30	100	0	50	100	95	0	0	0	100	Construction Completion %
-		Commencement of LRC/2 funded works. This project will be carried over to 2021/2022			Commencement of LRC/2 funded works. This project will be carried over to 2021/2022.																		Comments

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	Budget	Actual	Committed	Total (includes committed costs) Remaining Budget	maining Budget	Total Amount of Funding	Council Contribution	Design Completion %	Construction Completion %	Comments
Seal Renewal Programme Projects Total	1,485,000	1,405,398	4,820	1,410,217	74,783	650,663	834,337			
Program: Seal Road Upgrade Programme										
Amos Rd, Withcott Upgrade to Seal (BORT)	900,000	869,089	7,067	876,156	23,844	654,000	246,000	100	100	
Beutels Road Seal Upgrade CH600-800	69,127	68,832		68,832	295		69,127	100	100	
Dolleys Road, Withcott - Upgrade to Seal	602,000	562,605		562,605	39,395		602,000	100	100	
Seal Road Upgrade Programme Projects Total	1,571,127	1,500,526	7,067	1,507,593	63,534	654,000	917,127			
Program: Stormwater Renewal Programme										
Railway St, Helidon - Stormwater 21/22	2,000	2,046	417	2,463	(463)		2,000	5	0	
Whittle Street, Gatton Drainage (URCS)	400,000	33,171	91	33,261	366,739	400,000		100	0	
Stormwater Renewal Programme Projects Total	402,000	35,216	508	35,725	366,275	400,000	2,000			
Program: Traffic Management Renewal Programme										
Traffic Management Renewal Program	10,000	7,518	1,560	9,078	922		10,000	100	0	
Traffic Management Renewal Programme Projects Total	10,000	7,518	1,560	9,078	922		10,000			
Cost Centre: Fleet										
Program: Fleet Projects										
Earthmoving Equipment	350,000		291,545	291,545	58,455	70,000	280,000	Not Applicable	Not Applicable	
Light Commercial Vehicles	560,000	62,509	334,240	396,749	163,251	140,000	420,000	Not Applicable	Not Applicable	
Passenger Vehicles	168,000		25,075	25,075	142,925	20,000	148,000	Not Applicable	Not Applicable	
SES Vehicles & Plant (SES Support Grant)	40,000		39,989	39,989	11	18,490	21,510	Not Applicable	Not Applicable	
Tractors	112,670	,			112,670		112,670	Not Applicable	Not Applicable	
Trailers	100,000	,	85,972	85,972	14,028	10,000	90,000	Not Applicable	Not Applicable	
Trucks	640,850		426,959	426,959	213,891	120,000	520,850	Not Applicable	Not Applicable	
Fleet Projects Projects Total	1,971,520	62,509	1,203,781	1,266,290	705,230	378,490	1,593,030			
Cost Centre: Cemetery										
Program: Cemetery Projects										
Gatton Cemetery Bubbler & S/Strip(W4QLD)	42,000	45,185		45,185	(3,185)	39,860	2,140	100	100	Cost overrun due to additional seam strip works undertaken.
Gatton Cemetery Upgrades (URCS)	65,000	53,147		53,147	11,853	65,000		100	100	
Ldley Cemetery Seam StripRenewal (W4QLD)	30,500	30,136		30,136	364	30,140	360	100	100	
Cemetery Projects Projects Total	137,500	128,469		128,469	9,031	135,000	2,500			
Program: Facilities Projects										

				\$ 8,256,036	\$ 14,487,663 \$	4,680,892	3,924,630 \$ 18,062,807 \$	\$ 3,924,630	\$ 14,138,177	\$ 22,743,699 \$ 14,138,177 \$	Total for Group
Budget Actual Committed Costs Resultation Total Control Total Cont					2,822,784	414,814	3,365,389	451,644	2,913,746	3,780,203	acilities Projects Projects Total
		0	0	20,000		19,118	882	162	720	20,000	Springbrook Park Entry Upgrade
		0	(n	9,800		909	8,891	7,860	1,031	9,800	Nielsen's Place Shade Structure
		100	100		161,000	1,056	159,944	20,490	139,454	161,000	LVCC Roof Rectification Works (W4QLD)
	of air con unit in the comms room. Variation for replacement of the evaporative cooler the services the kitchen										
	Variation for replace	99	100		305,000	(18,729)	323,729	94,672	229,057	305,000	LVCC HVAC Rect & Plant Rooms (W4QLD)
		100	100		64,000	6,198	57,802		57,802	64,000	Ldley S'Yard Timber Pens & Posts (W4QLD)
		100	100	2,912	20,000	0	22,912		22,912	22,912	Ldley S'Yard Awning Rectification (DCP)
Budget		100	100	5,300		82	5,218	,	5,218	5,300	Lake Clarendon Public Toilets Refurb
Budget Actual Committed Committed		0	90		30,000	22,769	7,231		7,231	30,000	Lake Apex Youth Node Upgrade (LRCI)
Budget Actual Committed Committed	Project management costs and quantity surveyor fees results cost overrun	0	60	6,750		(1,801)	8,551	3,170	5,381	6,750	Lake Apex Amphitheatre
Budget Actual Committed Committed		70	100	50,000	250,000	23,914	276,086	5,864	270,222	300,000	Laidley Rec Reserve Entry Upgrade (LRCI)
Budget Actual Committed Committed		100	100		58,720	(1,534)	60,254		60,254	58,720	Laidley Pool Upgrade (URCS)
Budget Actual Committed Committed		100	100		15,000	(1,174)	16,174		16,174	15,000	Laidley Cultural Centre PA System (URCS)
Budget Actual Committed Committed	overrun										
	Project managemen	100	100		117,000	(4,239)	121,239		121,239	117,000	Laidley CC Acoustic Improvements (LRCI)
		5 0	50	65,800		10,468	55,332	25,261	30,071	65,800	Gatton Showgrounds Equestrian Centre
Budget Actual Committed Committed Countried Countried		100	100	39,000		2,304	36,696	723	35,973	39,000	Gatton Showgrounds Energy Reduction
Budget Actual Committed Committed costs) Remaining Budget Total Amount of Funding Contribution Council Contribution Design Construction Construction State Committed costs (Completion State Completion Stat		100	100	77,783	866,714	125,294	819,203	105,550	713,653	944,497	Gatton Shire Hall Improvements (BoR)
Budget Actual Committed Committed Council Council Council Council Council Council Council Committed Council Council Council Committed Council		100	100		250,000	27,428	222,572	14,414	208,158	250,000	Gatton S'Hall Roof Restoration (W4QLD)
Budget Actual Committed Committed		85	885	50,000	156,000	78,028	127,972		127,972	206,000	Gatton S'Grounds Masterplan Work (W4QLD)
Budget Actual Committed Committed Council Remaining Budget Total Amount of Council Completion % Completion		0	100		20,000	2,316	17,684	17,273	411	20,000	Gatton S'Grounds Horse Area (W4QLD)
Budget Actual Committed Committed costs) Remaining Budget Total Amount of Funding Contribution Countribution Completion % Completion % Completion % 5,750 - 5,750 - 5,750 - 5,750 - 5,750 10 0 40,000 9,623 31,606 41,229 (1,229) - 40,000 100 85 168,000 49,998 35,808 85,806 82,194 - 168,000 100 80 7,500 7,581 - 7,581 (81) - 7,500 100 100		100	100	388,824	439,350	15,956	812,218	88,792	723,426	828,174	Gatton S/Hall Compliance Upgrade (BBRF)
Budget Actual Committeed costs) Remaining Budget Total Amount of Funding Contribution Countribution Completion % Completion % Completion % 5,750 - 5,750 - 5,750 - 5,750 - 5,750 - 10 0 40,000 9,623 31,606 41,229 (1,229) - 40,000 100 85 168,000 49,998 35,808 85,806 82,194 - 168,000 100 80		100	100	7,500		(81)	7,581	,	7,581	7,500	Gatton Depot W'Shop Building Alterations
Budget Actual Committeed costst) Remaining Budget Funding Contribution Completion % Completion		80	100	168,000		82,194	85,806	35,808	49,998	168,000	Das Neumann Haus Stair Alteration Design
Budget Actual Committed contribution S,750 5,750 - 5,750		85	100	40,000		(1,229)	41,229	31,606	9,623	40,000	Corrective Electrical Upgrades
Actual Committed committed costs) Remaining Budget Funding Contribution Completion % Completion %		0	10	5,750		5,750				5,750	Community Facilities Work Packages
	Comments	Construction Completion %	Design Completion %	Council		maining Budget	(includes committed costs) Rei		Actual	Budget	

	D	A Control	Committee	(includes	,	lotal Amount of	Council	Design
Cost Centre: Disaster Management	•							
Program: Disaster Management Projects								
Flood Warning System Upgrade	50,000	26,435		26,435	23,565		50,000	0
River Height Gauge Equipment Upgrade	34,000		27,243	27,243	6,757		34,000	0
River Height Gauge Signage	10,000		1,767	1,767	8,233		10,000	0
Disaster Management Projects Projects Total	94,000	26,435	29,011	55,446	38,554		94,000	
Cost Centre: Information Communication Technology	ВУ							
Program: Information Communication Technology Projects	jects							
Cyber Security	80,000	60,626	19,273	79,899	101		80,000	60
Flood Inform Advice Portal (QLD I & I)	135,000	78,685	40,065	118,750	16,250	135,000		100
Intranet Renewal	5,000	10,098	529	10,626	(5,626)		5,000	90
LVCC Audio Visual	26,000	,	25,940	25,940	60		26,000	50
Network Cabinets & Cabling	20,000	18,055		18,055	1,945		20,000	100
Network Perimeter Security (Firewalls)	30,000	29,115		29,115	885		30,000	100
Online Bookings	22,300	2,325	7,282	9,607	12,693		22,300	100
SES Hardware	19,340	11,276	5,140	16,416	2,924		19,340	100
Switches Renewal	69,400	49,515	10,500	60,015	9,385		69,400	100
TechnologyOne	400,000	289,668	86,117	375,785	24,215		400,000	100
Unified Communications	40,000	,	40,538	40,538	(538)		40,000	100
Upgrade MS Office	50,000	57,642	11,177	68,819	(18,819)		50,000	100
UPS Renewal	18,000	14,507		14,507	3,493		18,000	100
Website Upgrade	30,000	5,700	24,300	30,000			30,000	100
Information Communication Technology Projects Projects Tot	945,040	627,212	270,860	898,072	46,968	135,000	810,040	
Cost Centre: Public Order & Safety								
Program: Public Order and Safety Projects					2		2	5
Core opening improvements	000,62	14,080		T+,080	JO,JZO		20,000	8
eatton and raidley cciv (coe)	33,000	34,306		34,306	(1,30b)	33,000		100
LANCOCIA	T5,000	1,18/	14,998	C81,01	(CST,T)		000,c1	T00
Public Order and Safety Projects Projects Total	73,000	50,173	14,998	65,171	7,829	33,000	40,000	
Total for Group	\$ 1,112,040 \$	703,820 \$	314,868	314,868 \$ 1,018,689 \$	93,351 \$	\$ 243,000 \$	869,040	
Y AND REGIONAL PROSPERITY		703,820 \$	314,868	\$ 1,018,689 \$	93,351	243,000	869,040	
Cost Centre: Regional Development								

43,610 213,170 91,284 - 3,440 - 3,440 - 88,870 40,088 - 60,000 34,470 19,360 99,354 44,999 20,163 (63) 88,251 2,246 425,832 166,630	91,284 3,440 78,010 - 33,830 - 99,354 4,002 46,428 356,348 \$	10,860 640 16,161 41,823 69,485	91,284 3,440 128,958 60,000 53,830 144,353 20,100 90,497 592,462 \$ 899,242 \$	Flood Modelling: Laidley Local (NDRP) Flood Modelling: Laidley Reg Ph1 (NDRP) Floor Survey Contract (NDRP) Landuse Planning (NDRP) Landuse Planning (NDRP) Local Flood Plain Mngmt Plan 2/2 (NDRP) Lockyer Creek Hydrology PJ 1/2 (NDRP) Lockyer Creek Hydrology PJ 2/2 (NDRP) NRDP Projects Projects Total
	91,284 3,440 78,010 - 33,830 99,354 4,002 46,428 356,348	10,860 640 16,161 41,823 69,485	91,284 3,440 128,958 60,000 53,830 144,353 20,100 90,497 592,462	Flood Modelling - Laidley Local (NDRP) Flood Modelling - Laidley Reg Ph1 (NDRP) Floor Survey Contract (NDRP) Landuse Planning (NDRP) Local Flood Plain Mngmt Plan 2/2 (NDRP) Lockyer Creek Hydrology P1 1/2 (NDRP) Lockyer Creek Hydrology P1 2/2 (NDRP) Lockyer Creek Hydrology P1 2/2 (NDRP) RDP Projects Projects Total
	91,284 3,440 78,010 - 33,830 99,354 4,002 46,428 356,348	10,860 640 16,161 41,823 69,485	91,284 3,440 128,958 60,000 53,830 144,353 20,100 90,497 592,462	Flood Modelling - Laidley Local (NDRP) Flood Modelling - Laidley Reg Ph1 (NDRP) Floor Survey Contract (NDRP) Landuse Planning (NDRP) Local Flood Plain Mngmt Plan 2/2 (NDRP) Lockyer Creek Hydrology PJ 1/2 (NDRP) Lockyer Creek Hydrology PJ 2/2 (NDRP) Lockyer Creek Hydrology PJ 2/2 (NDRP)
	91,284 3,440 78,010 - 33,830 99,354 4,002 46,428	10,860 - 640 - 16,161 41,823	91,284 3,440 128,958 60,000 53,830 144,353 20,100 90,497	Flood Modelling - Laidley Local (NDRP) Flood Modelling - Laidley Reg Ph1 (NDRP) Floor Survey Contract (NDRP) Landuse Planning (NDRP) Local Flood Plain Mngmt Plan 2/2 (NDRP) Lockyer Creek Hydrology PJ 2/2 (NDRP) Lockyer Creek Hydrology PJ 2/2 (NDRP)
	91,284 3,440 78,010 - - 33,830 99,354 4,002	10,860 - - 640 - 16,161	91,284 3,440 128,958 60,000 53,830 144,353 20,100	Flood Modelling - Laidley Local (NDRP) Flood Modelling - Laidley Reg Ph1 (NDRP) Floor Survey Contract (NDRP) Landuse Planning (NDRP) Local Flood Plain Mngmt Plan 2/2 (NDRP) Lockyer Creek Hydrology PJ 1/2 (NDRP)
	91,284 3,440 78,010 - 33,830 99,354	10,860	91,284 3,440 128,958 60,000 53,830 144,353	Flood Modelling - Laidley Local (NDRP) Flood Modelling - Laidley Reg Ph1 (NDRP) Floor Survey Contract (NDRP) Landuse Planning (NDRP) Local Flood Plain Mngmt Plan 2/2 (NDRP)
	91,284 3,440 78,010 - 33,830	10,860	91,284 3,440 128,958 60,000 53,830	Flood Modelling - Laidley Local (NDRP) Flood Modelling - Laidley Reg Ph1 (NDRP) Floor Survey Contract (NDRP) Landuse Planning (NDRP)
	91,284 3,440 78,010	10,860	91,284 3,440 128,958 60,000	Flood Modelling - Laidley Local (NDRP) Flood Modelling - Laidley Reg Ph1 (NDRP) Floor Survey Contract (NDRP)
	91,284 3,440 78,010	10,860	91,284 3,440 128,958	Flood Modelling - Laidley Local (NDRP) Flood Modelling - Laidley Reg Ph1 (NDRP)
	91,284 3,440		91,284 3,440	Flood Modelling - Laidley Local (NDRP)
	91,284	,	91,284	
				Evacuation Planning (NDRP)
				Program: NRDP Projects
	31,060	12,550	256,780	Growth and Policy Projects Projects Total
- 55,000			55,000	Tenthill DM Study
- 50,000			50,000	Rectification Design Withcott
8,333 6,717	8,333		15,050	Planning Scheme Revision LVRC
2,550 32,450		2,550	35,000	LGIP Prepare Infrastructure Plan
- 69,000			69,000	Laidley Reg Update Model & Mitigation
25,000	15,000	10,000	25,000	Flood Mapping and Modelling L'yer Catchm
7,728	7,728		7,730	Cooper St Mitigation
				Program: Growth and Policy Projects
				Cost Centre: Growth & Policy
	10,00/	,,090	000,00	negional Developments Projects Projects Total
	15,637	7,090	50,000	Program: Regional Developments Projects Lake Apex Desilting Early Design Works
(includes ommitted costs) Remaining Bud	Committed	Actual	Budget	
N N	Total (Includes ommitted costs) Remaining Budget 22,727 27,273 22,727 27,273 22,727 27,728 2 25,000 -	Total (includes committed costs) Remaining 22,727 37 22,727 37 22,727 37 22,728	Total (Includes Committed Committed Committed Committed costs) Remaining Costs Remaining Costs Remaining Costs Remaining Costs Remaining Costs Remaining Costs Cos	Total (Includes Actual Committed committed costs) Remaining (22,727),000 7,090 15,637 22,727 ,000 7,090 15,637 22,727 ,000 7,090 15,637 22,727

10.2 Amendment to Register of Cost Recovery and Commercial Fees and Charges

2021-2022

Author: Jodi Marchant, Chief Financial Officer; Kirsty Johnson, Coordinator Revenue

Services

Responsible Officer: Ian Church, Chief Executive Officer

Purpose:

The purpose of this report is to seek Council's endorsement to amend the 2021-22 Register of Fees and Charges effective from 1 July 2021.

Officer's Recommendation:

THAT Council include within its Register of Cost Recovery and Commercial Fees and Charges 2021-22 the additional and amended fees and charges as attached to this report, with an effective date of 1 July 2021;

AND further;

THAT Council remove the following fees as they are no longer applicable:

2.13.2 - Camping Fees - Council Owned Camping Grounds

- Powered Site Lake Dyer
- Unpowered Site Lake Dyer
- Bond for key for facilities at Lake Dyer

Executive Summary

Council is required as part of its annual budget process, to review its fees and charges each year to ensure that:

- Cost recovery fees and charges continue to reflect the cost of providing the services performed; and
- Commercial fees and charges are appropriate given the commercial nature of the services provided.

The Register of Cost Recovery and Commercial Fees and Charges for 2021-2022 were originally adopted on 19 May 2021 to take effect from 1 July 2021. Since adoption it has become apparent that several fees need to be amended or removed.

Proposal

Since the adoption of the 2021-2022 Fees & Charges it has become apparent that a number of fees need to be amended to suit Council's new software program 'Bookable' to ensure that the booking program can work efficiently. To compensate this fees that where adopted on the 19 May 2021 need to be rounded to suit the new system.

Cemeteries

All fees have been slightly adjusted, rounding them to the nearest dollar.

Community Facilities

- Fees have been adjusted for rounding
- Additional fee added back in for half day bookings
- Half day booking fees have been increased because users are booking the half day rate because it is cheaper than per hour and then not requiring the facility for more than an hour or two. This is not allowing other potential customers to book the facility

Updated and amended fees shown in the attached table.

Lake Dyer Camping Fees

A new arrangement for the operation of the Lake Dyer facility will commence from 1 July 2021. A clause will be placed in management agree to reflect the ability for the operators to set fees, hence Council will not be required to include the fees associated with this site in the Register. It is proposed that these fees are removed from the Register effective 1 July 2021:

2.13.2 - Camping Fees - Council Owned Camping Grounds

- Powered Site Lake Dyer
- Unpowered Site Lake Dyer
- Bond for key for facilities at Lake Dyer

Options

Option One: Council adopt the amendments to the Register of Cost Recovery and Commercial Fees and Charges for 2021-2022, as attached, with an effective date of 1 July 2021.

Option Two: Council adopt the amendments to the Register of Cost Recovery and Commercial Fees and Charges for 2021-2022, as attached, with an effective date of 1 July 2021 with adjustments as proposed by Councillors at the Ordinary Council Meeting.

Option Three: Council do not adopt the amendments to the Register of Cost Recovery and Commercial Fees and Charges for 2021-2022, as attached.

Previous Council Resolutions

Resolution Number: 20-24/0307: THAT Council adopt the Cost Recovery and Commercial Fees and Charges for 2021-2022, as attached, with an effective date of 1 July 2021.

Critical Dates

Adoption needed on or before 1 July 2021.

Strategic Implications

Corporate Plan

Leadership and Council

Finance and Resource

The amendments to Council's 2021-22 Fees and Charges will ensure that the correct fee is charged for each service either on a cost recovery or commercial basis.

Legislation and Policy

Section 97 of the *Local Government Act 2009* provides for a local government to fix a cost recovery fee and Section 98 provides for a Register of Cost Recovery Fees.

Section 262 (3)(c) of the Act also empowers a local government to charge for a service or facility, other than a service or facility for which a cost-recovery fee may be fixed.

Council may amend its Fees and Charges by resolution at any time during the year.

Risk Management

Key Corporate Risk Category: FE1

Reference and Risk Description: Finance and Economic

Financial sustainability to support the achievement of strategy, goals

and objectives in the medium to long term

Consultation

Portfolio Councillor Consultation

Workshops were conducted with Council in regard to the preparation of the fees and charges register.

Internal Consultation

The proposed fees and charges contained in the attachments have been reviewed by relevant Group and Branch Managers.

External Consultation

N/A

Community Engagement

N/A

Attachments

1 Updated and Amended Fees and Charges

Fee Name	2020/2021 Fee	2021/2022 Fee	% Increase	\$ Increase
	(incl. GST)	(incl. GST)	(incl. GST)	(incl. GST)
Lockyer Valley Regional Council 2 Showgrounds – Show Ring, Grands		• .	_	2.9 – Entire
Booking Fee	\$25.00	\$25.00	0.00%	\$0.00
Lockyer Valley Regional Council 2	2 - Commercial Fees & Cl	harges 2.9 - S	nowgrounds	2.9.1 - Entire
Showgrounds - Show Ring, Grands	tand, Camping Ground a	and Carpark S	how Ring	
Hire Fees per Hour	\$59.00	\$61.00	3.39%	\$2.00
Hire Fees per Half Day	\$112.75	\$150.00	33.03%	\$37.25
Hire Fees per Full Day	\$225.50	\$232.00	2.88%	\$6.50
Lockyer Valley Regional Council 2	2 - Commercial Fees & C	harges 2.9 - S	nowgrounds	2.9.1 - Entire
Showgrounds - Show Ring, Grands	tand, Camping Ground a	and Carpark C	arpark	
<u>Hire Fees per Half Day</u>	\$60.00	\$75.00	25.0%	\$15.00
<u>Hire Fees per Hour</u>	\$36.00	\$36.00	0.00%	\$0.00
Hire Fees per Full Day	\$120.00	\$120.00	0.00%	\$0.00
Lockyer Valley Regional Council 2	2 - Commercial Fees & Cl	harges 2.9 - S	nowgrounds	2.9.1 - Entire
Showgrounds - Show Ring, Grands	tand, Camping Ground a	nd Carpark Li	ghts	
<u>Light Fee per Hour</u>	\$59.00	\$61.00	3.39%	\$2.00
Light Fees per Half Day	\$113.00	\$130.00	15.04%	\$17.00
	•			
Light Fees per Full Day	\$226.00	\$232.00	2.65%	\$6.00
	\$226.00 2 - Commercial Fees & Cl	harges 2.9 - Si	nowgrounds	
Light Fees per Full Day Lockyer Valley Regional Council 2 Showgrounds - Show Ring, Grands	\$226.00 2 - Commercial Fees & Cl	harges 2.9 - Si	nowgrounds	
Light Fees per Full Day Lockyer Valley Regional Council 2 Showgrounds - Show Ring, Grands Speedway	\$226.00 2 - Commercial Fees & Cl tand, Camping Ground a	harges 2.9 - Sl and Carpark S	nowgrounds	2.9.1 - Entire
Light Fees per Full Day Lockyer Valley Regional Council 2 Showgrounds - Show Ring, Grands Speedway Setting Up / Pack down Fee	\$226.00 2 - Commercial Fees & Classification \$655.00 \$115.75 2 - Commercial Fees & Classification	harges 2.9 - Sl and Carpark S \$675.00 \$115.75 harges 2.9 - Sl	3.05% 0.00%	\$20.00 \$0.00
Light Fees per Full Day Lockyer Valley Regional Council 2 Showgrounds - Show Ring, Grands Speedway Setting Up / Pack down Fee Lockyer Valley Regional Council 2	\$226.00 2 - Commercial Fees & Classification \$655.00 \$115.75 2 - Commercial Fees & Classification	harges 2.9 - Sl and Carpark S \$675.00 \$115.75 harges 2.9 - Sl	3.05% 0.00%	\$20.00 \$0.00
Light Fees per Full Day Lockyer Valley Regional Council 2 Showgrounds - Show Ring, Grands Speedway Setting Up / Pack down Fee Lockyer Valley Regional Council 2 Showgrounds - Show Ring, Grands	\$226.00 2 - Commercial Fees & Cl tand, Camping Ground a \$655.00 \$115.75 2 - Commercial Fees & Cl tand, Camping Ground a	harges 2.9 - Si and Carpark S \$675.00 \$115.75 harges 2.9 - Si and Carpark C	3.05% 0.00% nowgrounds	\$20.00 \$0.00 2.9.1 - Entire
Light Fees per Full Day Lockyer Valley Regional Council 2 Showgrounds - Show Ring, Grands Speedway Setting Up / Pack down Fee Lockyer Valley Regional Council 2 Showgrounds - Show Ring, Grands Bond Hire Fee	\$226.00 2 - Commercial Fees & Cl tand, Camping Ground a \$655.00 \$115.75 2 - Commercial Fees & Cl tand, Camping Ground a \$1025.00 \$655.00	harges 2.9 - Sland Carpark Sland Scand	3.05% 0.00% nowgrounds ircus 2.54% 3.05%	\$20.00 \$0.00 \$20.00 \$20.00 \$20.00
Light Fees per Full Day Lockyer Valley Regional Council 2 Showgrounds - Show Ring, Grands Speedway Setting Up / Pack down Fee Lockyer Valley Regional Council 2 Showgrounds - Show Ring, Grands Bond Hire Fee Lockyer Valley Regional Council 2	\$226.00 2 - Commercial Fees & Clark tand, Camping Ground a \$655.00 \$115.75 2 - Commercial Fees & Clark tand, Camping Ground a \$1025.00 \$655.00 2 - Commercial Fees & Clark \$1025.00	harges 2.9 - Sland Carpark Sland Carpark Sland Signature Sland Signature Sland Carpark Classification \$1051.00 \$675.00 harges 2.9 - Sland Signature 2.9 - Sland Signature Sland Signature	nowgrounds peedway 3.05% 0.00% nowgrounds ircus 2.54% 3.05% nowgrounds	\$20.00 \$0.00 \$2.9.1 - Entire \$26.00 \$20.00 \$2.9.1 - Entire
Light Fees per Full Day Lockyer Valley Regional Council 2 Showgrounds - Show Ring, Grands Speedway Setting Up / Pack down Fee Lockyer Valley Regional Council 2 Showgrounds - Show Ring, Grands Bond Hire Fee Lockyer Valley Regional Council 2 Showgrounds - Show Ring, Grands	\$226.00 2 - Commercial Fees & Clark tand, Camping Ground a \$655.00 \$115.75 2 - Commercial Fees & Clark tand, Camping Ground a \$1025.00 \$655.00 2 - Commercial Fees & Clark \$1025.00	harges 2.9 - Sland Carpark Sland Carpark Sland Signature Sland Signature Sland Carpark Classification \$1051.00 \$675.00 harges 2.9 - Sland Signature 2.9 - Sland Signature Sland Signature	nowgrounds peedway 3.05% 0.00% nowgrounds ircus 2.54% 3.05% nowgrounds	\$20.00 \$0.00 \$2.9.1 - Entire \$26.00 \$20.00 \$2.9.1 - Entire
Light Fees per Full Day Lockyer Valley Regional Council 2 Showgrounds - Show Ring, Grands Speedway Setting Up / Pack down Fee Lockyer Valley Regional Council 2 Showgrounds - Show Ring, Grands Bond Hire Fee Lockyer Valley Regional Council 2 Showgrounds - Show Ring, Grands	\$226.00 2 - Commercial Fees & Cl tand, Camping Ground a \$655.00 \$115.75 2 - Commercial Fees & Cl tand, Camping Ground a \$1025.00 \$655.00 2 - Commercial Fees & Cl tand, Camping Ground a	harges 2.9 - Si and Carpark S \$675.00 \$115.75 harges 2.9 - Si and Carpark C \$1051.00 \$675.00 harges 2.9 - Si and Carpark C	3.05% 0.00% nowgrounds ircus 2.54% 3.05% nowgrounds aravans & Ca	\$20.00 \$0.00 \$26.00 \$20.00 \$20.00 \$29.1 - Entire
Light Fees per Full Day Lockyer Valley Regional Council 2 Showgrounds - Show Ring, Grands Speedway Setting Up / Pack down Fee Lockyer Valley Regional Council 2 Showgrounds - Show Ring, Grands Bond Hire Fee Lockyer Valley Regional Council 2 Showgrounds - Show Ring, Grands Powered Site Unpowered Site Lockyer Valley Regional Council 2	\$226.00 2 - Commercial Fees & Cl tand, Camping Ground a \$655.00 \$115.75 2 - Commercial Fees & Cl tand, Camping Ground a \$1025.00 \$655.00 2 - Commercial Fees & Cl tand, Camping Ground a \$20.00 \$20.00 \$20.00	harges 2.9 - Si and Carpark Si \$675.00 \$115.75 harges 2.9 - Si and Carpark C \$1051.00 \$675.00 harges 2.9 - Si and Carpark C \$20.00 \$20.00 harges 2.9 - Si	nowgrounds peedway 3.05% 0.00% nowgrounds ircus 2.54% 3.05% nowgrounds aravans & Ca 0.00% 0.00% nowgrounds	\$20.00 \$0.00 \$20.00 \$20.00 \$20.00 \$20.00 \$20.00 \$0.00 \$0.00
Light Fees per Full Day Lockyer Valley Regional Council 2 Showgrounds - Show Ring, Grands Speedway Setting Up / Pack down Fee Lockyer Valley Regional Council 2 Showgrounds - Show Ring, Grands Bond Hire Fee Lockyer Valley Regional Council 2 Showgrounds - Show Ring, Grands Powered Site Unpowered Site Lockyer Valley Regional Council 2 Showgrounds - Show Ring, Grands	\$226.00 2 - Commercial Fees & Cl tand, Camping Ground a \$655.00 \$115.75 2 - Commercial Fees & Cl tand, Camping Ground a \$1025.00 \$655.00 2 - Commercial Fees & Cl tand, Camping Ground a \$20.00 \$20.00 \$20.00	harges 2.9 - Si and Carpark Si \$675.00 \$115.75 harges 2.9 - Si and Carpark C \$1051.00 \$675.00 harges 2.9 - Si and Carpark C \$20.00 \$20.00 harges 2.9 - Si	nowgrounds peedway 3.05% 0.00% nowgrounds ircus 2.54% 3.05% nowgrounds aravans & Ca 0.00% 0.00% nowgrounds	\$20.00 \$0.00 \$20.00 \$20.00 \$20.00 \$20.00 \$20.00 \$0.00 \$0.00
Light Fees per Full Day Lockyer Valley Regional Council 2 Showgrounds - Show Ring, Grands Speedway Setting Up / Pack down Fee Lockyer Valley Regional Council 2 Showgrounds - Show Ring, Grands Bond Hire Fee Lockyer Valley Regional Council 2 Showgrounds - Show Ring, Grands Powered Site Unpowered Site Lockyer Valley Regional Council 2 Showgrounds - Show Ring, Grands Powered Site Lockyer Valley Regional Council 2 Showgrounds - Show Ring, Grands Room	\$226.00 2 - Commercial Fees & Cl tand, Camping Ground a \$655.00 \$115.75 2 - Commercial Fees & Cl tand, Camping Ground a \$1025.00 \$655.00 2 - Commercial Fees & Cl tand, Camping Ground a \$20.00 \$20.00 2 - Commercial Fees & Cl tand, Camping Ground a	harges 2.9 - Si and Carpark Si \$675.00 \$115.75 harges 2.9 - Si and Carpark C \$1051.00 \$675.00 harges 2.9 - Si and Carpark C \$20.00 harges 2.9 - Si and Carpark G	anowgrounds peedway 3.05% 0.00% nowgrounds ircus 2.54% 3.05% nowgrounds aravans & Ca 0.00% 0.00% nowgrounds aravans & Ca	\$20.00 \$0.00 \$20.00 \$20.00 \$20.00 \$20.00 \$20.00 \$0.00 \$0.00 \$2.9.1 - Entire
Light Fees per Full Day Lockyer Valley Regional Council 2 Showgrounds - Show Ring, Grands Speedway Setting Up / Pack down Fee Lockyer Valley Regional Council 2 Showgrounds - Show Ring, Grands Bond Hire Fee Lockyer Valley Regional Council 2 Showgrounds - Show Ring, Grands Powered Site Unpowered Site Lockyer Valley Regional Council 2 Showgrounds - Show Ring, Grands Powered Site Lockyer Valley Regional Council 2 Showgrounds - Show Ring, Grands Room Hire Fees per Hour	\$226.00 2 - Commercial Fees & Cland, Camping Ground a \$655.00 \$115.75 2 - Commercial Fees & Cland, Camping Ground a \$1025.00 \$655.00 2 - Commercial Fees & Cland, Camping Ground a \$20.00 \$20.00 2 - Commercial Fees & Cland, Camping Ground a \$20.00 \$28.00	harges 2.9 - Si and Carpark Si \$675.00 \$115.75 harges 2.9 - Si and Carpark C \$1051.00 \$675.00 harges 2.9 - Si and Carpark C \$20.00 harges 2.9 - Si and Carpark G	nowgrounds peedway 3.05% 0.00% nowgrounds ircus 2.54% 3.05% nowgrounds aravans & Ca 0.00% 0.00% nowgrounds randstand	\$20.00 \$0.00 \$2.9.1 - Entire \$26.00 \$20.00 \$20.00 \$2.9.1 - Entire impers \$0.00 \$0.00 \$2.9.1 - Entire First Floor Function
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Light Fees per Full Day Lockyer Valley Regional Council 2 Showgrounds - Show Ring, Grands Speedway Setting Up / Pack down Fee Lockyer Valley Regional Council 2 Showgrounds - Show Ring, Grands Bond Hire Fee Lockyer Valley Regional Council 2 Showgrounds - Show Ring, Grands Powered Site Unpowered Site Lockyer Valley Regional Council 2 Showgrounds - Show Ring, Grands Room Hire Fees per Hour Hire Fees per Half Day Lockyer Valley Regional Council 2 Showgrounds - Show Ring, Grands	\$226.00 2 - Commercial Fees & Cl tand, Camping Ground a \$655.00 \$115.75 2 - Commercial Fees & Cl tand, Camping Ground a \$1025.00 \$655.00 2 - Commercial Fees & Cl tand, Camping Ground a \$20.00 \$20.00 2 - Commercial Fees & Cl tand, Camping Ground a \$20.00 \$112.75 2 - Commercial Fees & Cl tand, Camping Ground a	harges 2.9 - Si and Carpark Si \$675.00 \$115.75 harges 2.9 - Si and Carpark C \$1051.00 \$675.00 harges 2.9 - Si and Carpark C \$20.00 harges 2.9 - Si and Carpark G	nowgrounds peedway 3.05% 0.00% nowgrounds ircus 2.54% 3.05% nowgrounds aravans & Ca 0.00% 0.00% nowgrounds randstand 7.14% 14.03% 2.88% nowgrounds randstand	\$20.00 \$0.00 2.9.1 - Entire \$26.00 \$20.00 2.9.1 - Entire \$0.00 2.9.1 - Entire \$0.00 2.9.1 - Entire \$0.00 2.9.1 - Entire \$1.00 \$2.0
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Hire Fees per Hour	\$28.00	\$30.00	7.14%	\$2.00
Hire Fees per Half Day	\$57.00	\$65.00	14.03%	\$8.00
Hire Fees per Full Day	\$113.00	\$116.00	2.65%	\$3.00
Lockyer Valley Regional Council 2.10 - Public Halls & Function Ro	<u>-</u>	& Charges 2.10	- Public Halls	& Function Rooms
Bond Without Alcohol	\$250.00	\$250.00	0.00%	\$0.00
Bond With Alcohol	\$500.00	\$500.00	0.00%	\$0.00
Lockyer Valley Regional Council 2.10 - Public Halls & Function Ro	<u>-</u>	& Charges 2.10	- Public Halls	& Function Rooms
Booking Fee	\$25.00	\$25.00	0.00%	\$0.00
Lockyer Valley Regional Council	, ,	, ,	- Public Halls	•
2.10.1 - Gatton Shire Hall	-			
<u>Hire Fees per Hour</u>	\$43.00	\$45.00	4.65%	\$2.00
Hire Fees per Half Day	\$82.00	\$100.00	21.95%	\$18.00
Hire Fees per Full Day	\$164.00	\$169.00	3.05%	\$5.00
Lockyer Valley Regional Council 2.10.1 - Gatton Shire Hall Roon	=	& Charges 2.10	- Public Halls	& Function Rooms
Pottery Club	\$390.00	\$400.00	2.56%	\$10.00
Lapidary Club	\$390.00	\$402.00	3.08%	\$12.00
Lockyer Valley Regional Council		The state of the s	- Public Halls	•
2.10.2 - Laidley Cultural Centre	,	3 1		
Bond Without Alcohol	\$250.00	\$250.00	0.00%	\$0.00
Bond With Alcohol	\$500.00	\$500.00	0.00%	\$0.00
Lockyer Valley Regional Council 2.10.2 - Laidley Cultural Centre	<u>-</u>	& Charges 2.10	- Public Halls	& Function Rooms
Hire Fees per Hour	\$43.00	\$45.00	4.65%	\$2.00
Hire Fees per Half Day	\$82.00	\$100.00	21.95%	\$18.00
Hire Fees per Full Day	\$164.00	\$169.00	3.05%	\$5.00
Lockyer Valley Regional Council	2 - Commercial Fees	& Charges 2.10	- Public Halls	& Function Rooms
2.10.2 - Laidley Cultural Centre		1	ı	T .
<u>Hire Fees per Hour</u>	\$33.00	\$35.00	6.06%	\$2.00
Hire Fees per Half Day	\$57.00	\$80.00	40.35%	\$23.00
<u>Hire Fees per Full Day</u>	\$113.00	\$117.00	3.54%	\$4.00
Lockyer Valley Regional Council 2.10.2 - Laidley Cultural Centre	-	& Charges 2.10	- Public Halls 8	& Function Rooms
<u>Per Court</u>	\$15.00	\$15.50	3.33%	\$0.50
Entire Complex	\$31.00	\$32.00	3.23%	\$1.00
Lockyer Valley Regional Council	•		- Public Halls	& Function Rooms
2.10.2 - Laidley Cultural Centre		<u> </u>	Γ_	1
<u>Per Month</u>	\$109.00	\$113.00	3.67%	\$4.00
Per Quarter	\$215.00	\$221.50	3.02%	\$6.50
<u>rei Quartei</u>	\$545.00	\$562.00	3.12%	\$17.00

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Bond without Alcohol	\$250.00	\$250.00	0.00%	\$0.00
Bond with Alcohol	\$500.00	\$500.00	0.00%	\$0.00
<u>Hire Fees per Hour</u>	\$10.00	\$13.00	30.00%	\$3.00
Hire Fees per Half Day	\$30.00	\$31.00	3.33%	\$1.00
Hire Fees per Full Day	\$60.00	\$62.00	3.33%	\$2.00
Lockyer Valley Regional Council		& Charges 2.10	- Public Halls &	& Function Rooms
2.10.4 - Helidon Community Centr				T
Bond without Alcohol	\$250.00	\$250.00	0.00%	\$0.00
Bond with Alcohol	\$500.00	\$500.00	0.00%	\$0.00
<u>Hire Fees per Hour</u>	\$33.00	\$35.00	6.06%	\$2.00
Hire Fees per Half Day	\$57.00	\$75.00	31.58%	\$18.00
Hire Fees per Full Day	\$113.00	\$117.00	3.54%	\$4.00
Lockyer Valley Regional Council	2 - Commercial Fees 8	& Charges 2.10	- Public Halls 8	& Function Rooms
2.10.5 - Murphys Creek Communi		1 .		T .
Bond without Alcohol	\$250.00	\$250.00	0.00%	\$0.00
Bond with Alcohol	\$500.00	\$500.00	0.00%	\$0.00
<u>Hire Fees Per Hour</u>	\$33.00	\$35.00	6.06%	\$2.00
Hire Fees per Half Day	\$57.00	\$75.00	31.58%	\$18.00
Hire Fees per Full Day	\$113.00	\$117.00	3.54%	\$4.00
Lockyer Valley Regional Council	2 - Commercial Fees 8	& Charges 2.10	- Public Halls 8	& Function Rooms
2.10.6 - Grantham Butter Factory				
Bond without Alcohol	\$250.00	\$250.00	0.00%	\$0.00
Bond with Alcohol	\$500.00	\$500.00	0.00%	\$0.00
Lockyer Valley Regional Council		& Charges 2.10	- Public Halls 8	& Function Rooms
2.10.6 - Grantham Butter Factory	· · _ · _ · _ · _ · _ · _ · _ · _ ·	14	T = ===	T 42
Hire Fees per Hour	\$33.00	\$35.00	6.06%	\$2.00
Hire Fees per Half Day	\$57.00	\$75.00	31.58%	\$18.00
<u>Hire Fee per Full Day</u>	\$113.00	\$117.00	3.54%	\$4.00
Lockyer Valley Regional Council		& Charges 2.10	- Public Halls 8	& Function Rooms
2.10.6 - Grantham Butter Factory	\$15.00	\$17.00	13.33%	\$2.00
Hire Fees per Hour	-			
Hire Fees per Half Day	\$31.00	\$32.00	3.23%	\$1.00
Hire Fees per Full Day	\$62.00	\$64.00	3.23%	\$2.00
Lockyer Valley Regional Council 2.10.6 - Grantham Butter Factory		= -	- Public Halls 8	& Function Rooms
Hire Fees per Hour	\$10.00	\$12.00	20.00%	\$2.00
Hire Fees per Half Day	\$31.00	\$32.00	3.23%	\$1.00
Hire Fees per Full Day	\$62.00	\$64.00	3.23%	\$2.00
	· ·	<u> </u>		
Lockyer Valley Regional Council 2.10.6 - Grantham Butter Factory				=
Hire Fees per Hour	\$15.00	\$17.00	13.33%	\$2.00
Hire Fees per Half Day	\$31.00	\$40.00	29.03%	\$9.00
Hire Fees per Full Day	\$62.00	\$64.00	3.23%	\$2.00
Lockyer Valley Regional Council	<u> </u>	<u> </u>		•
2.10.7 - Withcott Sports Centre	2 - Commercial rees (x Cilaiges 2.10	- r ublic Halls (x i unicuon nooms

Dened with out Aleehel	¢250.00	¢250.00	0.000/	¢0.00
Bond without Alcohol	\$250.00	\$250.00	0.00%	\$0.00
Bond with Alcohol	\$500.00	\$500.00	0.00%	\$0.00
Hire Fees per Hour	\$33.00	\$35.00	6.06%	\$2.00
Hire Fees per Half Day	\$57.00	\$75.00	31.58%	\$18.00
Hire Fees per Full Day	\$113.00	\$117.00	3.54%	\$4.00
Lockyer Valley Regional Council 2 - Com	mercial Fees & Cl	narges 2.10 - P	ublic Halls &	Function Rooms
2.10.8 - Laidley Sports Complex Event H	lire			
<u>Hire Fees per Hour</u>	\$33.00	\$35.00	6.06%	\$2.00
Hire Fees per Half Day	\$57.00	\$75.00	31.58%	\$18.00
Hire Fees per Full Day	\$113.00	\$117.00	3.54%	\$4.00
Lockyer Valley Regional Council 2 - Com	mercial Fees & Cl	narges 2.10 - P	ublic Halls &	Function Rooms
2.10.9 - Library Meeting Rooms				
Gatton Library - Hub and Local History	\$10.00	\$10.00	0.00%	\$0.00
Rooms				
<u>Laidley Library & Customer Service</u>	\$21.00	\$21.00	0.00%	\$0.00
<u>Centre - Wyman Room</u>				

10.3 Council Submission on the Draft Environmental Impact Statement for the

Helidon to Calvert Section of Inland Rail.

Author: Stephen Hart, Senior Advisor Advocacy **Responsible Officer:** Ian Church, Chief Executive Officer

Purpose:

The Coordinator-General has released the Draft Environmental Impact Statement (EIS) for the Helidon to Calvert Section of the Inland Rail Project. This report seeks consideration of the Draft Council Submission to the Coordinator-General which is to be finalised and submitted by 23 June 2021.

Officer's Recommendation:

THAT Council endorse the approach taken in the Draft Council Submission on the Environmental Impact Statement (EIS) for the Helidon to Calvert Section of Inland Rail and Further,

THAT Council authorise the Chief Executive Officer to sign the covering letter to the Coordinator-General and finalise the Submission to be submitted by 23 June 2021.

Executive Summary

The Helidon to Calvert Inland Rail Project Environmental Impact Statement (EIS) has been released for public notification with a response required to the Coordinator-General (CoG) by 23 June 2021. This is an extensive technical document and Council officers and specialist consultants have identified a range of impacts that the project will have on the Lockyer Valley. The Draft Submission raises a considerable number of concerns, recommends conditions that the CoG may impose on any approval and recommends additional work that needs to be undertaken by the proponents. The Submission also specifically recommends to the CoG that the railway alignment be reconsidered particularly around the towns of Gatton and Forest Hill. The thrust of the Submission is to mitigate as far as possible the impacts of the proposed railway.

Proposal

The CoG has written to Council to request feedback on the Draft EIS for the Helidon to Calvert (H2C) Section of the Inland Rail project. The proponent, Australian Rail Track Corporation (ARTC) proposes to develop a freight railway from Melbourne to Brisbane. The H2C project is one of 13 sections of the Inland Rail Project.

The Inland Rail Project is arguably the biggest infrastructure project to be ever undertaken in the Lockyer Valley. The H2C project is a new railway approximately 47 km in length with both greenfield and brownfield corridors. It will extend from Helidon heading eastwards to the north of Grantham, through Gatton, Forest Hill and the northern parts of Laidley to leave the Lockyer Valley via a tunnel through the Little Liverpool Range. The impacts will be significant.

The EIS has been prepared to assess the impacts associated with construction of the project and is ARTC's response to the Terms of Reference issued for the project by the CoG. Responses to the EIS are required by the CoG by 23 June 2021.

The Environmental Impact Statement is approximately 9,000 pages of highly technical and specialised content. It comprises an Introduction, 26 Chapters, 23 Appendixes as well as Civil Drawings.

As indicated, the impacts of this project will be significant, and this review has required substantial specialist expertise and resourcing.

Key issues and findings can be grouped into:

- Land use and Tenure
- Social Impacts
- Land and Water Resources
- Traffic and Transport
- Infrastructure Impacts
- Flood issues
- Amenity (Noise, Air quality, Visual)
- Consultation

These issues are detailed in the attached covering letter (Attachment 1) and Draft Submission (Attachment 2). These attachments provide significant details on these issues of concern and recommends to the CoG conditions that she may wish to impose on any project approval.

In 2018 Council adopted a Position Paper that identified 5 key principles to be considered in the design of Inland rail.

These principles are, that with respect to the proposed Inland Rail projects, there should be:

- 1. No loss of connectivity (where the proposed corridor severs existing access, alternate access should be provided of comparable or better standard).
- 2. No flood impacts (from new rail corridors and where existing rail corridor is utilised the opportunity should be taken to improve flood resilience).
- 3. Mitigated amenity impacts (noise, vibration, light, visual, dust, smell).
- 4. Limited (as far as possible) loss of good quality agricultural land.
- 5. Promotion of integrated transport planning (to allow for future passenger transport and the support for active transport).

It is considered that all of these principles have been compromised to varying degrees by the findings of the EIS review.

It appears that nowhere else on the alignment between Melbourne and Brisbane are townships and communities so directly affected by new railway line, with so little benefit, with such high frequency of trains.

Accordingly, the position adopted in the Submission is that the impacts to the communities, particular in the towns of Gatton and Forest Hill are too significant for the project to be approved on the current alignment. The EIS has now been produced which provides a statement of impacts of this freight railway. It is considered that these impacts are impossible to appropriately mitigate in these locations. The Submission requests that the CoG require ARTC to revisit the alignment and consider alternative alignments particularly around the townships of Gatton and Forest Hill.

Passenger Rail

As pointed out in Councils Submission to the Senate Inquiry into the Management of Inland Rail, Lockyer Valley Regional Council has been advocating for improved public transport for many years. This has included seeking the introduction of passenger rail. Such services would be of substantial benefit to the broader region and the transport network in SEQ.

On the basis of future passenger rail Council has been supportive of the protection of the Gowrie to Grandchester Rail Corridor that was planned by the State Government in 2002/03. The associated Study at that time envisaged both freight and passenger services.

It seems to Council that a fundamental flaw in the route planning for Inland Rail has been the requirement for ARTC to utilise the Gowrie to Grandchester alignment- for an Inland Rail that is categorically a freight only railway. As a general rule, freight railways seek to avoid communities to minimise impact. Correspondingly, passenger rail corridors seek to connect and integrate with the communities that will utilise the passenger services. It is understood that ARTC have been required by the State Government to make provision for future passenger rail, but passenger rail is not ARTC's core business and passenger rail is specifically excluded from the EIS.

Accordingly, in the current EIS we have a concept design that has been generally constrained to the Gowrie to Grandchester corridor and running directly through the communities of Helidon, Gatton, Forest Hill and Laidley with rollingstock planned to transport double stacked containers, commodities and coal rather than passengers.

This lends weight to the argument for the dual gauge alignments to bypass Gatton and Forest Hill with any future passenger rail able to utilise the existing alignment through the towns.

Flood Panel

The Queensland and Australian Governments have jointly established the *Independent International Panel of Experts for Flood Studies of Inland Rail in Queensland* (the Panel). The Terms of Reference for the Panel provide that the Panel will review the flood modelling for Inland Rail against national/state standards as well as industry best practice.

The Panel has now provided a Draft report on the flood modelling for the Helidon to Calvert (H2C) section of Inland Rail. This report has reviewed the work undertaken by ARTC on the H2C flood models and the reference design developed by ARTC.

https://www.tmr.qld.gov.au/projects/inland-rail/independent-panel-of-experts-for-flood-studies-in-queensland

It is critical that the best possible flood modelling is utilised in design as the flood model will be a key input to setting the Inland rail horizontal and vertical alignments. If the model is flawed this will lead to poor design and ultimately a railway line that will place communities along the alignment at risk.

Significantly, for the Lockyer Creek Models Review, the Panel has identified 21 issues they categorise from *Low* through to *Very High* Importance. (Attachment 3). The Panel indicates that the issues "are capable of resolution though this would be through either adjustment to the models developed to date or by modification to the design" (of the railway).

This raises considerable concern for Council in that either the model that has been utilised for the reference design is sub optimal or the ensuing reference design on which the EIS work is based requires change. Some of the key issues raised by the Panel include that:

- Interaction between local and regional catchment are not effectively represented;
- Further documentation is required to provide confidence in the calibration of the modelling;
- Additional justification is required in relation to flood level increases at Gatton and Forest Hill for
 extreme events caused by the rail embankment directing more water to the south of the alignment;
- Flood frequency analysis was only performed at one stream gauge;

Inconsistent approaches were adopted to apply inflows in the hydraulic model.

These are of fundamental concern to Council and the Submission to the CoG will seek conditions to address all issues raised by the Panel and further specific conditions that have been identified as necessary.

Consultation

Concerns have been raised about the level of meaningful community engagement that has been achieved throughout the Lockyer Valley. At an ARTC officer level there have been strong efforts made and there is responsiveness and genuine concern for impacted communities. However, it appears that the community engagement at a strategic level for the project has not been successful. There has been a lack of information available at key times leading to poor community engagement outcomes. This has been acknowledged by the CEO of ARTC Inland Rail.

A further concern to Council has been the application of the Multi Criteria Analysis (MCA) by ARTC during concept design. It is understood this tool is used by ARTC to assist in selecting preferred alignments out of a number of alternative concepts. The tool is used to try and quantify options based on a range of criteria with assigned weightings. It is understood criteria utilised include technical viability, safety, operations, constructability, environment and community impacts.

Concern is raised that respective weightings appeared to heavily emphasise technical aspects with a corresponding small weighting to community impacts. There was no community input to these processes although it is understood some community engagement session results were used as a proxy for community impact. While some limited prior community engagement had been undertaken on the alternative options this was far from representative. Accordingly, the utility of such input and of the MCA process is questioned. Unfortunately, it appears that the MCA process prematurely dismissed alternative alignments around Gatton and Forest Hill with no informed community input.

Post 100% design

It should be noted that the EIS is based on the 100% reference design developed by ARTC some time ago. In effect it assesses the impacts of that design at that point in time. Additional design work has continued to address specific issues raised by Council and others. Some of these aspects have formed technical notes. It is understood that these Technical Notes have been made available to the consortia bidders but do not form part of the EIS. It is further understood that these technical notes will be considered at the detailed design phase.

For example, Councillors will recall that the 100% design indicated a closure of Gaul Street level crossing and the design at the western end of Gatton did not adequately address access and other issues. This was complicated by the location of Davey's bridge and the existing issues with Old College Road and Bevan Street. A preferred option to resolve this issue has been developed after 100% design and has been incorporated into a Technical Note. That Technical note does not form part of the EIS but can be brought to the attention of the CoG as a potential solution to the loss of access described above.

While aware of these Technical Notes and the additional design work, Council at this time, can only really make a Submission on the EIS as presented. Accordingly, the submission will reiterate our concern with the 100% design and recommend that the CoG consider alternate designs at this location to address this concern.

Options

If a response is not submitted to the CoG the issues may not be considered in the assessment of the project approvals.

Previous Council Resolutions

Council have previously adopted a Position Paper on Inland Rail that identified 5 key principles to be applied in the development of the Inland Rail project.

At the 21 April 2021 Meeting Council resolved to engage consultants to conduct a thorough technical review of the EIS for the H2C Section of Inland Rail.

Critical Dates

The CoG requires feedback by 23 June 2021.

Strategic Implications

Corporate Plan

- 2.1 Encourage opportunities for the Lockyer Valley to drive economic and community outcomes.
- 2.2 Maximise opportunities through engagement and partnership with stakeholders to achieve a strong resilient economy.

Finance and Resource

A budget of \$96 000 (incl GST) was approved by Council to review the Helidon to Calvert Environmental Impact Statement. Expenditure to date is within budget.

Legislation and Policy

The EIS has been undertaken pursuant to the *State Development and Public Works Organisation Act (1971)* and addresses matters identified pursuant to the *Environmental Protection and Environmental Biodiversity Conservation Act 1999.*

Council has previously adopted the Inland Rail Position Paper that specifies key policy principle in the project consideration.

Risk Management

The H2C project will clearly impact on Council and Lockyer Valley communities. The recommendations in the submission aim to address the risks identified and to mitigate the impacts as far as possible.

Consultation

Portfolio Councillor Consultation

Initial feedback from officers and the specialist consultants was provided to Councillors at a workshop on 12 May 2021 where preliminary findings and a proposed approach were outlined.

Internal Consultation

Relevant officers attended the workshop on 12 May 2021 and the views of a range of officers have been sought in the development of the submission.

External Consultation

Social media and radio (River FM) advertising have been utilised seeking to increase community awareness of the project and the necessity to lodge submissions with the COG at this time.

Attachments

1 <u>↓</u>	H2C EIS Submission Covering Letter	5 Pages
2 <u>↓</u>	H2C Draft EIS Submission Attachment Consolidated Table V2	79 Pages
3 <u>↓</u>	Inland Rail Independent Panel H2C Draft Report May 2021 Extract of Issues	3 Pages



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DRAFT

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21 June 2021

Ms Toni Power Coordinator-General C/-EIS Project Manager, Inland Rail – Helidon to Calvert Project Project Evaluation and Facilitation Office of the Coordinator General PO Box 15517 CITY EAST QLD 4002

Dear Ms Power

SUBMISSION TO DRAFT ENVIRONMENTAL IMPACT STATEMENT INLAND RAIL- HELIDON TO CALVERT SECTION

Thank you for your invitation to Lockyer Valley Regional Council dated 30 March 2021 seeking feedback on the Draft Environmental Impact Statement (EIS) for the Inland Rail Helidon to Calvert Project. I trust the submission contained in this response (and including the detailed attachments) will inform your evaluation of the project and of the adequacy of the Draft EIS.

Council and the Lockyer Valley community have been engaged now for several years on preliminary design information and have conducted many discussions with Australian Rail Track Corporation (ARTC) on early concepts and potential impacts. It is pleasing to finally have technical material that evaluates the impacts of the project. Now Council, the community and decision makers can properly review and understand the project.

Council's concerns for H2C are not new - but the EIS provides for the first time a comprehensive technical submission for Council to consider and assess. Council officers and technical advisors have reviewed the available materials and provide a comprehensive submission in Attachment A. We have also provided below some overarching issues of concern for Council. The attached submission also contains a brief discussion of the impacts that will be felt by specific town communities if the project retains its current alignment.

It is Council's understanding that with respect to the Lockyer Valley, nowhere else on the entire alignment between Melbourne and Brisbane are townships so directly impacted by new railway construction and operation, with so little benefit and with such a high frequency of trains. Further, it is Council's belief that the Lockyer Valley townships will have long term impacts that are so extreme that these cannot be appropriately mitigated on the current alignment. This leads to Council's primary recommendation that, now that these impacts are known, further informed



consideration needs to be given to alternate alignments particularly around the towns of Gatton and Forest Hill.

Context

This submission should not be considered in isolation. Council has consistently stated its position regarding inland rail.

To provide background, and by way of example, in 2018 Council approved a Position Paper that outlined (at a high level) the principles by which the project ought to be designed having regard to concerns expressed from the community and the Council. These Policy Positions were supported by both the Member for Lockyer Mr Jim McDonald and the Member for Wright the Hon Scott Buchholz. The principles provided that there should be:

- No loss of connectivity (where the proposed corridor severs existing access, alternate
 access should be provided of comparable or better standard)
- No flood impacts (from new rail corridors and where existing rail corridor is utilised the
 opportunity should be taken to improve flood resilience)
- Mitigated amenity impacts (noise, vibration, light, visual, dust, smell)
- · Limited (as far as possible) loss of good quality agricultural land
- Promotion of integrated transport planning (to allow for future passenger transport and the support for active transport)

A copy of Council's position paper is included at Attachment B.

Similarly, Council made a submission to the Senate inquiry into the Management of the Inland Rail project by the Australian Rail Track Corporation (ARTC) and the Commonwealth Government. The submission outlined Council's ongoing issues regarding the financial arrangement of the project, route planning and selection processes, connections with other freight infrastructure, the level of meaningful engagement on the route alignment, and economic development opportunities. A copy of Council's submission is included at A. The Chief Executive and other officers expanded on these concerns at a Senate Hearing in January 2020 (which is available in Hansard).

Council has always held serious concerns about the impacts the H2C project but has waited on the EIS so as not to pre-empt your consideration of the project and to have some credible information to assess. The EIS states "there is potential for project operations to have long-term effects on amenity (primarily through rail noise) and connectivity near the rail corridor" and "with a design life of 100 years, the project's operational impacts... may be experienced for the long-term." Of even more concern is that Council's consultants and officers believe the impacts are understated in the FIS.

Route Alignment and Passenger Rail

As pointed out in Councils Submission to the Senate Inquiry, Lockyer Valley Regional Council has been advocating for improved public transport for many years. This has included seeking the introduction of passenger rail. Such services would be of substantial benefit to the broader region and the transport network in SEQ.



On the basis of future passenger rail Council has been supportive of the protection of the Gowrie to Grandchester Rail Corridor that was planned by the State Government in 2002/03. The associated Study at that time envisaged both freight and passenger services.

It seems to Council that a fundamental flaw in the route planning for Inland Rail has been the requirement for ARTC to utilise the Gowrie to Grandchester alignment- for an Inland Rail that is categorically a freight only railway. As a general rule, freight railways seek to avoid communities to minimise impact. Correspondingly, passenger rail corridors seek to connect and integrate with the communities that will utilise the passenger services. It is understood that ARTC have been required by the State Government to make provision for future passenger rail, but passenger rail is not ARTC's core business and passenger rail is specifically excluded from the EIS.

Accordingly, in the current EIS we have a concept design that has been generally constrained to the Gowrie to Grandchester corridor and running directly through the communities of Helidon, Gatton, Forest Hill and Laidley with rollingstock planned to transport double stacked containers, commodities and coal rather than passengers.

It should be noted that the alignment proposed in the current reference design <u>does</u> extend outside the Gowrie to Grandchester alignment in both Gowrie to Helidon (G2H) and H2C sections. Accordingly, this lends weight to the argument for the dual gauge Inland rail alignments to bypass Gatton and Forest Hill with any future passenger rail able to utilise the existing alignment through the towns.

Flood Panel

As you are aware, the Queensland and Australian Governments have jointly established the Independent International Panel of Experts for Flood Studies of Inland Rail in Queensland (the Panel). The Terms of Reference for the Panel provide that the Panel will review the flood modelling for Inland Rail against national/state standards as well as industry best practice.

The Panel has now provided a Draft report on the flood modelling for the Helidon to Calvert (H2C) section of Inland Rail. This report has reviewed the work undertaken by ARTC on the H2C flood models and the reference design developed by ARTC.

In Council's view it is critical that the best possible flood modelling is utilised in design as the flood model will be a key input to setting the Inland Rail horizontal and vertical alignments. If the model is flawed this will lead to poor design and ultimately a railway line that will place communities along the alignment at risk.

Significantly, for the Lockyer Creek Models Review, the Panel has identified 21 issues they categorise from Low through to Very High Importance. The Panel indicates that the issues "are capable of resolution though this would be through either adjustment to the models developed to date or by modification to the design" (of the railway).



This raises considerable concern for Council in that either the model that has been utilised for the reference design is sub optimal or the ensuing reference design on which the EIS work is based requires change.

Some of the key issues raised by the Panel include that:

- Interaction between local and regional catchment are not effectively represented;
- Further documentation is required to provide confidence in the calibration of the modelling;
- Additional justification is required in relation to flood level increases at Gatton and Forest
 Hill for extreme events caused by the rail embankment directing more water to the south
 of the alignment;
- Flood frequency analysis was only performed at one stream gauge;
- Inconsistent approaches were adopted to apply inflows in the hydraulic model.

These are of fundamental concern to Council and we ask that the report and recommendations of the Panel be adopted, and you consider conditioning any approval of the project to address these issues. Further flood related concerns and recommendations are made within Attachment A.

A critical submission we make is that you seek the scope and the duration of the Independent Panel's work to be extended to cover the duration of project detailed design. Quite a number of the 21 concerns are identified as needing to be addressed prior to detailed design. It is fundamental that a Public Private Partnership entity charged with detailed design has oversight from a credible independent entity. Only that level of oversight will provide confidence in the models and their utilisation in detailed design to effectively mitigate the impacts of flooding.

Consultation

Concerns have been raised about the level of meaningful community engagement that has been achieved throughout the Lockyer Valley. At an ARTC officer level there have been strong efforts made and there is responsiveness and genuine concern for impacted communities. However, it appears that the community engagement at a strategic level for the project has not been successful. There has been a lack of information available at key times leading to poor community engagement outcomes. This has been acknowledged by the CEO of ARTC Inland Rail.

A further concern to Council has been the application of the Multi Criteria Analysis (MCA) by ARTC during concept design. It is understood this tool is used by ARTC to assist in selecting preferred alignments out of a number of alternative concepts. The tool is used to try and quantify options based on a range of criteria with assigned weightings. It is understood criteria utilised include technical viability, safety, operations, constructability, environment and community impacts.

Concern is raised that respective weightings appeared to heavily emphasise technical aspects with a corresponding small weighting to community impacts. Clearly the MCA is not informed by the EIS (which has only now been drafted). Further, there was no community input to these processes although it is understood some community engagement session results were used as a proxy for community impact. While some limited prior community engagement had been undertaken on the alternative options this was far from representative. Accordingly, the utility of such input and of the MCA process is questioned.



Unfortunately, it appears that the MCA process prematurely dismissed alternative alignments around Gatton and Forest Hill with no informed community input.

Council has always recognised the national benefits that can potentially be achieved through inland rail. However, national benefits should not come at the cost of Lockyer Valley residents. We invite you and your team to visit the Lockyer Valley as we would welcome the opportunity to show you first-hand the direct impacts a freight train service through the heart of our towns would have.

I trust the information contained in this submission will assist with your evaluation of the project. If you require any additional information or clarification, please contact me or Stephen Hart who is Council's direct contact for this project.

Yours faithfully Ian Church **CHIEF EXECUTIVE OFFICER**

Lockyer Valley Regional Council: Inland Rail EIS Review – Helidon to Calvert (H2C)

#	EIS section and	Comment What is the issue or what is suitable within the EIS	Recommendation What changes to the EIS or additional information is required?
	•	Draft EIS	
1	Draft EIS	Inappropriate assessment of potential impacts –the draft EIS consistently	The draft EIS requires update to appropriately identify the significant and
		up to 3,600 m (or 3.6 km) long trains in the future, with the potential for substantial increase in train numbers and frequencies based on market	the proposed future increase in train length and frequency. It is not acceptable to LVRC that the draft EIS only considers mitigation for 1.8 km
		demand. However, the technical assessments, most of which require the	trains when the project will be designed and constructed to allow for the
		input of train length and/or numbers to accurately determine actual project impacts, only consider the proposed initial 1,800 m (or 1.8 km)	doubling of train length to 3.6 km.
		train length and projected rail traffic numbers. For example, with regards	To fail to appropriately assess proposed future train length results in:
		to train length:	The intensity of adverse and substantial impacts (such as noise levels
		 Chapter 1, Table 1.2 states that the project will include 'future 	for just one example) to be even further underestimated, dismissed,
		expansion to accommodate 3.6 km trains.'	or ignored more than already done so by draft EIS.
		- Chapter 6, Section 6.2 states the project will be constructed and	An inability to identify and commit to appropriate mitigation
		operated to accommodate double-stack container freight trains up to	A lack of suitable commitments from the proposest
		trains up to 3,600 m long."	- Regulatory conditioning which does not consider the proposed future
		- Chapter 12, Section 12.5.4.2 (Emissions inventory) states that 'the	use of the project.
		assessment has been conservatively undertaken for 1,800 m long train	- Permanent adverse impacts to the surrounding environment and
		sets.'	communities.
		- Chapter 15 is silent on train length, which is only stated in Appendix P	
		(thereby failing to meet the requirements of TOR 12.2). Section 1.2 of	As such, LVRC strongly recommend that the OCG require the proponent
		Appendix P (Operational Noise and Vibration Technical Report) states	to re-assess all impact assessments based on a 3.6 km train length and to
		possible future augmentation and upgrades of the track, including a	
		possible future requirement for 3,600 m long trains. The impacts of	
		the increased train length have not been included in this study'	
		The purpose of the draft EIS's technical assessments is to appropriately	
		<i>identify</i> the potential impacts the proposed project will have on the	

surrounding environment (and local communities). This then enables the residual impact manage these impacts in a way which ensures that there is no significant development of appropriate mitigation measures and commitments to

fails to meet the following TOR for the project: meet the requirements of the OCG's TOR. At the minimum, the draft EIS increase to train lengths and numbers, results in the draft EIS failing to for these assessments, and the dismissal of the potential and *significant* (OCG's) Terms of Reference (TOR). The use of only the initial train length which meets the requirements of the Office of the Coordinator-General's Appropriate assessment also ensures the development of a response

- TOR 5.1 'ensure that all relevant environmental, social and economic
- impacts of the project are identified and assessed...'
- environmental values.. the project should be proportional to the scale of the impacts on TOR 5.3 – 'the detail at which the EIS deals with matters relevant to
- summary and suitable assessment of the nature, magnitude and duration of the potential direct and indirect and cumulative impacts of TOR 6.6 – 'each matter assessed in the EIS should include a concise any relevant impacts are likely to be irreversible...' TOR 6.2 – 'cover both the short term and long term and state whether

the project...

assume that trains up to 3.6 km long are a viable prospect and will community and does not meet the requirements of the TOR not considered by the draft EIS which is misleading for the affected community and environment. However, the impacts of 3.6 km trains are that are 3.6 km in length will have significantly greater impacts to the potentially be used on the H2C section of the Inland Rail project. Trains train lengths into the project design. Therefore, it is reasonable to future proofing the design by accommodating these significantly longer throughout the draft EIS as well as there being numerous references to The potential use of 3.6 km long trains is noted repeatedly by ARTC

Page 47 Attachment 2 10.3

Page 48

In its current form, the draft EIS leaves the determination of what, how and when mitigation is required completely open to interpretation, and as a result, poses a very real risk of the project being inappropriately mitigated, conditioned, and regulated. The purpose of the OCG's EIS process is to ensure the proponent has appropriately identified and committed to minimising impacts to ensure there will be no significant residual impact on the community or the environment. As such, the	Lack of quantifiable commitment – the draft EIS does not meet the requirements of TOR 5.1 as it consistently fails to provide any specific detail regarding mitigation measures and proponent commitments. Rather, the document mostly either uses language which is open to interpretation, such as 'mitigation measures will be adopted,' which provides no specific detail. In addition, the document also provides commitments which are, for the main, like the 'mitigation measures provided' is mostly unmeasurable and lacking in any real provision to	Draft EIS	2
	If the project is approved and constructed based on 1.8 km long trains, this will effectively allow any future increase to occur more easily as the impacts from the shorter trains will distort the current baseline conditions thereby making the impacts from the 3.6 km long trains seem more acceptable. In short, ARTC's draft EIS does not meet the TOR as it does adequately assess the impacts of the project because it does not consider future train lengths of 3.6 km (even though the draft EIS indicates that trains of this length are a very real possibility). Therefore, the true impacts of the project are not known, and the required mitigation measures have not been determined.		
	The draft EIS clearly states that construction is proposed to include the ability to expand what will then be pre-existing infrastructure. It is not clear what level of assessment this 'expansion' will require. Will it too be subject to an EIS or some lesser form of assessment? What level of input involvement would the community have in the assessment of greater train lengths and frequencies?		
	specifically 'all relevant,' 'long term' and 'suitable assessment' indicates that any potential future expansion <i>should have been assessed</i> . Should the draft EIS be approved based on impacts from only 1.8 km long trains, this may result in the project receiving regulatory conditions which are not appropriate to effectively manage the adverse impacts of longer and more frequent trains.		
	Assessing only 1.8 km long trains has resulted in the failure to appropriately identify adverse project impacts on the community and surrounding environment. The wording used in the TOR listed above,		

10.3

Attachment 2

the height, style, materials, length, location etc will not be known until acoustic, flooding, social and visual impacts of noise barriers be assessed if subsequent impacts cannot be assessed. For example, how will the Also, without any detail on mitigation measures in the draft EIS, the what is proposed and how effective any mitigation measures will be decided there is no way for the OCG or the community to understand assessed and understood. If the mitigation measures have not been means that the potential impacts of the project have not been adequately measures in the draft EIS and by making this a part of detailed design conditioning. Further, without any commitment by ARTC to mitigation avoidance of the OCG's EIS assessment process and subsequent decided during 'detailed design' is not acceptable as this is effectively an decided during 'detailed design'. Stating that these matters will be mitigate. The document consistently states that these matters will be these commitments are allowed to be delayed until detailed design? detailed design? Who will assess the adequacy of mitigation measures if quantifiable, the draft EIS fails to meet the requirements of the OCG's impacts or mitigation measures required for the project. By providing mitigation measures and commitments which are not measurable and

or of the required mitigation measures. There is no way for the OCG or absent from the draft EIS. assessment process such as impact identification and management are community to know if the impacts of the H2C project will be acceptable demonstrate a clear understanding of the potential impacts of the project In short, ARTC's draft EIS has failed to meet the TOR as it does not missing from the document. 'Where possible' is not a commitment to feedlots and poultry farms, have been avoided where possible'. However limited where possible' ... and... 'intensive livestock operations, including For example, on many occasions, the draft EIS provides wording such as regarding exactly how these statements have been or will be achieved is these are not definitive commitments and specific detail provided This is because fundamental elements of the environmental impact from Table 8.31): 'the overall disturbance of construction areas has been This is very alarming given the scale and nature

> As a result, the draft EIS is deficient and does not accurately assess the during detailed design (i.e., post approval) document should not state at any time that these decisions will be made

TOR. As such, the document requires update to provide appropriate The draft EIS requires updating to ensure that any commitment to mitigation measures and commitments.

measurable and quantifiable. This should include the provision of specific appropriately implemented, managed, and regulated. The draft EIS also and what impacts the mitigation measures themselves may have. design. All mitigation measures and proponent commitments should be detailed in the draft EIS and not inappropriately delayed until detailed provide mitigation includes definitive wording and is addressed and details to allow the mitigation measure or commitment to be needs to consider how effective proposed mitigation measures will be

Executive Summary

of the project

route and alignment selection process and to ensure there is balance	of the Executive Summary states that Multi Criteria Analyses (MCA) were 'undertaken as part of the EIS and design development processes to refine	Summary
The draft EIS requires update to include greater transparency on the	Inappropriate alignment assessment – the Assessment Approach section	4 Executive
	opportunities to the local LVRC community.	
	the LVRC region and therefore cannot possibly provide any of these	
	benefits as the project will not provide facilities to stop and load/unload in	
	provides no tangible commitment or ability to provide any regional	
	that the proposed project is a rail line which traverses the region and	
	LVRC region, all of these statements are exceptionally misleading given	
	In the case of the Helidon to Calvert (H2C) draft EIS and its impact on the	
	throughout the document.	
	local and international markets' Wording of this nature is repeated	
	freight' and 'agricultural areas and regions have improved access to key	
	project such as 'improved linkages to regional areas for inter-capital	
	Section 2.4.1.1 of the draft EIS further cites benefits from the proposed	
	of freight vehicles on the regions road networks.'	
	in freight costs, improving market access and redirecting the volume	
	opportunities to support local agricultural industry by driving savings	
	 The Economics section states that the proposed project 'may offer 	
	the Gatton West Industrial Zone (GWIZ)'	markets)
	the 'project will act as a catalyst for development in the area, including	to regional
	industries, improved access to and from regional markets' and that	(Improved access
	a number of benefits to land use, including the support of future	Section 2.4.1.1
	- The 'Land Use and Tenure' section states that the project will 'result in	Rationale)
	community benefits.'	(Project
	and opportunities for complementary investment with continued	Chapter 2
	identified and include local employment, local industry participation,	
	maximise the economic and social benefits of the project have been	(Economics)
	 The 'Assessment Approach' section states that 'opportunities to 	Tenure)
be justified as they are factually incorrect and misleading.	'connect regional Australia to markets more effectively.'	(Land Use and
LVRC region made in the draft EIS should be removed where they cannot	 The 'Justification' section states that the proposed project will 	Approach)
benefits that simply will not occur. All claims to local benefits in the	For example, in the Executive Summary:	(Assessment
the draft EIS should remove all misleading references which allude to	remain silent on benefits specific to the LVRC region and its community.	(Justification)
benefits for the local communities in the LVRC region. At the very least,	unsubstantiated claims regarding community benefits and yet manages to	Summary
The draft EIS should be updated to acknowledge that there are no	Perceived community benefits – the draft EIS makes broad, and often	3 Executive

																					Methodology)	(Assessment	Chapter 4		Identified)	(Options	Section 2.6.2.1	Rationale)	(Project	Chapter 2		Approach)	(Assessment
(which was dismissed due to cost) and ' a new alignment down the Toowoomba range then proposed to use the protected G2GFSDC from	options from Moree to Brisbane, one a greenfield route through Warwick	alignment). The section goes on to state that two alternate alignment	housing developments which are significantly closer to the proposed	given the changes which have since occurred in the LVRC area (including	11-year-old study is not considered to be appropriate for such an analysis	Inland Rail Alignment Study (2010) was used to analyse route options. This	Further, Section 2.6.2.1 cites the findings of the Melbourne-Brisbane	configuration'	6.7 which states 'present feasible alternatives of the project's	identified. Given this, the draft EIS fails to meet the requirements of TOR	alignment with significantly less impact on the LVRC community to be	feasible alternate alignments which may allow a more appropriate	proposed project, thereby denying the opportunity to identify potential	proponent has considered only a very narrow area for the location of the	area, 1 km either side of the proposed rail alignment.' As a result, the	investigation corridor was a pre-identified 'approximate 2 km wide study	conducted to refine the corridor. As stated in the draft EIS, this EIS	EIS investigation corridor was identified first, and then the MCA was	appropriate method for identification of the alignment, particularly as the	Given this, the process was not considered by the LVRC to be an	will be severe.	impacts to communities in the LVRC region from the proposed alignment	impact on local affected communities of the Lockyer Valley as the social	review of the draft EIS, the MCA did not give sufficient weighting to the	including social and community impacts. Based on the findings of LVRC's	selection was determined using MCA to address a range of issues	Inland Rail's Route History 2006 – 2020 Report also notes that route	footprint was assessed in the EIS.'	construction efficiencies. The resulting project design and disturbance	included consideration of environmental and social impacts and	rail interfaces and interfaces with the existing WMSRC. The analysis	refinements outside of the protected G2GFSDC, as well as optimise road-	the alignment within the EIS investigation corridor and consider
														parties who	allow the a	It also reco		impacts.	that will ad	alternate a	undertake	require the	To meet th		proposed r	which ensu	appropriati	its exceptic	of this align	the propos	Given that	other matt	between so

en social and amenity impacts on urban areas and impacts on matters such as agricultural land, project costs for example. that the process used to 'identify' potential feasible alternatives to posed alignment was limited to a very narrow tract in the vicinity alignment, LVRC do not consider the alignment assessment, with aptionally narrow and pre-determined study area to be originate to safeguarding the communities in the region in a way ensures that there is no significant residual impact because of the sed rail alignment.

the OCG's TOR, LVRC strongly recommend and urge the OCG to ne proponent to abandon the current alignment and to e further and more comprehensive and accurate assessments of alignments that comply with the TOR to identify an alignment adequately avoid, minimise and mitigate the potential project commended that any further review of alternate alignments active participation and inclusion of Council and other relevant

active participation and inclusion of Council and other relevant ho should not be limited to a role of 'observer'.

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(Methodology) im			Section 8.5 de	Use and Tenure) sp	Chapter 8 (Land wh			Engagement) cla	(Stakeholder WI	Chapter 5 im		Engagement) dra	Stakeholder the	(Community and res	Summary dra	6 Executive La	ou	CO	rec	ad	pro	\[\bar{\pi}\]	thi	uti.	ali	th	blo	Co	pro	≦.	Co	pro	We
	of TOR 7.8 or 7.9	implementation'. Given this, the document has not met the requirements	design and outcomes of the project' or the 'results of the	specific detail regarding how consultation was 'incorporated into the	which consider community concerns. The document fails to provide any	very high level and has not been converted into changes to the project	information provided by the document indicates that engagement was	claims regarding community and stakeholder engagement, actual	While the draft EIS makes broad, repetitive, and mostly unsubstantiated	implementation.'	how the public consultation plan was implemented, and the results of the	draft EIS to 'include, as an appendix, a public consultation report detailing	the design and outcomes of the project.' Further, TOR 7.9 requires the	responses from the community and agencies have been incorporated into	draft EIS to 'describe the consultation that has taken place and how the	Lack of Consideration of Community Consultation – TOR 7.8 requires the	outcomes of the project.'	community and agencies have been incorporated into the design and	requirements of TOR 7.8 as it fails to describe 'how the responses from the	addressed by the draft EIS. As a result, the document fails to meet the	proponent but these concerns have not been appropriately considered or	LVRC have repeatedly communicated alignment concerns to the	this information was either not available at that time or was withheld.	utilised that specified the relative merits and disbenefits of alternatives as	alignment assessment process. No community engagement process was	there was no opportunity for LVRC to inform or provide any input to the	blocked Council from providing either input or feedback. This meant that	Council was only invited to 'observe' this process, which effectively	process was not an opportunity the proponent extended to the LVRC.	wish to make clear to the OCG that Council 'involvement' in the MCA	Council were 'observers.' LVRC would like to confirm this is correct and	presentation on the day however, disagreed with this claim by stating that	were involved in the MCA for route selection. The ARTC PowerPoint
man and annual and an annual and and an appropriate by object	that will adequately avoid minimise and mitigate the notential project	alternate alignments that comply with the TOR to identify an alignment	undertake further and more comprehensive and accurate assessments of	require the proponent to abandon the current alignment and to	To meet the OCG's TOR, LVRC strongly recommend and urge the OCG to		impacts of the proposed alignment.		there is no detail regarding mitigation measures. Therefore, even with	have either not been identified, dismissed or grossly underestimated and	Furthermore, LVRC's review of the draft EIS found that many impacts	community to understand the potential impacts of the project.	release of the draft EIS there has been no opportunity for the	significant issue which should be discussed in the draft EIS. Until the	proponent, and how these inputs may affect mitigation, to be a	LVRC consider the lack of consideration of any community inputs by the																	

details and impacts were extremely limited, as the advice from the proponent was that this would be available in the draft EIS. The technical studies in the draft EIS are clearly dated, suggesting that the proponent would have understood project impacts well in advance of the draft EIS being released. It is not a fair, equitable and meaningful consultation process to withhold details for several years and only release it in the draft EIS. The draft EIS is highly technical and cumbersome document that cannot be understood by the public in the timeframes allowed for comment on the EIS.

The Community and Stakeholder Engagement section of the Executive Summary makes numerous claims relating to community consultation.

- Those that are of particular concern for LVRC (and remain unsubstantiated) include, but are not necessarily limited to:

 'Stakeholders and members of the community have helped to shape the scope of this EIS.'
- Consultation allowed the project to:
- Identify community values and local conditions in proximity to the project.
- Appropriately assess potential impacts and identify key benefits of the project's construction and operation.
- Propose measures to minimise or avoid potential project impacts. Recommend strategies to maximise or enhance potential project benefits.'
- These statements may only be general comments, as the document provides no detail to back up these claims, and the draft EIS provides no clear commitment for the inclusion of appropriate mitigation in response to community concerns. When reading certain parts of the draft EIS, the impression given is that the community does not have any concerns regarding the project, which is *not the case*.

 In the case of Table 5.12 (LVRC Consultation Outcomes), regarding

impacts to populated communities, the table makes no real mention of any community concerns (with the exception of two very general statements, namely community concerns regarding the 'removal of vegetation' and the 'creation of new infrastructure'). The table then refers to the visualisations provided in Chapter 10. The table is silent on

It also recommended that any further review of alternate alignments allow the active participation and inclusion of Council and other relevant parties who should not be limited to a role of 'observer'. Further reviews must also consider and incorporate community concerns and feedback and this should be clearly demonstrated in any subsequent EIS.

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the public consultation plan was implemented, and the results of the implementation.' Given the proposed location of the alignment either through or on the outskirts of townships, the draft EIS also fails to meet the OCG's objectives for Land which states that the 'development should be designed and operated to: (a) Improve environmental outcomes (b) Contribute to community wellbeing (c) Contribute to social, economic and environmental sustainability		Summary Chapter 8 (Land use and tenure), Section 8.1 Section 8.1 Summary Not a preferred alignment - the 'preferred alignment' identified in the draft EIS fails to meet the requirements of the OCG's TOR, as it does not exproject appropriately consider the adverse impacts on LVRC's communities. As a result, LVRC do not consider this alignment to be a 'preferred alignment'. This is especially true given that the draft EIS only considers impacts from assessments which have only addressed initial train lengths and numbers, therefore failing to assess the true potential future impacts of the project. In particular, in relation to the proposed alignment, the draft EIS fails to grant and the control of the project. Section 8.1 Section 8.1 In particular, in relation to the proposed alignment, the draft EIS fails to	communicated to the proponent throughout the consultation process on many occasions, including locating the alignment either on the outskirts or through the middle of townships. Section 8.5 clearly illustrates a clear lack of concern regarding community impacts, with the only reference relating to this to be a 'review of landowner and community consultation to understand their feedback on the potential impacts and issues associated with the project'. Note, this is not a commitment to consider any landholder or community concerns, just to 'review' and 'understand' their concerns.
the The OCG should also require the proponent to include assessing areas which are outside the EIS investigation corridor (as previously tives mentioned).	-	The adverse and permanent impacts the proposed alignment will have on the townships of the Lockyer Valley region is completely unacceptable to LVRC. The selected alignment does not demonstrate any understanding or comprehension by the proponent of the severe and permanent adverse impacts to safety, lifestyle, wellbeing and function of these small urban communities. The social impacts from the proposed alignment are exceptionally significant, and it is LVRC's position that this alone should be enough for the OCG to require that the route selection process be revisited by the proponent.	rts nity sis is

of the adverse impacts already experienced by Lockyer Valley townships including...' in the Lockyer Valley...'Helidon, Grantham, Placid Section 8.1 states that the project 'traverses through, or near to, several accurate representation of the total corridor width and may only be a As a result, the stated 40 – 62.5m wide is not considered to be an include additional infrastructure (such as crossing loops and crossovers) and should not be so easily dismissed by the proponent. alignment will have on the community will be permanent and significant communities currently experience. The adverse effects the proposed adversely affected communities. proposed alignment cannot possibly be a positive outcome for the already between local communities and the rail network.' As such, the current communities, and therefore will also significantly increase the 'conflicts alignment will significantly and permanently increase the scale and nature which already adversely impacts these communities. The proposed rail infrastructure such as crossing loops and crossovers) next to a rail corridor current proposal is to co-locate the alignment (including additional network,'. The draft EIS fails to describe how this can occur when the proponent to 'minimise conflicts between local communities and the rail text then goes on to state that this decision has been made by the the Gowrie to Grandchester Future State Rail Corridor (G2GFSDC). The Queensland Rail (QR) West Moreton System Rail Corridor (WMSRC) or use that 50% of the current proposed alignment will run 'parallel' to existing Hills, Gatton, Forest Hill, Laidley.' This is six of the nine urban areas (i.e., however this figure is in addition to the existing corridor and does not The document states that the corridor width will be 40 – 62.5m wide described and will only further increase the already existing divide these (including additional infrastructure) is not adequately identified or from this co-location as the significant increase in total corridor width The document fails to consider the significant increase in adverse impacts The Project Description overview provided in the Executive Summary cites <u>a</u> Minimise impacts to the natural landscape and visual amenity."

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towns or villages) in the LVRC region and is not acceptable to Council.

	commodities and coal rather than passengers.	
	directly through the communities of Helidon, Gatton, Forest Hill and	
	Accordingly, in the current EIS we have a concept design that has been	
	from the EIS.	
	rail is not ARTC's core business and passenger rail is specifically excluded	
	Government to make provision for future passenger rail, but passenger	
	services. It is understood that ARTC have been required by the State	
	connect and integrate with the communities that will utilise the passenger	
	only railway. As a general rule, freight railways seek to avoid communities	
	Grandchester alignment- for an Inland Rail that is categorically a freight	
	Inland Rail has been the requirement for ARTC to utilise the Gowrie to	
	It seems to Council that a fundamental flaw in the route planning for	
	envisaged both freight and passenger services.	
	by the State Government in 2002/03. The associated Study at that time	
	protection of the Gowrie to Grandchester Rail Corridor that was planned	
	On the basis of future passenger rail Council has been supportive of the	
	and the transport network in SEQ.	
	rail. Such services would be of substantial benefit to the broader region	
	for many years. This has included seeking the introduction of passenger	
	Valley Regional Council has been advocating for improved public transport	
	As pointed out in Councils Submission to the Senate Inquiry, Lockyer	
Recommend that the COG ask proponent to demonstrate how future	scope Passenger rail and route selection concerns	#
	Chapter 1 – Introduction	
	preferring the current alignment, although this remains completely unsubstantiated and is misleading at best.	
	such manner). The document also repeatedly alludes to the community	
	by LVRC to be an appropriate reason to adversely impact the region in	
	areas in the LVRC region (other than cost saving, which is not considered	
	alignment should permanently and adversely impact so many of the urban	
	Further, there is no real justification provided for why the proposed	

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Objectives)	(Project	Section 6.3	Description)	Chapter 6		Objectives)	Section 1.5 (EIS	Project)	Section 1.3 (The	Chapter 1							(Proponent)		Chapter 1	
and west - Minimise the potential for adverse environmental and social impacts.' Section 1.3 also provides 'Inland Rail Objectives', none of which align with the requirements of the OCG's TOR as they completely fail to mention any	and Calvert, connecting with other sections of Inland Rail to the east	enable trains using the Inland Rail corridor to travel between Helidon	 Provide rail infrastructure that meets the Inland Rail Specifications, to 	The draft EIS provides numerous 'objectives' including Section 1.3, which	and practices.'	demonstrate that the project is based on sound environmental principles	measures to avoid or minimise adverse impacts. The EIS should	of the project are identified and assessed, and to recommend mitigation	are to ensure that all relevant environmental, social and economic impacts	TOR Objectives not met – TOR 5.1 states that 'the objectives of the EIS	of adverse impacts to the environment from their activities is concerning for LVRC, particularly when combined with the lack of detailed mitigation measures and/or commitments in the draft EIS.	The fact that the proponent has incurred penalties in the past as a result	under the EPBC Act in 2011.	the Department of Agriculture, Water, ropulation and communities (now	entered into a Voluntary Enforceable Undertaking with the Department of	The section goes on to further state that the proponent has previously	erosion issues in NSW.	penalties for the discharge of sediment-laden water and sediment and	Environmental record - Section 1.2 notes that the proponent has incurred	It should be noted that the alignment proposed in the current reference design <u>does</u> extend outside the Gowrie to Grandchester alignment in both Gowrie to Helidon (G2H) and H2C sections. Accordingly, this lends weight to the argument for the dual gauge Inland rail alignments to bypass Gatton and Forest Hill with any future passenger rail able to utilise the existing alignment through the towns.
	balance between impacts to all matters of concern.	alignment which is away from all LVRC towns and strikes a fair	 The identification and commitment to an appropriate alternative 	- The integration of community concerns regarding the current	in numbers.	appropriately consider 3.6 km long trains and the significant increase	- The re-assessment of the adverse impacts the project to	include, but should certainly not be limited to:	of TOR 5.1 and the proponent's own stated 'EIS objectives.' This should	The draft EIS requires update to appropriately consider the requirements		Enforceable Undertaking.	The draft EIS should also include detail regarding the Voluntary	proponent proposes to address impact mittgation during detailed design.	Presently, most mitigation measures are of limited detail as the	will be constructed and operated to minimise environmental impacts.	clearly how the proponent intends to ensure that the proposed project	draft EIS should be updated to, at an absolute minimum, communicate	In light of the proponent's pre-existing environmental penalties, the	

The draft EIS requires amendment to meet the requirements of TOR 5.3 by providing the appropriate level of detail regarding construction and by providing for the tipe and to appropriate level of detail regarding construction and the provided to the construction of t	the subject of the proposed project's total construction footprint. Further, the operational footprint has been provided as a total area (488.4 ha) without defining any of the elements used to identify how the operational	Chapter 6 (Project Description)	
the stated operational footprint size raises concerns regarding the actual impact the proposed project will have on the surrounding environment.	the scale of the impacts on environmental values' The draft EIS fails to meet the requirements of TOR 5.3 as it is silent on	Features)	
with the lack of information surrounding the details which determined	EIS deals with matters relevant to the project should be <i>proportional to</i>	Table 1.2 (Key	5
	project.		·
	 Identified and assessed all relevant impacts; nor Detailed mitigation measures to avoid or minimise impacts of the 		
	not met the requirements of TOR 5.1 because it has not:		
	real, appropriate and effective impact assessments, or the development		
	the requirements of this TOR as these objectives have not translated to		
	the requirements of TOR 5.1, however, the document has failed to meet		
	The EIS objectives quoted above at Section 1.5 appear to be in line with		
	the project will not provide any tangible or real opportunities or benefits.		
	corridor.' This statement does not however apply to the LVRC region as		
	an enabler for regional economic development along the Inland Rail		
	impacts. The closest the text comes is to state that Inland Rail will 'act as		
	mention the consideration of any environmental, social or economic		
	both the project and Inland Rail. Again, those stated for Inland Rail fail to		
	Interestingly, Section 6.3 provides a further list of different objectives for		
	- Demonstrate how adverse impacts can be avoided, mitigated and		
	project.		
	- Describe the expected benefits and opportunities associated with the		
	environment		
	methods.		
	the project, alternatives to the project and proposed construction		
	- 'Provide information to stakeholders and the public on the need for		
	further objectives of the draft EIS including:		
	millimisation of adverse impacts, section 1.3 provides infinite detail, citing		

	rall network, minimise visual intrusion in the area and allow coordination		
which a	been designed to minimise conflicts between local communities and the		
of a rob require	co-location of the project alignment within the existing rail corridor has		
The cur	III-considered alignment – Both the Melbourne – Brisbane Inland Rail	Chapter 2	11
ale	Chapter 2 – Project Rationale		
	in the main body of the text.		
	and TOR 12.2, which requires the document to include such information		
	on the matter, the draft EIS fails to meet the requirements of TOR 10.1(f)		
	least the following specific information (f) regional and local context of		
	appendix). TOR 10.1 requires Chapter 6 to 'describe and illustrate at		
	is not stated), before referring the reader to Volume 3: Drawings (an		
4	of the 'project footprint' (note, whether this is construction or operation		
	only indication provided of the potential footprint, showing the location		
4	Chapter 6 also remains mostly silent on the matter, with Figure 6.4 the		
	construct either through, or on the outskirts of townships.		
	is no mention of the total width of the corridor the proponent intends to		
	infrastructure will be a 'minimum of 2,200 m (or 2.2 km) in length'. There		
	Helidon, Gatton, Laidley and Calvert), simply stating that this		
	infrastructure currently proposed to be located in townships (namely		
	remains silent on the footprint size of crossing loops and other		
	actual total anticipated project construction footprint. The table also		
provide	fails to provide many of the maximum impact areas and is silent on an		
determi	provides some detail regarding footprint areas, however it consistently		
possible	structures and other associated infrastructure are required' the table		
perman	width of 40 m to 62.5 m and extending wider where earthworks,		
ensure	Further, Table 1.2 states that the rail corridor 'is expected to comprise a		
It is furt	addressed.		
this infr	construction and operational footprint data have not been appropriately		
infrastr	how the proponent arrived at the quoted figure. As a result, both		
10.1(f)).	arbitrary number with no data which will enable the reader to identify		
regiona	rootprint was calculated. Instead, the draft EIS merely provides an		

nal and local context of the project's footprint (as required by TOR (f)). This should include the provision of the proposed width of all structure, and the total proposed width of the corridor (including nfrastructure).

rther recommended that all technical studies be updated to that the proposed project footprint (including temporary and nent footprint areas) has been accurately assessed as it is not le for the regional and local context of the project's footprint to be nined if actual footprint areas (including maximum sizes) are not ed in the draft EIS.

urrent proposed alignment is unacceptable to LVRC. Given the lack obust assessment for alignment options, LVRC request the OCG re the proponent to appropriately consider alternate alignments are located outside the vicinity of local townships.

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	rail bridge through Gatton. This was dismissed as it was considered tocause significant potential disruption to the local community during		
	- Option $3-$ follows the preferred alignment but considers an elevated		
	environmental impacts.'		
	crosses 'major floodplains and is undesirable considering the possible		
	a 'reduced cost differential could be achieved' but the option		
	close to the Warrego Highway, was considered to determine whether		
	 Option 2 – further north than Option 1, further away from Gatton and 		
	community properties' and ultimately discounted 'mainly due to cost'.		
	and the Warrego Highway 'results in unnecessary severance to		
	 Option 1 – to the north of the township between the existing WMSRC 		
	dismissal of the stated alternative options were:		
	consideration of alignment options. From the draft EIS, reasons for the		
	determined study area is not considered to be an appropriate		
	previously stated, the analysis of the alignment in a narrow and pre-		
	considered by the proponent before being dismissed. Further, as		
	impossible to determine whether these alternatives were appropriately		
the potential project impacts.	adverse and substantial impacts to Gatton township. However, it is		
identify an alignment that will adequately avoid, minimise and mitig	2.4), some of which had the potential to minimise the current proposed		
assessments of alternate alignments that comply with the TOR to	The section goes on to discuss three alternative options (shown on Figure		
to undertake further and more comprehensive and accurate	stakeholder engagement.'		
require the proponent to abandon the current alignment at Gatton	the operation of the railway were raised during community and		
To meet the OCG's TOR, LVRC strongly recommend and urge the OC	level crossings and noise, air quality and amenity issues associated with		
	document acknowledges that 'concerns over potential traffic impacts at		
which are located outside the vicinity of local townships.	currently divides Gatton in two, was made despite the fact that the	2.4	
require the proponent to appropriately consider alternate alignmen	further and significantly increasing the already sterilised land which	(Gatton), Figure	
of a robust assessment for alignment options, LVRC request the OC	locate the proposed alignment beside the existing WMSRC, thereby	Section 2.7.3.2	
The current proposed alignment is unacceptable to LVRC. Given the	Gatton Alignment Options - Section 2.7.3.2 states that the decision to co-	Chapter 2,	12
impacts.	and Forest Hill will not achieve these design intents.		
that will adequately avoid, minimise and mitigate the potential proj	etc associated with the line through small urban precincts such as Gatton		
alternate alignments that comply with the TOR to identify an alignment	trains as well as the considerably elevated embankments, noise barriers		
undertake further and more comprehensive and accurate assessme	social impacts.' The significant increase in both the volume and size of		
require the proponent to abandon the current alignment and to	project design is to 'minimise the potential for adverse environmental and		
To meet the OCG's TOR, LVRC strongly recommend and urge the OC	of service lines with existing rail networks. One of the objectives of the		

comprehensive and accurate assessments of mply with the TOR to identify an alignment inimise and mitigate the potential project strongly recommend and urge the OCG to

e vicinity of local townships. propriately consider alternate alignments ignment options, LVRC request the OCG ent is unacceptable to LVRC. Given the lack

andon the current alignment at Gatton and re comprehensive and accurate \widehat{c} strongly recommend and urge the OCG to

ll adequately avoid, minimise and mitigate

LVRC provide the following in regard to the stated options: limited to a pre-determined narrow corridor), the draft EIS fails to meet through Gatton was selected because it will require less earthworks, less Chapter 2 Section 2.7.3.2 simply concludes that the proposed alignment be designed and operated to: the OCG's objectives for Land which states that the 'development should Given the inadequate identification of alternate alignments (having beer a substantial increase to adverse impacts to these townships, is also Option 3 – given that Council do not accept the proposed alignment in which is located in town and on higher ground) is also located entirely scrutiny of flood mapping provided in the draft EIS reveals that most crossing the Condamine Floodplain in the Border to Gowrie (B2G) in unnecessary severance to community properties' is not considered Option 1 – the claim that this option should be dismissed as it 'results its current form, simply raising the alignment, which may also result in in areas which experience flooding, completely negates the validity of of the preferred alignment (with the exception of some 1 km length are based on local knowledge gleaned over time. Further to this, the proponent has no issue, and in fact has been very insistent upon, Option 2 – the claim that the proponent considers the crossing of to be a robust enough reason to dismiss this option given that this construction and operation without adding addition value to the not considered an appropriate option by LVRC. section of Inland Rail, despite community concerns in that area which major floodplains to be undesirable is dismissed by LVRC given that option may be amended to limit property severance, and that the (e) preferred' alignment will sterilise one side of Gatton from the other (B) Minimise impacts to the natural landscape and visual amenity. Improve environmental outcomes Contribute to social, economic and environmental sustainability Contribute to community wellbeing

	Chapter 2 Section 2.7.3.3 (Forest Hill) and Figure 2.5	
LVRC provide the following response to these options:	Forest Hill Alignment Options – As previously stated, the analysis of the alignment in a narrow and pre-determined study area is not considered to be an appropriate consideration of alignment options. Section 2.7.3.3 states that the 'early alignment option' runs straight through the town of Forest Hill (Figure 2.5). Two alternatives were developed to 'determine the feasibility of bypassing the town or elevating the track as it runs parallel to the existing QR WMRSC through Forest Hill.' From the document: Option 1 – located on the outskirts of the township (to the northwest) was dismissed due to 'an increase in required earthworks and potential significant impact to farming and cropping land as it will sever a number of existing fields.' The text goes on to state that this option was 'presented at a community engagement session with feedback showing that the alignment was not preferred due to the impact on farming land.' Option 2 – considered the construction of an elevated track as per Gatton's Option 3 and citing increased costs for the proponent and increased environmental and social impacts. Given the inadequate identification of alternate alignments (having been limited to a pre-determined narrow corridor), the draft EIS fails to meet the OCG's objectives for Land which states that the 'development should be designed and operated to: (i) Improve environmental outcomes (j) Contribute to community wellbeing (k) Contribute to social, economic and environmental sustainability (l) Minimise impacts to the natural landscape and visual amenity.'	structures, and less impact to agricultural land. It seems that despite the community concerns about the proposed alignment which are clearly documented in the draft EIS, the proposed alignment was selected because it will be the cheapest to build. There appeared to be no consideration of the community concerns or impacts associated with the proposed alignment.
	The current proposed alignment is unacceptable to LVRC. Given the lack of a robust assessment for alignment options, LVRC request the OCG require the proponent to appropriately consider alternate alignments which are located outside the vicinity of local townships. To meet the OCG's TOR, LVRC strongly recommend and urge the OCG to require the proponent to abandon the current alignment at Forest Hill and to undertake further and more comprehensive and accurate assessments of alternate alignments that comply with the TOR to identify an alignment that will adequately avoid, minimise and mitigate the potential project impacts.	

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support ruture	(Opportunities to	Section 8.7.5	(Summary)	Section 8.1	Use and Tenure)	Chapter 8 (Land		Markets)	Regional	to and from	(Improved Access	Section 2.4.1.1	(Justification)	Section 2.3	Chapter 2																		
- Improved mine accessibility Improved access to key local and international markets.	- Improved linkages.	provides detail relating to benefits for 'some regional markets' including:	benefits and opportunities associated with the project.' Section 2.4.1.1	Further, TOR 7.6 states that the draft EIS should 'describe the expected	region.	Benefits to capital cities are not considered to be relevant to the LVRC	to discuss all relevant environmental, social and economic impacts.	that the document fails to meet the requirements of TOR 5.1 in that it fails	identify any benefits for the LVRC region, it is considered accurate to state	LVRC region. As previously discussed, given that the draft EIS fails to	benefits for capital cities but makes no mention of local benefits for the	Section 2.3 of the draft EIS is thorough in its provision of perceived	the project are identified and assessed'	ensure that all relevant environmental, social and economic impacts of	No Local Benefits –TOR 5.1 states that 'the objectives of the EIS are to	increase them in a significant and permanent way.	doing so will effectively decrease adverse impacts and may very well	town is not considered an appropriate option as there is no proof that	its current form, simply raising the alignment as it passes through	 Option 2 – given that Council do not accept the proposed alignment in 	preferring to wait for the release of the draft EIS.	that the proponent has provided limited detail in the past, instead	at the time of this one instance of consultation. LVRC's experience is	made aware of the sheer scale and nature of the proposed alignment	detailed information provided regarding whether the community was	mention of how many community members attended. There is also no	robust consultation as this was discussed on one night and there is no	community engagement session. This is not considered effective or	- Further, the text states that this option was only discussed at one	Hill from the other.	that the preferred alignment completely sterilises one side of Forest	that this option may be amended to limit severance of properties, and	 Option 1 – should be seriously considered rather than dismissed given
										misleading.	current claims made by the draft EIS to be factually incorrect and	communities and industries of the LVRC region. LVRC consider the	could provide any real or tangible opportunities and benefits to the loca	and 7.6 and to accurately and appropriately consider how the project	The draft EIS should be updated to meet the requirements of TOR 5.1																		

MCA .be reviewed in light of EIS and revised costings to better reflect community views on alignment. Refer above.	LVRC concerns over consultation at critical times. Eg MCA	Chapter 5
ment	Chapter 5 – Stakeholder Engagement	
neighbouring land impacts. This is in light of recent court proceedings that found for railways the TIA term of neighbouring to be "lands lying near".	It is understood recent court proceedings have helped to clarify the responsibilities of railway manger wrt neighbouring land.	
	Chapter 3 Project Approvals	
	on how this would happen given there will be no opportunity for any industry at Gatton (or anywhere else in the LVRC region) to access the railway.	
	'likely be a catalyst for the construction of industrial uses and development in the GWIZ (among other areas).' The section remains silent	
	support future industries, such as the GWIZ project at Gatton' and will	
	claim that it will 'act as an enabler for regional economic development	
	along the east coast, particularly capital cities. It then goes on to again	
	Section 8.7.5 repeats Inland Rail's benefits for the more built-up areas	
	implementation of mitigation magnitude '	
	section goes on to further state that 'where impacts cannot be avoided,	
	markets and acting as a catalyst for development in the region.' The	
	supporting future industries, improving access to and from regional	
	and opportunities for LVRC because of the proposed project. Section 8.1 also claims a 'potential for beneficial impacts, including	
	to meet the requirements of TOR 7.6 as there are no expected benefits	
	significant and permanent adverse impact. As such, the draft EIS also fails	
	rather, the effect the project currently proposes for the LVRC region is a	
	region as the proposed project is simply traversing the region. There will	
	However, none of these presumed benefits will be available to the LVRC	
	 Improved ability to move greater volumes of grain via rail. 	development)
	- Improved drought resilience.	industry

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Chapter 6 Section 6.2.1 (Capacity for		Chapter 6		Chapter 5 Table 5.14
Future Passenger Rail – TOR 10.9 requires the draft EIS 'describe the ability and capacity of the proposed rail corridor to support future passenger rail services between Brisbane and Toowoomba.'	Operational impacts: TOR 10.1 requires the draft EIS to provide a project description.	General chapter outline: consistent with other chapters in the draft EIS there is no assessment as to its compliance with the TOR document.	Chapter 6 – Project Description	the proponent. The draft EIS is silent on making any real commitment to appropriately mitigate the adverse community impacts the LVRC region will experience as a result of the current alignment. As a result, the draft EIS fails to meet the requirements of TOR 7.8 as it fails to describe 'how the responses from the community and agencies have been incorporated into the design and outcomes of the project.' Noise and vibration – Table 5.14 states that for rail alignment noise in Gatton and Forest Hill 'reasonable and practicable (or feasible) measures were 'outlined' and cites 'a key component in reducing potential noise impacts is expected to be at-property controls such as architectural property treatments and upgrades to property fencing.' However, the text provides no clear commitment to provide real mitigation for impacted properties. In fact, the noise and vibration assessment has failed to appropriately identify the thousands of properties which will be adversely and permanently impacted by rail noise emissions the current proposed alignment (even at the initial proposed train length and numbers). For properties which will be affected but have failed to be identified in the stated proposed 'architectural treatments' and property fencing 'upgrades' to help mitigate the constant and intrusive noise from the project will be at the property owners cost. This is unacceptable to LVRC.
The draft EIS requires amendment to meet the requirements of TOR 10.9 and to provide information on future passenger train opportunities between Brisbane and Toowoomba.	Amend the EIS so that the operational aspects of the project are captured in the relevant sections, so these impacts are then able to be considered by the reader when reviewing the remainder of the chapter.	Amend the draft EIS to include a table demonstrating how this chapter complies with the TOR 10.0 and associated TOR items.	on	receiving environment, businesses and communities. The draft EIS requires update to appropriately consider ultimate train length and number and the World Health Organisation (WHO) (2018) noise levels for sleep disturbance by rail which is stipulated in Environmental Noise Guidelines for the European Region. This is to ensure the accurate assessment of impacts to sleep from rail noise and the appropriate regulatory conditioning of the project, so the burden of mitigation is on the proponent, and not adversely affected residences.

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	Saprilissoris, complete any larener mixesagations and reviews required		
	given the time which will be required to appropriately address didicals		
	given the time which will be required to appropriately address draft EIC		
	provided in the draft FIS is considered by LVRC to be unrealistic at best as		
	incorporated into proposed project activities. Further, the timeline		
	when the Flood Study findings have not been finalised, considered or		
	The draft EIS does not address how construction is expected to commence		
	to the finalisation of the Study Group findings.		
	EIS further suggests that construction will commencing in Q4 2021, prior		
	Inland Flood Study Group will be finalised by the end of 2021'. The draft		
	Study, the OCG's website states that the 'findings of the Expert Panel		
environment.	responses due by 23 June 2021. In relation to the required Inland Flood		
significant residual impact for either the LVRC communities or	The draft EIS was issued for public consultation on 31 March 2021 with		
and impact of the proposed project in order to ensure there is no	be approved in its current form.		
- The development of commitments which are appropriate to the scale	assuming that the draft EIS, which is considered inadequate by LVRC, will		
missing from the draft EIS).	In addition to this, the proposed timing indicates that the proponent is		
- The development of appropriate mitigation measures (currently	permanent impacts on the local LVRC region and its communities.		
project.	the proposed alignment and fails to consider the proposed significant and		
accurately assess the actual and potential impacts of the proposed	of the OCG's EIS process. Further, it assumes there will be no issues with		
 Any further studies or updates to existing studies required to 	the assessment agencies. This is a misrepresentation of the requirements		
- The timing required for ancillary approvals.	or not all impact assessments have been completed to the satisfaction of		
standard of the draft EIS).	start of construction suggests that it will commence regardless of whether		
allow the approvals process to proceed based on the current	will not be released prior to the end of 2021. Rather, the timing for the		
 The timeframes for approval of the draft EIS (assuming the OCG 	of the draft EIS, or the fact that the current Inland Flood Study findings		
the Flood Panel review.	regarding issues such as regulatory requirements post public notification		
- The appropriate consideration and incorporation of the findings of	such as successful procurement of contractor'. The section remains silent	Timing)	
This should include, but not be limited to, consideration of the following:	potentially impact the project and delay the start of construction to 2022,	(Anticipated	
project timeframe to adequately meet the requirements of TOR 10.1(k).	project approval – Section 6.2.4 states that 'a number of factors could	Section 6.2.4	
The draft EIS requires updating to provide an appropriate and realistic	Commencement of construction prior to assessment completion and	Chapter 6	18
	and provides no detail regarding future passenger train opportunities.		
	The draft EIS explicitly describes the project as being for freight purposes		
	vague at best and does not include any of the detail required by TOR 10.9.		
	to provide any further information. In its current form, this statement is		
	duplication of the Inland Rail freight line and/or passenger lines' but fails	Rail Services)	
	Section 6.2.1 states that 'the alignment does not preclude either the	Future Passenger	

LVRC do not consider the alignment assessment, with its narrow and pre determined study area to be appropriate to safeguarding the communities in the region in a way which ensures that there is no significant residual impact as a result of the proposed alignment. Particularly given the (unassessed) significant increase in train size and frequency.	Up to 47 double-stacked trains at 3.6 km long through urban areas such Gatton and Forest Hill will have a significant impact on the environmental, social and amenity values of these small urban precincts.		
The draft EIS requires update to include further detailed investigation into the adverse social and amenity impacts of the proposed alignment on urban areas such as Gatton and Forest Hill. In addition, greater transparency on the route and alignment selection process is required to ensure the balance between social and amenity impacts on urban areas and impacts on agricultural land has been achieved.	Impacts to townships – Section 6.8.1 specifies that the design criteria for the line is to cater for an initial train length of 1.8 km and a maximum train length of 3.6 km, double stacked (i.e., 7.1 m above rail height). Section 6.12.2 (states that it is anticipated that an average of 33 trains per day will travel through the Lockyer Valley, including urban communities such as Gatton and Forest Hill, commencing in 2026. This will increase to an average of 47 services per day in 2040.	Chapter 6 Section 6.8.1 (Design Criteria) Section 6.12.2 (Train Operations)	19
Amend the EIS so that the operational aspects of the project are captured in the relevant sections, so these impacts are then able to be considered by the reader when reviewing the remainder of the chapter.	The Draft EIS focuses heavily on the construction impacts of the project, including in section 6.2 & section 6.8, however this section(s) and indeed this chapter does not outline the operational impacts of the project (ie. 47 train services @ 1,800m long – potentially up to 3,600m long - per day in 2040) until section 6.12.	Section 6.8 (description of the project)	#
In the first instance and at a minimum, Council suggests it is in the public interest that the proponent construct this shared pathway between Gatton and Forest Hill (with connections to the University of Queensland campus) to connect the rural communities that this project will have irreversible impacts on and recommends this as a condition on any approval.	The proponent states in sections that the project design includes space for a 'future' shared cycle path between Placid Hills and Laidley, with a 'dedicated' shared path incorporated from Lockyer Creek to Forest Hill which runs parallel to the corridor. The proponent does not state if it will be constructing the 'future' or 'dedicated' shared path, and neither is it implicit from the design drawings if this is to be the case.		
Council requests clear direction from the proponent if the proponent will be constructing the shared pathway in the draft EIS.	Shared cycle path construction: TOR 10.11 (q) requires the draft EIS to provide information about proposed upgrades to other infrastructure.	Section 6.7 (project location and land use)	#
	gain subsequent regulatory approvals, finalise design in accordance with those approvals etc. Given this, the draft EIS does not adequately described the proposed timing of the works, thereby not meeting the requirements of TOR 10.1(k).		

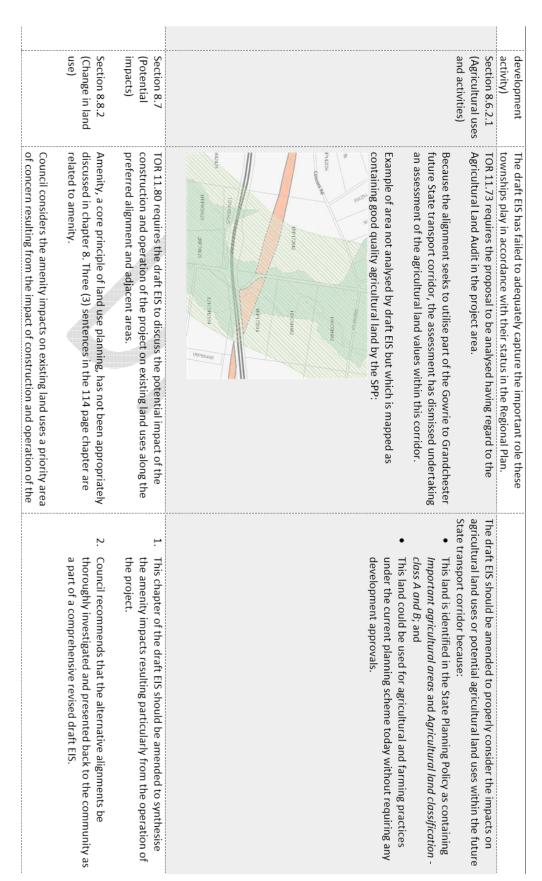
This excessive number of proportions of TOR 5.1, particular to the contract of	This equates to a laydown area approximately every 1.5km. excessive number of laydown areas resulting in unnecessary environmental disturbance.	Laydown areas: Approximately km of railway track (in location	The proponent states that the relevant activities including the treatment plant and concrete the details on what further approvoments it is noted the location of these identified in section 6.13.15.1.	Water treatment plants and constructed and operated.	components) The proponent states in sections to be replaced		
This excessive number of proposed laydown areas fails to meet the requirements of TOR 5.1, particularly 'to recommend mitigation	This equates to a laydown area approximately every 1.5km. This is an excessive number of laydown areas resulting in unnecessary environmental disturbance.	Laydown areas: Approximately 32 laydown areas are proposed across 47 km of railway track (in locations identified in figure 6.4 (a) – (h)).	The proponent states that the project will require environmentally relevant activities including the potential establishment of water treatment plant and concrete batching facilities however provides no details on what further approvals (if any) are required for these facilities. It is noted the location of these potential concrete batching plants is then identified in section 6.13.15.1.	Water treatment plants and concrete batching plants: TOR 9.5 requires the draft EIS to identify the approvals to enable the project to be constructed and operated.	The proponent states in sections that the existing pedestrian foot bridge at Gatton station is to be replaced.	Gatton station foot bridge: TOR 10.11 (q) requires the draft EIS to provide information about proposed upgrades to other infrastructure.	
		The draft EIS should be amended to reduce the excessive amount of laydown areas to mitigate environmental impacts.	Despite the proponent identifying potential locations for concrete batching plants, and if the draft EIS is approved, Council notes that these facilities may be subject to development approval and these locations may not be suitable after a thorough and detailed assessment. Early engagement with Council for any further required development approvals is recommended.	The proponent should clearly outline if further approvals are required to operate the concrete batching plants and/ or water treatment plant/s.			To meet the OCG TOR, LVRC strongly recommend and urge the OCG to require the proponent to abandon the current alignment and to undertake further and more comprehensive and accurate assessments of alternate alignments that comply with the TOR to identify an alignment that will adequately avoid, minimise and mitigate the potential project impacts. The OCG should also require the proponent to include assessing areas which are <i>outside the pre-determined EIS investigation corridor</i> (as previously mentioned).

	turnarounds) are proposed to be 'constructed as new sections of track parallel with the new track'and goes on to say that 'the project will be wide enough to accommodate the new crossing loops.' This second statement is not clear enough for the reader to determine whether the draft EIS is referring to the previously quoted 40 – 62.5 m width, or if this infrastructure is in addition to this width. Further, the lack of definition surrounding the provision of a total corridor width (including the existing rail line) has not been provided in the document. Given the fact that the current proposed alignment can only increase the already significant amount of sterilised land which either cuts through or skirts the townships of Helidon, Gatton, Laidley and Calvert, LVRC do not consider that the draft EIS has appropriately considered the impacts the current alignment will have on these communities and therefore does not meet the requirements of TOR 5.1 or 7.8. The draft EIS is required by the TOR to demonstrate how impacts to communities have been avoided and minimised to ensure that there will be no significant residual impact to		
To meet the OCG TOR, LVRC strongly recommend and urge the OCG to require the proponent to abandon the current alignment and to undertake further and more comprehensive and accurate assessments alternate alignments that comply with the TOR to identify an alignment that will adequately avoid, minimise and mitigate the potential project impacts. It is also recommended that additional infrastructure such as crossing loops, maintenance sidings etc are not located in or near townships.	Crossing Loops, maintenance sidings, and Crossovers – Sections 6.8.5 and 6.8.6 state that crossing loops, maintenance sidings and crossovers will be co-located in townships (namely Helidon, Gatton, Laidley and Calvert), resulting in a significant increase in the width of sterilised land experienced in these towns as a result of the current proposed alignment (whether the alignment is on the vicinity of, or straight through, the town). The draft EIS states that crossing loops (including maintenance sidings and	Chapter 6 Section 6.8.5 (Crossing Loops) Section 6.8.6 (Crossovers)	20
 If they are: properly assess the impacts of the proposed tunnel infrastructure including the impacts of any proposed ventilatio infrastructure. In addition to the visual impacts on the broade locality, the local impacts of residences along Range Crescent requires careful consideration. 	This section identifies the tunnel will have a ventilation building <u>above</u> each tunnel portal to a height of 23m. The actual location of the ventilation building is not identified (to confirm if it will protrude above the landscape) and similarly it does not appear the impacts of the ventilation buildings have been assessed because chapter 16 (social) states "no ventilation outlets are required".		
The draft EIS be amended to: 1. Confirm or otherwise if ventilation buildings/ structures/ outle are required by the project and confirm their placement and setting within the landscape;	Tunnel ventilation: TOR 5.1 requires all relevant environmental and social impacts of the project are identified and assessed.	Section 6.8.4 (tunnel infrastructure)	#

The draft EIS requires update to include correct footprint sizes for both construction and operation activities. Both should be clearly identified and include all relevant areas (such as additional infrastructure, laydown and other construction areas).	Footprint and Co-location –Section 6.9.3.3 states that the permanent operational disturbance footprint will be some 488.4 ha and that the alignment has been chosen to reduce 'potential property impacts', having been 'deliberately designed to use the existing WMSRC for approximately 50% of the proposed alignment'. The text further states that 86.7 ha of the operational footprint will be in 'the existing corridor'. Using the stated operational footprint size of 488.4 ha, this is only 18% of the current alignment located in the WMSRC, not 50%. The text goes on to further state that the parts of the alignment	Chapter 6 Section 6.9.3.3 (Corridor acquisition and access)	21
	Water usage in time of drought is critical and agricultural producers do not want additional competing uses for water.		
government to water supply arrangements prior to commencement of construction activities.	LVRC is concerned about the use of these water sources for the project particularly given the information provided in the draft EIS is "approximate" and "subject to future updates".		
Council requests a condition be imposed on any approval requiring the proponent to reach agreement with relevant water users including local	Table 6.8 in the draft EIS outlines 'potential sources' for various parts of the construction phase which includes priority town mains water, and dam water.		
The draft EIS should be amended to meet the requirements of TOR 11.55 to 11.57 and account for a proper assessment of the impacts of the project on the region's water supplies.	Water source: TOR 11.55 - 11.57 requires detailed information about water usage for the project.	Section 6.9.3.1 (construction water)	#
	foot bridge discussed at item XX above, level crossings are proposed to be provided by the proponent at Gaul Street, Dodt road, and Hunt Street.	(level crossings)	
Council requests this be included as a condition on any approval.	Provision of level crossings: in addition to the Gatton station pedestrian	Section 6.8.9	#
	proponent would have identified an alternative alignment which minimises adverse and permanent impacts to Lockyer Valley townships.		
	appropriate consideration of these impacts has not occurred. If the requirements of TOR 5.1 and 7.8 had been appropriately considered, the		
	on the outskirts of six of the nine LVRC townships illustrates that the		
	design and outcomes of the project'. Co-locating the proposed alignment and its associated infrastructure in or		
	local communities, and to incorporate community concerns 'into the		

The draft EIS requires updating to confirm actual train numbers and to provide a justification as to why there are differences in train numbers between different Inland Rail documentation.	Inconsistent train numbers – Section 6.12.1 states that 'operation will be 24 hours a day, seven days a week'. Section 6.12.2 goes on to cite an 'annual average of 'about' 33 train services per day in 2026' 'which is	Chapter 6 Section 6.12.1 (Land Use and Workforce)	22
Council requests this be included as a condition on any approval to ensure the community and Council has certainty on construction hours.	TOR 11.152 requires workforce management plans and a review of the broader EIS identifies these management plans will include indigenous training partnerships and employment pathways, and targets for local employment. No work on Sundays or public holidays.		
With the reduction in expected construction jobs, the requirements for local workforce participation and training pathways must be an emphasis for any successful contractor. It is recommended a condition of approval require the construction contract to employ above 85% of locals.	Local jobs: the draft EIS notes the estimated construction period is likely to generate 730-750 FTEs. This is less than half of what was originally anticipated by the Initial Advice Statement in 2017 when up to 1,800 FTEs were estimated. The reduced number of FTEs anticipated across the project makes the provision of employment to locals even more important as the scarcity of these jobs is now increased.	Section 6.9.8 (Construction workforce and hours)	#
	permanent operational disturbance footprint proposed to be located in this corridor. The text further states that the project was 'deliberately designed to use these existing and protected rail corridors, minimising the extent of new properties to be acquired.' However, using the draft EIS's stated areas, there will only be some 34% of the operational corridor actually located in these areas. These figures are clearly incorrect. Further, the reference to a focus to reduce 'potential property impacts' results in the draft EIS not meeting the requirements of TOR 5.1, which requires the document to 'to ensure that all relevant environment, social and economic impacts of the project are identified and assessed'. The draft EIS shows no regard for the significant and permanent adverse impacts the proposed co-location of the project in areas which are either on the outskirts of local townships, or completely and permanently divide them in two.		
	which are not in the WMSRC predominately follow the greenfield G2GFSDC, with approximately 80 ha (or only 16% of 488.4 ha) of the		

	The South East Queensland Regional Plan identifies Gatton as a Principal Rural Activity Centre and Laidley as a Major Rural Activity Centre.	Section 8.6.3 (Future land use intent and
The draft EIS should be amended to reflect these townships status and assess the impacts on the only Principal Rural Activity Centre and Major Rural Activity Centre in the region.	TOR 11.79 requires the proposal to be discussed in the context of applicable Regional Plan.	Section 8.6.2 (Land use)
		development activity)
scheme and strategies to address any required changes		(Future land use intent and
 a collaborative working approach with Council's strategic planning unit to identify impacts to Council's new draft planning 	pattern.	Section 8.6.3
released and identify any new impacts as a result;	for a fundamental rethink of Council's planned growth and settlement	methodology)
 Consideration of Council's new draft planning scheme when 	experienced and for which, prior to release of the draft EIS, Council has not had complete visibility over. The impacts identified pose the potential	(Impact assessment
	The H2C draft EIS has identified a range of negative impacts that will be	Section 8.5.2
consultation on its draft new planning scheme. The draft new planning scheme has been being developed now for a number of years.	applicable planning schemes.	(methodology)
Council is in the process of gaining approval to undertake public	TOR 11.79 requires the proposal to be discussed in the context of	Section 8.5
the ground or as a result of the new draft planning scheme.		
assessment prior to detailed design and construction to ensure there are		
The proponent should be required to undertake a revised land use	'project drive through' combined with consultation feedback.	
a site.	based on desktop mapping (QLD Land Use Mapping Program) verified by a	
development approvals, and ultimately change the land use operating on		
alter the zoning of certain premises, result in new or different	and then discuss the compatibility of the project with those land values.	(methodology)
Council is in the process of preparing a new planning scheme which may	TOR 11.72 & 11.73 requires the draft EIS to outline existing land values	Section 8.5
	Chapter 8 — Land Use and Tenure	
	provides no certainty to landowners about the outcomes anticipated adjacent their properties.	



preferred alignment. However, this chapter fails to critically analyse the impacts of such.

It is understood the project may ultimately result in up to 47 train movements where each train is 1.8km long. On average across a day this could result in a train movement through Gatton and other townships

every 30 mins or so

For example, as a Principal Rural Activity Centre the township of Gatton can expect to be irreversibly affected by impacts associated with rail noise, loss of connectivity between parts of the township, changes to the location of community uses (ie. Caravan park, place of worship), etc. Critical analysis of these aspects is likely to identify that this may result in an inability to attract new resident and businesses (who may prefer other townships), a loss of the free enjoyment of the central business area by users, a loss of sense of identity and community cohesion amongst the town, and a potential for displacement of existing residents and businesses. Collectively, these impacts are likely to fundamentally change the identity and operation of Gatton. This has the potential to undermine its status as a Principal Rural Activity Centre within the region. Amenity impacts must be critically analysed in consideration of the impacts to existing land uses.

Logically, potential mitigation options must then involve consideration of an alternate alignment. TOR 6.7 requires the draft EIS to present feasible alternatives to the project configuration. Chapter 2 – project rationale briefly discussed alternative options for rail alignment which avoid the townships of Gatton and Forest Hill by deviating around them. These alternative alignments have been determined unsuitable due mainly to the associated increased construction costs. Council suggests that for a project of this size, scale, and operational impact the balance between costs and community impacts weighs in favour of community impacts. In this respect, it is grossly inadequate to dismiss alternate alignments due to cost factors (especially considering the EIS regularly promotes the state and national economic drivers which underpin the project).

24	23
Chapter 10 Appendix H (Landscape and Visual Impact Assessment Technical Report)	Chapter 10 Appendix H (Landscape and Visual Impact Assessment Technical Report)
Viewpoints missing photomontages – TOR 7.2 states the 'assessment and supporting information should be sufficient for the Coordinator-General and administering authorities to decide whether an approval should be granted'. The project impacts on character (LCTs and LCAs), impacts on visual receptors, impacts of lighting and impacts during construction, and cumulative impacts and mitigation measures (those built-in to the project plus additional recommendations) are all thoroughly addressed with respect to a 20 km wide study area. However, some viewpoints are not accompanied by photomontages, which makes it hard for some affected stakeholders (and the reviewers) to appreciate the probable impacts on their particular visual amenity. Although Appendix H section 4.9.5 states 'visualisations have been selected on the basis of those illustrating key infrastructure elements likely to be of interest to the community and/or the most sensitive viewpoints, such as from regionally significant scenic lookouts,', some critical viewpoints have not been visualised.	The revised alignments would go some way to ameliorating the majority of impacts the townships will experience from the construction and operation of this project. Chapter 10 – Landscape and Visual revision of this project. It is obviously a standard 'template' on km long linear infrastructure project. It is obviously a standard 'template' approach, and necessarily so the Visual Impact Assessment chapters of all Inland Rail EIS documents need to have a consistent methodology and fit the EIS impact assessment matrix 'model'. However, this 'template' approach has flaws, as discussed in the comments below.
The draft EIS requires update to include photomontages for additional key viewpoints to enable affected stakeholders to appreciate the probable adverse and significant impacts from the proposed alignment, particularly in potentially severely affected townships such as Gatton and Forest Hill.	sual The draft EIS requires update to appropriately address and focus more on the visual and character impacts likely to be experienced by the communities most affected; and in that respect and remove the flaws in the study methodology.

																												25					
<u>YouTube</u>	through -	Calvert fly-	Helidon to	Inland Rail -		Mitigations)	Barrier	Concept Noise	(Summary of the	Section 15.4.5	Figures 37, 39; 40	Options) and	Noise Barrier	15.4 (Review of	Report), Section	Technical	and Vibration	Railway Noise	(Operational	Appendix P		Technical Report)	Assessment	Visual Impact	(Landscape and	Appendix H		Chapter 10					
visual impacts of probable noise barriers at least 4 m tall have not been adequately addressed (and they have not been modelled in the 'fly-	due to combined train and embankment heights etc.). Importantly, the	night-time train lights, extent of casting of shadows and moving shadows	higher embankments, more trains per day, 7.1 m high stacked containers,	proposed alignment will cause significantly greater visual impacts (e.g.,	some viewpoints may be within view of the existing railway, but the	however little transparency regarding this aspect of the assessment –	have less impact where it is adjacent to the existing railway line). There is	appearance and effects of the 'new' Inland Rail is generally considered to	whether or not it will be within view of the existing rail (the visual	line, and the analysis of visual impacts at each viewpoint mentions	50% of the proposed 47 km alignment is parallel to the existing railway	significantly increased in numbers. The draft EIS states that approximately	km long and 7.1 m high and future trains may be up to 3.6 km long and	infrastructure but more importantly the impact of trains each up to 1.8	visibility of landscape change associated not only with the static	The visual impact assessment appropriately conveys the scale and	corridor.	trains and infrastructure such as noise barriers, compared to existing rail	the significantly greater visual impacts of the proposed alignment and its	comparable to the existing visual amenity. The draft EIS does not consider	This implies that the visual impacts of the proposed alignment should be	(d) Mitigate impacts to the natural landscape and visual amenity.	(c) Contribute to social, economic and environmental sustainability; and	(b) Contribute to community wellbeing; and	(a) Improve environmental outcomes; and	operated to:	OCG's TOR states that the proposed project should be designed and	OCG's Land Objectives not met – the 'Land' objectives provided in the	meet the requirements of TOR 7.2.	viewpoint. As a result of these missing viewpoints, the draft EIS fails to	the proposed alignment, however a visualisation was not provided for this	to have one of the highest numbers of viewers and receptors impacted by	For example, Viewpoint 5 which is in the middle of Gatton, is most likely
														some walls may need to be up to 6 m tall as identified in Appendix P.	potential adverse impacts on landscape and visual amenity. For example,	process to enable stakeholders to understand the full extent of the	need to be provided by the proponent prior to the detailed design	Proposed heights and length extents of proposed noise barriers also	important to town character and sense of place.	probable barrier obstruction of rural vistas which are likely to be	character impacts of the proposed noise barriers, including their	addressed in detail. Further assessment is needed of the visual and	barriers are installed; but these impacts do appear not to have been	will be considerably exacerbated (especially though towns) if noise	the draft EIS. Importantly, the visual impacts of the proposed alignment	comparisons are currently not appropriately addressed or assessed by	compared to those of the existing rail corridor. However, these	The visual impacts of the proposed alignment should be systematically					

as potential acceptable solutions for these issues, as by this time project engagement on likely heights and extents of noise walls proposed as wel to understand the potential impacts and to be able to be involved in project is too late for those most affected by the potential noise barriers project... in particular will need to carefully consider aspects such as determined by ARTC during the detailed design and construction of the barriers would be a reasonable and practicable noise mitigation will be In addition, Section 15.4.1 of Appendix P states that 'whether noise As a result, the draft EIS therefore fails to achieve the requirements under more appropriate manner. more acceptable to the community needs to be completed early and in address visual and character impacts and potential solutions potentially budgets will have been finalised. Planning and costing for solutions that towns most affected each side of the track are not shown in any visualisations for the regional through'). Likewise, the extent of the length of the proposed noise walls ...visual amenity...' The detailed design and construction phase of the

35

requirements of the OCG's TOR.

'Land' objectives (b) and (d) in the TOR and requires update to meet the

28	27	26
Chapter 10 Appendix H (Landscape and	Chapter 10 Appendix H (Landscape and Visual Impact Assessment Technical Report)	Chapter 10 Appendix H (Landscape and Visual Impact Assessment Technical Report), Figure 12
Visual Impact methodology - the 'high' visual impacts likely to be suffered by some residents in Gatton, Laidley and Forest Hill are highlighted by Chapter 10 and Appendix H, but the piecemeal approach tends to underestimate the severity of impacts.	Impacted viewpoints – Viewpoints 5 and 7 to 10 will suffer the greatest visual impacts. These five viewpoints are rated as likely to suffer 'High' visual impacts (or 'Major' if noise barriers are constructed in Gatton and Forest Hill). Four of these viewpoints are within 20 – 80 m of houses. A sixth viewpoint (VP12) is also assessed as likely to suffer 'High' visual impact, but in terms of sensitive receptors likely to be affected, the 'High' rating for VP12 is disputed. LVRC do not consider the ratings of 'High' or 'Major' to be an appropriate outcome for the community.	used for this visual impact assessment does not adequately address the dynamic aspect of train movement frequency. The draft EIS states that the proposed alignment will be used by 33 trains per day (and up to 47 per day eventually). Although Figure 12 in Appendix H purports to distinguish between static and dynamic visibility, it just shows the visibility of permanent fixed infrastructure compared to what is 'moving through'. The length of trains also needs to be appropriately assessed by the document. A high proportion of the study area is a fairly flat landscape, so there will be many viewpoints within view of at least one moving train for a high proportion of the day and night. We note that 33 trains per day represents (on average) one passing any one point every 44 minutes, and in future 47 trains per day will equate to (on average) approximately one every 30 minutes although Section 6.2.2 of Appendix P indicates that trains may be evenly spaced in time but will be more frequent in daytime.
The draft EIS requires update to re-examine visual impact significance ratings for residential receptors.	The draft EIS requires update to demonstrate how viewpoints that will experience a high or major impact will be mitigated.	The draft EIS needs to be updated to address the impacts of dynamic aspects of train movement frequency combined with length (1.8 km and 3.6 km) and speed of trains. This should also include a definition of what is total time per day and when any part of the long trains will be visible within the full arc of view as seen from each viewpoint.

noise barriers and the proposed height in each location nominated to	15.4.1 of Appendix P states that whether noise barriers would be a reasonable and practicable noise mitigation will be determined by the	Circle P. C.	,
The draft FIS requires undating to show the actual location of proposed	Visual Impact of Noise Walls - location and height information - Section	Chanter 10	31
		Report), Table 41	
		Technical	
	implemented.	and Vibration	
	significant constraint on possible mitigation measures being able to be	Railway Noise	
	tree planting band to screen/ visually buffer the noise barriers - this is a	(Operational	
assessments.	embankments do not allow sufficient width for e.g., minimum 2 m wide	Appendix P	
amended to take this design consideration into account across all impact	Further, there is a potential issue where high steep compacted		
barriers at the top of embankment level; the draft EIS needs to be	into rural scenery were considered (which the assessment fails to do).	Technical Report)	
wide to enable a sufficient depth of tree screen planting for noise	worsen the visual impacts on townships especially if views outwards	Assessment	
needs to ensure the width at the top of the embankment is sufficiently	noise barriers (however well designed) may be at least 4 m tall which will	Visual Impact	
Where high embankments are proposed in townships, the proponent	severity of visual impacts (see Table 67). It is clear that the construction of	(Landscape and	
needs to be considered by the assessment.	though these measures do not appear to make much difference to the	Appendix H	
adverse impacts on residents' views outwards into rural scenery. This	for mitigation which are reasonable and should be supported, even		
The draft EIS needs to be updated as it fails to address the significant and	Mitigation measures – the draft EIS make a number of recommendations	Chapter 10	30
	character of some areas.		
	Note: Cropping land may also be recognised as part of the 'iconic'		
	residents' choice to live in towns like Laidley, Gatton and Forest Hill.	Technical Report)	
	which in some cases may have been at least part of the reason for	Assessment	
	devalue the views enjoyed by residents of the surrounding rural scenery	Visual Impact	
characteristic rural outlook.	above-mentioned 'underestimating' flaws, the combined effect is to	(Landscape and	
be re-calibrated to recognise the value placed by residents on their	uplands, and low sensitivity to flat cropping land. Together with the	Appendix H	
ratings for residential receptors. The criteria for rating rural views should	methodology used accords high ratings and sensitivity to forested		
The draft EIS requires update to re-examine visual impact significance	Devaluation of rural vistas – the standard visual impact assessment	Chapter 10	29
	views of small numbers of residents.		
	- Section 4.9.2 (Visual Sensitivity) and Table 10 do not value the private		
	visibility.		
	within view of a development, the VAM tends to under-report		
	number of viewers. As a result, where a small group of houses is		
	- The VAM is based on visual exposure i.e., strongly influenced by the		
	provided in Table 8.	Technical Report)	
	receptor; and this flows through to the significance of impacts	Assessment	
	- Table 6 (Sensitivity) rates only the landscape being viewed not the	Visual Impact	

include vistas and long-distance views over rural land; and the extent to which the proposed alignment (and associated noise barriers) will permanently obstruct such views.	amenity and IOR 11.89 Describe any proposed measure to avoid, minimise or mitigate potential impacts on landscape character and visual amenity have not been adequately addressed by the draft EIS.	Appendix H (Landscape and Visual Impact	
The visual impact assessment needs to be amended to include consideration of how and where views from towns and resider to include viets and long dictance views over rural land, and the	SEQ Regional Plan Shaping SEQ goals not taken onto account – the TOR Land objective (d) Mitigate impacts to the natural landscape and visual comparity and TOB 11 80 Describe any proposed magnitude to quoid minimizers.	Chapter 10	33
highway and significantly change the local character	regarding cumulative impact.	Visual Impact Assessment Technical Report)	
study area as it might (in some viewsheds) add sufficient visible 'mass' of linear infrastructure to that of the proposed alignment, existing rail and	eastern part of the study area. As a result, the draft EIS fails to meet the requirements of TOR 7.3	Appendix H (Landscape and	
The draft EIS needs to be updated to take into consideration the 550kV Transmission Line planned to be constructed in the eastern part of the	Cumulative Impacts – the landscape and visual amenity assessment fails to consider the 550kV Transmission Line planned to be constructed in the	Chapter 10	32
		Mitigations)	
		of the Concept	
	Y	15.4.5 (Summary	
•		40, Section	
f		options) and Figures 37, 39;	
	setting.	Noise barrier	
		15.4 (Review of	
		Report), Section	
	Consideration of the effects of noise barriers on visual amenity should	Technical	
	which would defeat the purpose of having a barrier each side).	Railway Noise and Vibration	
4	39 shows noise barriers blocking/across the crossing point shown in the	(Operational	
4	inconsistent with the visualisations shown in Appendix H Figure 31 (Figure	Appendix P	
	The location of the noise barriers shown in Appendix P Figure 39 is	Viewpoint /	
	metres to be effective) and very long (hundreds of metres long) barrier	Figure 31	
A.		Technical Report)	
	Concept noise barrier options through areas such as Gatton, Forest Hill,	Assessment	
	amenity	Visual Impact	
adverse visual impacts.	and in particular will need to carefully consider aspects such asvisual	(Landscape and	
ahla	proponent during the detailed design and construction of the project	Appendiv H	

	Amenity, Gatton)	(Town Centre	Assessment) Section 7.1.5	(Social Impact	Appendix Q	Section 3.2 Table	Report),	Technical	Assessment
Live Element 5 is identified in the EIS as being relevant in terms of landscape and scenic amenity: e.g., Live Element 3: Inspiration from local character requires that 'the communities of SEQ demonstrate a strong respect for their heritage, distinct context and local character'. This includes identifying and conserving local landscape, heritage and cultural assets including indigenous landscape values; working with natural topography to create development that contributes positively to the environmental and visual experience of a place; using appropriate building material; that add to a local area's character and diversity; and, working with the characteristics, traditions and values of the local community to create a distinctive local character and contributory community value.' 'this subregion is characterised by features including 'a predominantly regional and rural lifestyle supported by spectacular open space, hinterland and natural landscape settings.' While the draft EIS states the above are relevant to the project, it fails to adequately consider the impacts of the proposed alignment on the above State level strategic goals and proposed permanent change to landscape character especially where the proposed alignment passes through regional towns. Furthermore, the draft EIS does not consider the detrimental effect on existing local regional town landscape character values with regards to the above points and proposed mitigation for very high embankments and long and high noise walls through the towns.		amenity areas from development that would compromise their	 Element 4 Regional Landscapes seeks to 'protect regional scenic 	values contribute to SEQ being one of the most biodiverse and liveable	including biodiversity, rural production, natural economic resources, scenic amenity, cultural landscapes and outdoor recreation. These	stating 'Our regional landscapes contain a wide range of values,		framework relevant to the project and includes:	Table 3 Queensland (regional level) identifies the Shaping SEQ regional

Section 7.1.5 of Appendix Q identifies that 'rail overpasses would be constructed(which) would change the appearance of the town centre from its approaches, and the addition of additional inflastructure (such as fencing and signage) will intensify the appearance of the town centre from its approaches, and the addition of additional inflastructure (such as fencing and signage) will intensify the appearance of the town control of the fourth fast Queensland Regional Plant 2005-2026 [Landscape and Implementation Guideline No. 8- Identifying and Protecting Scenic (Landscape and Implementation Guideline No. 8- Identifying and Protecting Scenic Amenity Values (2007). State Scenic Amenity Guideline as bowe guideline as being relevant to this Technical Report) project, however the State Government SEQ's scenic amenity mapping influence on ratings appears to have been dismissed as not relevant for the draft EIS does not adequately mapping is relevant for the study area and should have been part of the baseline information and incorporation of local government planning schemes (which are different for each Council area) and the respect shown to various NSW transport corridor uthan design guidelines. The broadscale SEQ scenic amenity mapping is relevant for the study area and should have been part of the baseline information. As a result, the draft EIS does not adequately address TOR 11.88 and the state scenic amenity influence on landscape values. Chapter 10 Appropriate Landscape Character and Intent – there is considerable subjectivity surrounding another important high guidens and will be more compatible of the study area? The viewpoint-by-viewpoint intended character of the study area? The viewpoint-by-viewpoint intended character of the study area? The viewpoint-by-viewpoint intended the proposed alignment will be more compatible of consistent with the societies to solve and what would have occurred with the Gowriet to Caraville full the societies to what would have occurred with the Gowriet to Caraville full th
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Chapter 10 Sections 10.7.1 (Potential Impacts), Section 10.7.3 (Visual Impact), Section 10.7.4 (Lighting Impact)		16.2 Appendix H (Landscape and Visual Impact Assessment Technical Report)	Chapter 10 Chapter 16 (Social), Section	
TOR 11.87 requires description and illustration of the visual impact of construction and operation, including major views – but also stipulating that: 'such views should be representative of public and private viewpoints, including places of residence, work and recreation.' In consideration of the impacts on visual amenity (view), there are insufficient viewpoints in the draft EIS which have been selected from private residences. Further, some road users that may be in the line-of-sight of oncoming trains have also not been appropriately considered. As such, the draft EIS fails to properly evaluate the impact of transient	Indicative ancest of TSP read of view	of housing will suffer major visual impacts and loss of amenity, which cannot be addressed through mitigation measures. The image below is from Appendix H (page 99) (viewpoint 9) and is provided as an example of a situation where visual amenity impacts cannot be addressed. It shows an existing house at Valley Vista estate at Laidley with the proposed Patrick Street underpass. This viewpoint is rated as experiencing a 'High' impact. The draft EIS does not suggest any means of mitigating impacts at this viewpoint.	Loss of visual amenity unable to be mitigated for some residents –the visual impact assessment is good with respect to rural and natural areas (i.e., it appropriately identifies values and impacts) but has some flaws with respect to residences close to the alignment. Some of these pockets	impacts (comparing the future visual appearance of the study area with the existing landscape values), it is nonetheless relevant to ask whether or not the predicted 'High' and 'Major' visual impacts have been assessed relative to the existing situation, or relative to what would have occurred with the Gowrie to Grandchester future public transport corridor.
The draft EIS requires update to meet the requirements of TOR 11.87 and to include the assessment of impacts to critical residential and road user viewpoints which are potentially in line-of-sight of operating train headlights and include appropriate mitigation measures and commitments in relation to same.		visual impacts rated as 'High' and 'Major.' To meet the OCG TOR, LVRC strongly recommend and urge the OCG to require the proponent to abandon the current alignment and to undertake further and more comprehensive and accurate assessments o alternate alignments that comply with the TOR to identify an alignment that will adequately avoid, minimise and mitigate the potential project impacts.	The visual impact assessment should be amended to compare the impacts of the proposed alignment relative to the existing situation, and also relative to what would have occurred with the Gowrie to Grandchester future public transport corridor, especially with respect to	

			38		
Appendix H, Section 11	Environmental Management Plan), Section 23.13.3	Measures) Chapter 23 (Draft Outline	Chapter 10 Section 10.8	and 7	Appendix H, Sections 5.2, 5.3
		The draft EIS fails to provide any mitigation strategies for glare or obtrusive light-related issues resulting from transient lighting during the operational phase of the project.	TOR 11.89 requires a description of: 'any proposed measures to avoid, minimise or mitigate potential impacts on landscape character and visual	dismissed by the draft EIS as having no potential impact (from a landscape amenity point of view). However, it can still be a potential source of disability glare to road users and possible nuisance (i.e., obtrusive light) for nearby residences in line of sight of oncoming trains (this is subject to alignment and elevation of the track). There is no information in this chapter regarding whether assessment has been conducted on these line-of-sight issues particularly considering their frequency and duration. The viewpoints used by the draft EIS for the lighting impact assessment are the same as the visual amenity (view) impact assessment. This means they are not generally selected to be coincident with the critical visual receptor in this case (i.e., the nearby residents or road users with a potential view of oncoming trains) and as such, they are unable to capture issues related to glare or nuisance lighting. Potential sensitive viewpoints which should be considered by the draft EIS are likely to include: Any residences where rail alignment and local topography facilitate interior incursion of light from rolling stock headlight.	not met the requirements of TOR 11.87. Transient lighting associated with train headlights during operation is
		of TOR 11.89.	The draft EIS requires update to include strategies to mitigate or manage transient glare or obtrusive light during the operation phase of the		

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Table 2	Appendix H, Section 3.1 and	Table 10.2	standards and	policies,	Section 10.4 (Legislation		Appendix H, Section 11	23.13.3	Plan), Section	Environmental	Outline	Chapter 23 (Draft	Measures)	(Mitigation	Section 10.8
specifies requirements. Classification of environmental areas has been expanded to include environmentally sensitive areas and better align the categories to International Standards. Although in general the standard does not apply to public (road) lighting, limits have been included in the 2019 edition that can be applied when specified by the relevant authority. This was done so that obtrusive light can be controlled in areas where it may be seen as a problem without the need to calculate the impact of every streetlight.	relevant to the draft EIS, in particular: The 1997 edition is a guidance document whereas the 2019 edition	this version of the standard document has been superseded by AS/NZS	the proposed alignment references the significantly out-of-date standard	assessment of temporary and permanent obtrusive lighting arising from	The draft FIS fails to meet the requirements of TOR 5.4 as the impact	TOR 5.4 requires that: the draft EIS be 'generally in accordance with			silvata design su ategres pe insufficient to reduce impacts.	acceptable and should be expanded to include remediation strategies	permanent lighting are described for the design stage only. This is not	has not been considered. Mitigation strategies to reduce the impact of	mitigation relating to lighting during the operational phase of the project	amenity.' The draft EIS fails to meet the requirements of TOR 11.89 as	minimise or mitigate potential impacts on landscape character and visual
		standard.	impacts described in Chapter 10 and Appendix H will also be required as	proposed alignment. Further, a subsequent review of the lighting	consideration of the requirements of AS/N23 4282:2019 as they are highly relevant to assessment and discussion of lighting impacts for the	The draft EIS requires update to accurately reflect appropriate							design strategies are determined to be insufficient.	permanent new lighting and possible remediation strategies where	and appropriately include mitigation strategies for the impacts of

Chapter 11 – Flora and Fauna

	expected that the lighting design strategies for mittgating impacts from	(Terrestrial and	
	draft EIS (Section 11.9.3) does not include any plan for post construction, as-designed lighting assessment in identified sensitive areas. It would be	and Monitoring)	
requirements of TOR 11.100.	actions would be managed.' The flora and fauna monitoring section of the	(Management	
The draft EIS requires update to include lighting design strategies for	TOR 11.100 requires that the draft EIS: 'describe how the achievement of	Chapter 11	43
		5.2	
		Report), Section	
	specific measures that will reduce impact to wildlife.	Aquatic Ecology Technical	
	relevant national guideline (as mentioned above) will provide further	(Terrestrial and	
	also highly significant factors for wildlife considerations. Review of the	Appendix I	
	considerations: spectral content and directionality of obtrusive light are		
	it should. Also, minimum lighting requirements are not the only important	Plan)	
	for safe movement and does not address spill or obtrusive lighting, which	Management	
	This statement only relates to lighting for areas such as workplaces and	Environmental	
	to incorporate minimum lighting requirements feasible for Project safety.'	Outline	
	proposed, however the only measure listed for lighting is: 'project design	Chapter 23 (Draft	
	For example, Table 11.27 provides a list of mitigation design measures		
	to best address these potential impacts.	Table 11.27	
•	mitigation design strategies in Table 11.27 are incomplete and insufficient	Measures) and	
	potential negative impacts of lighting on fauna (Section 11.8.2.9), the	Mitigation	
fauna and to meet the requirements of TOR 11.98.	enhance these values.' While the draft EIS acknowledges in detail the	(Proposed	
measures to minimise the negative impacts of light at night on flora and	avoid, minimise or mitigate potential impacts on natural values, and	Section 11.9.2	
The draft EIS requires update to provide more detailed mitigation	TOR 11.98 requires the draft EIS to 'describe any proposed measures to	Chapter11	42
of the mitigation and management measures provided in Chapter 11, Chapter 23 and Appendix I should be completed as a result.			
The draft EIS should reference to this document and a review and update		Table 11.2	
light pollution on wildlife.		guidelines) and	
information on this topic, including strategies to mitigate the impacts of	and as a result, does not meet the requirements of TOR 5.4.	standards and	
light-pollution-guidelines-wildlife). This document provides detailed	that would contribute to assessment of the impacts of lighting on wildlife	policies,	
at: https://www.environment.gov.au/biodiversity/publications/national	reference to existing national guidelines on light pollution and wildlife,	(Legislation,	
Pollution Guidelines for Wildlife (January 2020) (found	policies, standards and guidelines.' However, the draft EIS contains no	Section 11.4	
The draft EIS requires update to include reference to the National Light	TOR 5.4 requires 'the EIS is to be generally in accordance with relevant	Chapter 11,	41

44 Chapter 15 Inappropriate noise criteria – The proponer
Chapter 15 – Noise and Vibration Inappropriate noise criteria – The proponent has nominated noise criteria The noise impact assessment needs to be revised to use recognised that ensures the majority of the cost of rail noise mitigation, financial or noise assessment criteria, so the noise impacts are accurately

The draft EIS needs to be updated to meet the requirements of t OCG's TOR and to provide firm commitments to achieving noise vibration goals at sensitive receivers during the construction and	Inappropriate mitigation — The noise and vibration assessment completed to inform the draft EIS concluded that there would be significant exceedances of noise criteria during both the construction and operation	Chapter 15	45
	TOR 5.1 states that 'the objectives of the EIS are to ensure that all relevant environmental, social and economic impacts of the project are identified and assessed, and to recommend mitigation measures to avoid or minimise adverse impacts.' Based on the points raised here, it is concluded that the draft EIS does not satisfy the fundamental objective described in the OCG's TOR and grossly underestimates the impacts of noise.		
	Queensland Development Code (QDC) MP4.4 - buildings in a noise corridor with rail noise levels over 69 dB(A) Lmax. The QDC MP4.4 does not provide Leq criteria. Further, the WHO guidelines, recommend 44 dB(A) Lnight as the limit to mitigate sleep disturbance. Therefore, it can be considered that any sensitive dwellings that are predicted to experience noise over 44 dB(A) Lnight and 69 dB(A) Lmax and below the proponent's trigger levels are being overlooked by this assessment. These dwellings will have varying noise impacts but will not receive any mitigation. There are thousands of them.		
	 windows. Minimum 14.38 mm laminated glass or double-glazing with acoustic seals for large windows and sliding doors. Double brick walls. Insulated roof with sarking. This is an extremely onerous level of noise mitigation that Queensland requires at 80 dB(A) Lmax, however the same noise level is only the point at which the proponent will consider mitigation. Queensland mandates acoustic construction requirements via the 		
that burden of responsibility for implementing noise mitigation measures is not simply avoided by the proponent and passed on community.	value, reduced ability to develop, and increased cost of future development. The LAmax trigger level chosen by the proponent for noise mitigation is 80 dB(A). To put that into perspective, acceptable construction for a dwelling in a rail noise corridor that experiences 80 dB(A) Lmax is: Minimum 10.38 mm laminated glass with acoustic seals for small		

		47	46	
	Section 15.4	Chapter 15	Chapter 15 Section 15.4 (Legislation, Policies, Standards and Guidelines) Table 15.2	Appendix E (Proponent Commitments), Table E.3 (Commitments – Detailed Design Actions) Table E.6 (Commitments – Operations)
describe the characteristics of the noise and vibration sources that would		Inappropriate vibration criteria - TOR 11.121 requires the draft EIS to	Use of outdated guidance – With regard to the World Health Organisation's (WHO) Night Noise Guidelines for Europe (2009), the proponent states that 'the document has not been used to establish criteriabut rather provides context on contemporary approaches to considering potential night-time noise impacts'. The WHO published a relevant and updated guideline in 2018 titled Environmental Noise Guidelines for the European Region which includes specific criteria of the assessment of sleep disturbance by railway noise. The current WHO guidance should have been used for the assessment and not the outdated guidance that was referred to in the draft EIS but not actually used to assess impacts. The draft EIS fails to meet the requirements of TOR 5.4 which requires the document to be 'generally in accordance with relevant policies, standards and guidelines.'	phases in communities adjacent to the proposed alignment. However, there is little detail as to how such issues will be mitigated. In addition, D19 in Table E.3 of Appendix E states that 'where reasonable and practicable (or feasible), the project operational noise goals will be applied at existing sensitive receptors (at the time of EIS public notification) as shown in Table A1.3 and Table A1.4.' In addition, O2 in Table E.6 states 'the proponent will investigate reasonable and practicable (or feasible) mitigation measures where monitored noise and/or vibration levels at sensitive receptors are confirmed to be above the adopted project operational noise design goals.' As a result, the draft EIS fails to meet the OCG's TOR Objective for Noise and Vibration which requires the proposed project be 'planned, designed, constructed and operated to protect the environmental values of the acoustic environment.' And also fails to meet the requirements of TOR 5.1, which requires that 'all relevant environmental, social and economic impacts of the project are identified and assessed and to recommend mitigation measures to avoid or minimise adverse impacts.'
remer delection of Berg region chain chiling.	- Reflect 'Guideline Targets' rather than 'I imits'	The draft EIS requires update to:	The draft EIS requires update to meet the requirements of the OCG's TOR and to appropriately consider the latest guidelines from the WHO which represent the most comprehensive and current information on noise related sleep disturbance for railway projects and must be used to establish night-time noise criteria for assessing sleep disturbance.	operation phases. Investigating reasonable and practicable (or feasible) mitigation measures is not sufficient, particularly given the significant impact on urban areas impacted by the project. As a result, the draft EIS requires update to include appropriate assessment, appropriate mitigation and appropriate commitments regarding noise levels at sensitive receptors. The current alignment through and adjacent to towns means that it is highly unlikely, if not practically impossible, that the proponent can adequately mitigate the potential noise impacts of the project on the residents of Lockyer Valley. Therefore, LVRC strongly recommend and urge the OCG to require the proponent to abandon the current alignment and to undertake further and more comprehensive and accurate assessments of alternate alignments that comply with the TOR to identify an alignment that will adequately avoid, minimise and mitigate the potential project impacts.

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Chapter 15 Section 15.8.2	Chapter 15 Section 15.8.1.1 (Airborne Construction Noise Impact), Table 15.20	Standards and Guidelines), Table 15.2 Section 15.8.2 (Construction Vibration Impacts), Table 15.22
Incomplete vibration assessment – TOR 11.121 requires the draft EIS to 'describe the characteristics of the noise and vibration sources that would	Significant number of impacted dwellings – Table 15.20 shows a significant number of dwellings are predicted to receive construction noise levels above the limits. In relation to this, the proponent states that 'the assessment has identified that measures to reduce and control construction noise will need to be developed and implemented' The document fails to provide any real commitment to mitigate significantly large numbers of impacted dwellings and as a result, fails to meet the requirements of TOR 5.1, and the OCG's TOR Objectives for Noise and Vibration.	commissioning and operation.' Further, TOR 11.12 requires the draft EIS to 'describe how the proposed project would be managed to be consistent with best practice environmental management for the activity' The following information provided in the draft EIS is not considered to be consistent with best practice for environmental management: - Vibration criteria provided in Table 15.22 are expressed as 'Limits' rather than 'Guideline Targets'. Many large-scale projects adopt the latter, which potentially allows the opportunity for the construction contractor to motivate for alternative, possibly elevated, criteria, to develop the proposed project at a reduced cost and/or a quicker schedule. 'Guideline Targets' may sometimes be considered advantageous for construction contractors as they allow opportunities for alternative construction techniques. However, 'Guideline Targets' are less rigid in terms of clearly identifying permissible values and therefore offer less certainty for affected property owners. - Additionally, the 'Limits' approach offers increased assurance of potential project impacts for LVRC and affected property owners. - The proposed vibration limits for blasting are taken largely from the British Standard BS528 rather than AS 2187.2, which more frequently used for assessing blasting in Australia. As a result, the draft EIS fails to meet the requirements of TOR 5.4 which requires the document to be 'generally in accordance with relevant policies, standards and guidelines.'
The draft EIS requires update to include the assessment of vibration from hydraulic hammers, particularly in areas where rock excavation is	date to meet the priate Queens opriate Queens once with these of impose the factorial of the develop of the proval by LVI ruction.'	

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Chapter 15 Section 15.8.8.5 (Non-residential Sensitive Receptors), Table 15.29	(Construction Vibration Impacts), Table 15.23
Inappropriate consideration of mitigation – Section 15.8.8.5 discusses using a 7dB(A) adjustment for external to internal noise levels through an opened window for non-residential sensitive receivers. The text states that 'in practice, many of the buildings listed in Table 15.29 will be a modern building construction and/or have air-conditioning so windows do not need to be opened or the façade would provide more than 7 dBA reduction to the intrusion of railway noise. This would result in lower railway noise levels within the buildings greater likelihood of achieving the criteria and potentially reduce the noise mitigation requirements.' The proponent should not rely on the assumption of existing acoustic improvements at a building to minimise their liability for mitigation. For example: Grandchester School may have air-conditioning installed already, but only use it for 2 months per year. If the proponent assesses the mitigation requirements of the school based on windows closed and air-conditioning running, the proponent takes advantage of the existing improvements made by the school while forcing them to change their normal use of the windows and air-conditioning. This may result in reduced amenity at the school and increased electricity costs, while the proponent benefits by showing that internal criteria are met. This should be considered when at-property mitigation is negotiated. Additionally, air-conditioning does not imply ventilation (i.e., access to fresh air), and the proponent is not entitled to rely on an assumption that buildings remaining liveable with windows and doors permanently closed purely on the basis that the air in the building is heated or cooled. The requirements of the Building Code of Australia set out access requirements for fresh air and should be complied with.	be emitted when carrying out the activity 'describe noise and vibration emissions (including fugitive sources) that may occur during construction, commissioning and operation.' An assessment of the vibration from hydraulic hammers has not been included in the assessment of impacts. Should the proponent wish to use hydraulic hammers during construction activities, an assessment would be required in order to meet TOR 11.121. In addition to this, the potential impacts of flyrock caused by blasting for the construction of cuttings and the tunnel through the Little Liverpool Range has not been assessed.
The draft EIS requires update to meet the requirements of the OCG's TOR and to appropriately consider the adverse noise impacts non-residential sensitive receivers will experience as a result of the proposed alignment either through, or on the outskirts of, LVRC townships. This should include, but not be limited to, identifying the most appropriate mitigation required to minimise adverse noise impacts in a way in which ensures there is no significant residual impact on any of LVRC's communities. Furthermore, the proponent should commit to appropriate noise mitigation measures and not place the burden of mitigation on the affected parties.	required and drilling and blasting is not feasible. Further, the updated document should also address the potential impacts of flyrock from blasting to meet the requirements of the OCG's TOR.

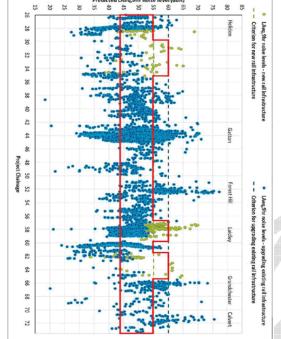
52 Chapter 15 Section 15.8.8.7 (Assessment of Sleep Disturbance) Appendix P, Figure 24		Disturbance)	Section 15.8.8.7 (Assessment of Sleep		
	The draft EIS suggests that 175 properties may experience noise that causes sleep disturbance, however this a grossly misleading and inaccurate claim. The number of houses where sleep disturbance may be experience will be well above 4000 dwellings. The potential for sleep disturbance appears to be significantly underestimated and ultimately dismissed by the proponent.	noise modelling, the noise levels from rollingstock could be above LAmax 49 dBA within approximately 1km of the rail corridor'. Noise modelling in the draft EIS demonstrates that levels <i>much higher than 49dBA Lmax</i> are predicted to be experienced at distances greater than 1 km. For example, receiver 292929 appears to be approximately 1 km from the track and is predicted to experience 75 dBA Lmax.	outdated WHO <i>Night Noise Guidelines for Europe (2009)</i> and accepts that of an external level of LAmax 49 dB(A) is the trigger for sleep disturbance, assuming opened windows. The section goes on to say, that 'based on	economic impacts of the project are identified and assessed and to recommend mitigation measures to avoid or minimise adverse impacts.' - TOR 5.4 which requires the document to be 'generally in accordance with relevant policies, standards and guidelines.'	- Objective for Noise and Vibration which requires the proposed project be 'planned, designed, constructed and operated to protect the environmental values of the acoustic environmental, social and - TOR 5.1, which requires that 'all relevant environmental, social and
The draft EIS suggests that 175 properties may experience noise that causes sleep disturbance, however this a grossly misleading and inaccurate claim. The number of houses where sleep disturbance may be experience will be well above 4000 dwellings. The WHO (2018) states that sleeping satisfies a basic need and the absence of undisturbed sleep can have serious effects on human health.		guidelines for sleep disturbance from railway noise and include real and effective mitigation measures for every sensitive receptor that is predicted to experience noise levels which will cause sleep disturbance.	Ine draft EIS requires update to quantify the number of dwellings that may experience sleep disturbance and appropriately consider the real extent of those impacts. The assessment should use criteria from the most recent WHO (2018)		

façade level) for noise from a railway. The draft EIS does not reference this current document.

The proponent has adopted trigger levels of 55 dBA Leq,night and 80dBA Lmax, both of which appear to have no connection to any credible guidance on the mitigation of sleep disturbance.

As it stands, there appear to be *over 4000* sensitive receptors with predicted night time noise levels of ≥ 44 dB(A) Leq,night but below the criteria adopted by the noise assessment. These *4000+ dwellings* are not triggered for mitigation but are well above the WHO guidelines for sleep disturbance. The result is that the financial and personal cost of the rail noise impacts are borne by those residents without any form compensation. See the example figure below (Figure 24 from Appendix P), the red box encloses the dwellings that exceed WHO noise guidelines but do not trigger the proponent's mitigation process.

The draft EIS requires update to accurately assess the noise impacts of the project, appropriately identify adversely affected sensitive receptors, meet the requirements of the OCG's TOR and demonstrate how the assessment criteria that is currently adopted can possibly protect the ability to sleep at sensitive dwellings. If this cannot be demonstrated, the criteria and assessment need to be revised and the noise assessment undertaken again with the adoption of more appropriate and justifiable criteria for sleep disturbance.



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Chapter 15 Section 15.9.1.2 (Operational Noise Initial Mitigation), Table 15.37				
Unclear mitigation details – Section 15.9.1.2 states that 'the mitigation measurespresented in Table 15.37have been applied prior to the prediction of operational railway noise' however, it is unclear how any of the mitigation measures in Table 15.37 are applicable to noise prediction modelling.	As a result, the draft EIS fails to meet the OCG's TOR Objective for Noise and Vibration which requires the proposed project be 'planned, designed, constructed and operated to protect the environmental values of the acoustic environment.' And also fails to meet the requirements of TOR 5.1, which requires that 'all relevant environmental, social and economic impacts of the project are identified and assessed and to recommend mitigation measures to avoid or minimise adverse impacts.'	The impacts of sleep disturbance are widely reported and are well understood to have a major impact on health and quality of life. The WHO (2018) states that sleeping satisfies a basic need and the absence of undisturbed sleep can have serious effects on human health. Causal pathways have been established between noise induced sleep disturbance and health effects such as cardiovascular and metabolic disease. Other effects include impaired cognitive function and psychological impacts.	disturbance impacts. As previously discussed, the 1 km distance is a grossly underestimated guide. The text then states that 'individuals will respond to noise differently, and just because railway noise can be audible does not mean it will cause disturbance or annoyance impacts.' This sentence is silent on the potentially very large proportion of the population who will be disturbed and annoyed by audible train noise where it has not existed before or has become significantly more intense and/or frequent. These people will complain, and for those who experience noise above credible guidelines, their complaints will be justifiable.	The section goes on to say that 'the 1 km distance is a guide to where night-time noise levels may have the potential to result in sleep-
The draft EIS requires update to revise this section and ensure the intended meaning is effectively communicated.				

and vibration which requires the proposed project be planned, designed, constructed and operated <i>to protect the environmental values of the</i>
hour 50 m away. As a result, the draft EIS fails to meet the OCG's TOR Objective for Noise and Vibration which requires the proposed project be 'planned, designed,
outdoor spaces. The acoustic amenity of private open space does not appear to have been considered in the draft EIS at all. Informally - imagine trying to entertain in your BBQ area with 2 freight trains passing each
including outdoor spaces. The proponent should consider private open spaces as living areas and provide specific mitigation options for these
No assessment of outdoor impacts — Table 15.39 of Section 15,9.2.1 lists The draft EIS needs to be updated to appropriately consider the OCG's poise mitigation on tions. The options generally seem reasonable:
will be required.
glazing and facades imply that windows are closed, and air-conditioning
at- The draft EIS requires update so that 'or' is not used as it implies that
constructed and operated to protect the environmental values of the acoustic environment.' And also fails to meet the requirements of TOR 5.1,
and Vibration which requires the proposed project be 'planned, designed,
As a result, the draft EIS fails to meet the OCG's TOR Objective for Noise impacts.
that will adequately avoid, minimise and mitigate the potential project
undertake further and more comprehensive and accurate assessments of
require the proponent to abandon the current alignment and to
alignments through the town of Gatton. The preferred alignment passes To meet the OCG
digit cis idiis to lifeet the requirements of the oco s low
impacts on nearby sensitive receptors during detailed design.' It can be not been made clear by the content of the draft EIS and as a result, the
numbers of receptors are affected. Whether or not this has occurred has
Dismissal of more appropriate alignments – Table 15.38 of Section 15.9.2 Alternative alignments should be appropriately considered where large

59	58	57
Chapter 15 Section 15.9.3.3 (Operational Infrastructure)	Chapter 15 Section 15.9.3.3 (Operational Infrastructure)	Chapter 15 Section 15.9.2.1
Underestimated distances for adverse noise impacts – Section 15.9.3.3 goes on to state that 'given the high level of noise that can be experienced close to a rail corridor during train pass-bys, there can still be potential for noise-related impacts, including sleep disturbance, where noise mitigations and at-property treatments are implemented. Again, 'close to a rail corridor' should be understood as meaning much further than 400 m. Additionally, as previously discussed, there are several thousand	Underestimated distances for adverse noise impacts – Section 15.9.3.3 states that 'external rail noise levels have the potential to be clearly audible above the ambient noise environment within relatively close proximity of the project, such as the initial 400 m from the rail corridor'. This distance is grossly underestimated. Using receiver 292929 as an example, which is approximately 1000 m from the rail line and is predicted at 75dBA Lmax which is approximately 45dBA above the night-time rating background level in the area. This demonstrates the trains will be clearly audible at distances FAR in excess of 400 m. As a result, the draft EIS fails to meet the OCG's TOR Objective for Noise and Vibration which requires the proposed project be 'planned, designed, constructed and operated to protect the environmental values of the acoustic environment.'	impacts of the project are identified and assessed and to recommend mitigation measures to avoid or minimise adverse impacts.' Dismissal of impacts to Gatton Caravan Park – Section 15.9.2.1 discusses four 'concept railway noise barriers' for the Gatton Caravan Park. The text further states that 'caravans can potentially be moved within the site and may not be permanently occupied, which can influence the potential requirements for noise mitigation. This implies that the proponent is willing to take advantage of the flexible nature of the site without regard for ensuring that the entire site remains useful and is not appropriate on any level. As a result, the draft EIS fails to meet the OCG's TOR Objective for Noise and Vibration which requires the proposed project be 'planned, designed, constructed and operated to protect the environmental values of the acoustic environment.'
The draft EIS requires update to ensure the requirements of the OCG's TOR 5.1 are met and to provide a solution for when noise criteria cannot be met with mitigation, e.g., compensation, purchasing of land / property, etc.	The draft EIS requires update to ensure the requirements of the OCG's TOR Objective for Noise and Vibration is met. To achieve this, the document should accurately quantify the full spatial extent of the impact of rail noise with relation to the exceedance of background noise levels.	The draft EIS requires updating to ensure the requirements of the OCG's TOR Objective for Noise and Vibration is met and ensure that mitigation measures do not expect the adversely affected community to become responsible for managing noise levels and mitigation. The document should remove any text which proposes to reduce the ability for a property to be used as it is currently and suggests that the onus of mitigation is on the producer of the adverse noise impacts, which would be the proponent.

TOR 11.141 requires the social impact assessment to describe the potential impacts on affected communities. potential impacts on affected communities. options to reduce social impacts is required by the project (which may involve a revised alignment). The social impact assessment has identified "Significance of social impact ratings" at Table 16.28 however there is no discussion or explanation around what the different ratings mean. This discussion is required.
Little regard for adverse community impacts – Chapter 16 of the draft EIS gives little regard to the impacts associated with the proposed alignment on LVRC's urban communities and over-emphasises the benefits to local communities. The Chapter does however acknowledge that residential dwellings, businesses and community facilities closest to the project will have the greatest potential to experience adverse amenity impacts and that there is also potential for the project to harm community cohesion. As a result, the draft EIS fails to meet the requirements of TOR 5.1, which the project are identified and assessed and to recommend mitigation measures to avoid or minimise adverse impacts.'
Refer conditions from facilities

	The draft EIS has identified potential local supply opportunities including that the project "will likely be a catalyst for the construction and industrial uses and development in the GWIZ".	
	industry content.	Business and industry
The draft EIS should be amended to remove this as a project benefit	TOR 11.152 requires management plans addressing local business and	Section 16.10.5
	The construction workforce is expected to be drawn from within a safe daily (one-hour) driving distance, including communities within the Brisbane, Beaudesert, Logan, Ipswich and Toowoomba LGAs, with some personnel sourced from nearby communities. On	
	Unfortunately, Council takes no assurance from this objective when other parts of the Social Chapter specifically exclude the Lockyer Valley Regional Council as where potential construction employment will be derived from:	management
	operational employment benefits".	Section 16.11.3 Workforce
	residents of nearby communities to access the project's construction and	sub-neading
required for the region to see any tangible benefit from this project.		Project benefits
workforce of the H2C alignment will be sourced from Lockyer Valley is	management.	(Summary) –
Unambiguous and clear commitments that 85% of the construction	TOR 11.152 requires management plans addressing workforce	Section 16.1
	assessment summary clearly demonstrates that the adverse social impacts of the project outweigh any potential social benefits. On this basis, the project should not be approved based on the current information.	
	IMPACTS AND ONLY 8 POSITIVE IMPACTS. The positive impacts relate mostly to the potential 20 ongoing operational jobs. This impact	Table 16.30
	Council notes the Impact Assessment Summary results in 71 NEGATIVE	assessment)
	manage adverse social impacts arising from the project".	(Impact
For noting by the Coordinator-General.	The TOR objectives for the Social chapter are to "avoid or mitigate/	Section 16.12
	the residual impact (which may involve a revised alignment).	
	In the strongest terms, Council recommends any 'Extreme' residual risks	

project clearly articulated. Acceptance of the draft EIS in its present format will be devastating for the communities of Lockyer Valley.	including impacts to: Residential amenity Rural character Tourism values Community safety Regional development Health and wellbeing Traffic safety and travel times Agricultural movements	
Further detailed consideration of alternate alignments which deviate around the townships of Lockyer Valley is therefore required. This must be undertaken in consultation with the local community where the preferred alignment, and alternate alignments are identified contemporaries with all impacts and operational aspects of the	The TOR objectives for the Social chapter are to "avoid or mitigate/ manage adverse social impacts arising from the project". This chapter has outlined in several instances that the project will result in and long-term impacts to the communities of Lockyer Valley.	Chapter 16
	Undertaking this action at the detailed design phase is too late in the process to yield any realistic outcomes or community support. The impacts of inland rail will have already been set through approval of an EIS and conditions that any local area planning benefits will ultimately fall to the Council to implement (which is grossly inadequate).	
outcomes then incorporated into the EIS). Alternatively, other mitigation measures are required.	A Forest Hill local area planning process is identified to be undertaken during detailed design to "identify challenges to the sustainability of businesses and the amenity of community facilities, measures to support town centre businesses, and measures to enhance the amenity of community facilities during the construction phase".	measures
The Forest Hill local area planning process requires reconsideration to undertake it prior to detailed design (ie. Start the process now with	TOR 11.152 requires management plans addressing community and stakeholder engagement.	Section 16.11.2.8 Engagement
	opportunities at the GWIZ which have confirmed that inland rail is not likely to catalyse the precinct.	activity
	Council has undertaken separate, independent, investigations into	Development
		Section 8.7.2.5

• Connectivity • Noise • Sense of place • Sense of lockyer valley • Will be project And That the section answer of place, community adverse, and irreversible. * Discustion place of place • Sense of place, determined through adverse of place • Sense of place, determined through adverse of place • Sense of place, determined through adverse of place • Sense of lockyer valley • Will be project of the survey • Indicates misrust, anger, feer and appropriately sending of the community consultation has not been appropriately biregarded Community Survey • Indicates misrust, anger, feer and appropriately properties • Sense of place, certain place • Sense of place, dear through the lack of consideration of the survey indicates misrust, anger, feer and appropriately property sense of place • Sense o				
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hemes are valued by the community ined through the outcomes of the SIA measures have been identified (ie. rcce Management Strategies). cific strategies the residual risk r town centre amenity, construction and "Moderate" to "High" for ommunity cohesion. lentified the impacts to the townships significantly adverse, and irreversible. ection 16.9.2.1 discusses the findings of 2018 regarding the project. The ral tone of the survey comments apposition to the project' and that the ffects for their community in relation mited to, community fragmentation, general health and wellbeing: garding anticipated negative affects and on quiet enjoyment of private		- Impacts to the scenic amenity and character of townships.	(Action Plan),	
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y the community ttcomes of the SIA identified (ie. rrategies). esidual risk ity, construction "High" for "High" for s to the townships and irreversible. usses the findings e project. The ey comments ject' and that the munity in relation fragmentation, wellbeing: negative affects	will ensure that there will be no significant residual impact to the	garnered from the survey included:	Technical Report,	
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ttcomes of the SIA itcomes of th	impacts the proposed alignment will have on the local community, and	to many issues including, but not limited to, community fragmentation,	Appendix Q:	
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y the community Itcomes of the SIA in identified (ie. rrategies). esidual risk ity, construction "High" for s to the townships , and irreversible. usses the findings e project. The	findings of the community survey in the document.	section openly states that 'the general tone of the survey comments	(Community	
y the community Itcomes of the SIA in identified (ie. rrategies). esidual risk ity, construction "High" for s to the townships and irreversible. usses the findings	managed, and this is made clear through the lack of consideration of th	of a community survey completed in 2018 regarding the project. The	Section 16.9.2.1	
Connectivity Noise Sense of place Sense of place IG.5 of the draft EIS) Irther identified that these themes are valued by the community rs of Lockyer Valley, determined through the outcomes of the SIA ment process. Tecognises some mitigation measures have been identified (ie. nity Wellbeing Plan, Workforce Management Strategies). The project specific strategies the residual risk at "Extreme" thresholds for town centre amenity, construction and rural residential amenity, and "Moderate" to "High" for onal noise, sense of place, community cohesion. Table 1 impact assessment has identified the impacts to the townships yer Valley will be profound, significantly adverse, and irreversible.	LVRC consider that community consultation has not been appropriately	Disregarded Community Survey – Section 16.9.2.1 discusses the findings	Chapter 16	61
Connectivity Noise Sense of place [6.5 of the draft EIS] Irther identified that these themes are valued by the community or sof Lockyer Valley, determined through the outcomes of the SIA ment process. recognises some mitigation measures have been identified (ie. Inity Wellbeing Plan, Workforce Management Strategies). ar, even with the project specific strategies the residual risk sat "Extreme" thresholds for town centre amenity, construction and rural residential amenity, and "Moderate" to "High" for onal noise, sense of place, community cohesion.		The social impact assessment has identified the impacts to the townships of Lockyer Valley will be profound, significantly adverse, and irreversible.		
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Connectivity Noise Sense of place [6.5 of the draft EIS] Interview the set themes are valued by the community are set to consecutive of the set through the outcomes of the set through the s		O D COLLEGE PLANE		
Connectivity Noise Sense of place 16.5 of the draft EIS) urther identified that these themes are valued by the community		members of Lockyer Valley, determined through the outcomes of the SIA engagement process.		
Connectivity Noise Sense of place 16.5 of the draft EIS)		It has further identified that these themes are valued by the community		
Connectivity Noise Sense of place		(Table 16.5 of the draft EIS)		
Connectivity Noise		Sense of place		
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	Chapter 17 Has the additional cost a CBA? At what point do a	Chapter 17 Economics	completely fails to consider realignment. As a result, the draft EIS fails to meet the has not made clear how the findings of tl 'incorporated into the design and outcon	mitigation of impacts is s	and/or minimising agricu	of these concerns, rathe	Section 6.3.1 (Communit	addressed in the main to significant issue and sho	should be mentioned for	requirements of TOR 12.	inputs were actually inte	The Chapter provides no	nearby residents tha	and wellbeing. - Potential for pollutio	- Noise impacts causin	oppose the project.	affected property ow	- The potential for inc	
Chapter 19 – Transport Traffic and Access	Has the additional cost already flagged (\$5B) been factored into a revised CBA? At what point do additional costs make the project unviable?		completely fails to consider realignment. As a result, the draft EIS fails to meet the requirements of TOR 7.8 as it has not made clear how the findings of the community survey were 'incorporated into the design and outcomes of the project.'	mitigation of impacts is silent on any and all community concerns and	and/or minimising agricultural land severance.' Table 8.12, which claims	of these concerns, rather it instead cites key themes from respondents	Section 6.3.1 (Community Survey) of Appendix Q also fails to address any	addressed in the main text of the EIS.' These community concerns are a significant issue and should be treated accordingly, rather than dismissed.	should be mentioned for the first time in an appendix – it must be	requirements of TOR 12.2 which states that 'no significant issue or matter	inputs were actually integrated into mitigation measures. Rather the reader is directed to Appendix O. As a result, the draft EIS fails to meet the	The Chapter provides no evidence that any community or stakeholder	nearby residents that rely on rainwater tanks.'	and wellbeing. Potential for pollution and coal dust to affect the drinking water of	Noise impacts causing nuisance, affecting sleep and general health		affected property owners and also nearby residents who fear or	The potential for increased stress, anxiety and depression among	
	Consider condition requiring additional costs to be factored into impacts. Additional cumulative costs now identified should be included in a revised assessment. Project has claimed a net economic benefit. This needs to be tested given recently increased costs even before Covid 19 cost increases. Does this project really stack up economically?																		

The Traffic Impact Assessment shall be amended using actual or agreed traffic volumes and turning movements and re-submitted for consideration by the impacted road authorities.	Intersections listed for LVRC are underreported due to erroneous traffic count data being used to evaluate intersection impacts.	Chapter 19 Table 19.21
All project workers shall be required to park both commuter and work vehicles on dedicated sites provided by the project and be prohibited from using public parking spaces.	Section 19.8 notes the potential for increased parking demand due to project workers. Construction workers generally commence earlier than retail shops and if allowed to utilise public parking space, this will significantly impact on available parking in towns such as Helidon, Gatton, Forest Hill and Laidley, having a detrimental impact on local businesses and residents.	Chapter 19 Section 19.8
	The increased number of trains and length of delays due to Inland Rail traffic increases the likelihood of incidents occurring at these locations.	
	The existing Dodt Road ch51000 crossing remains open.	
	The existing Jamieson Road ch41500 crossing remains open.	
plains allowing for clear grade separation at road crossings on top of the reduction of flood impacts due to rail embankment.	The reference design includes the introduction of a new level crossing at Connors Road ch31400, relocating Hunt Street to a new location at Glenore Grove Road ch52500.	
Options to consider include realignment away from towns where heavily utilised level crossings exist, utilisation of natural or existing road levels to construct rail over road bridges and placement of the rail line on viaduct across the flood	crossings and seek to minimise any proposals to construct a public level crossing on a greenfield site, with a clear objective to add no further open level crossings to the network".	
reduce the risk as far as is reasonably practical.	Key strategy 9 identified in QLD Level Crossing Safety Strategy "Explore opportunities for grade separation or closing level	
The option to alter the alignment to reduce the number of impacted level crossings and/or change the vertical alignment of the Inland Rail track in order to facilitate grade separation at all crossings should be further explored to	TOR 11.111 Objectives not met. The project does not comply with QLD Level Crossing Safety Strategy 2012-2021.	Chapter 19 Table 19.1
Recommendation What changes to the EIS or additional information is required?	Comment What is the issue or what is suitable within the EIS	EIS section and topic

After completion of the reference design, LVRC and ARTC have identified a new option on the western edge of the Gatton township. LVRC prefers an option that involves the construction of a new bridge across Lockyer Creek to the south of the existing rail line and reconstruction of Burgess Road to Jamiesons Road.	Jamiesons Road level crossing – not grade separated.	Appendix U Traffic_P1 Sect 12.4.2
	These three (3) projects are being procured as one (1) contract and to not consider specific impacts of all three (3) being delivered concurrently is significantly understating cumulative impacts.	
The Traffic Impact Assessment should cover all three (3) Inland Rail projects in combination in order that full traffic impacts can be assessed with specific numbers available.	Other Inland Rail projects forming part of the PPP (G2H and C2K) are listed only as projects considered in cumulative assessment.	Chapter 19 Section 19.11
	dilutes the real impact of construction traffic – making it easier to stay under the 5 % hurdle for considering upgrade works.	
	even with increased construction traffic upgrade, warrants aren't triggered (e.g. Laidley-Plainland Road and Railway Street or the base count is so much higher than reality that it	
	Low counts underplay the number of turning movements and	
	houses/businesses on a road and applying a standard number of daily trips would be an improved starting point.	
	recognised trip generation models commonly used for new development work. Even simply counting the number of	
	The absence of actual count data is no excuse for not making and educated assessment of likely traffic volumes, based on	
	questionable.	
	inaccuracies are found through the Traffic Impact Assessment. With such poor quality data, conclusions drawn are equally	
	daily traffic count of 4000 is obviously incorrect. These types of	
	Road to Hall Road). Hall Road is a gravel road servicing three (3)	
	left turn movements in peak hour existing from Glenore Grove	
	on Railway Street, Laidley) and high assumed counts (e.g. 300	
	This impact is due to both incorrect low counts (e.g. eight (8)	

The spoil management plan makes a number of broad assumptions around disposal sites that have not been resolved with the owners of these sites. The Proponent should be required to produce a specific plan for spoil sites that have been agreed with the owner of the land, the route proposed to be used for	A significant quantity of spoil is generated by the project ~1.3 million cubic metres. It is noted that this will be transported along the road network to a final re-use location. Appendix U Part 1 Table 5.7 row 3 identifies the Gatton West Industrial Zone as a receiving site for 1 million cubic metres of spoil. As	Chapter 19 – Table 19.3
An updated assessment is required regarding accommodation supply and demand based on current prevailing conditions as well as addressing the impact on the small rental market in the Lockyer Valley for other participants in terms of availability and affordability.	The lack of rental accommodation in local and surrounding regions is not adequately addressed. With the number and type of workers required for this project, it is expected that a significant number will require local accommodation for the duration of the project. Current rental vacancies in Toowoomba are significantly lower than reported in 16.8.5.3 and similarly low in the Lockyer Valley.	U_Traffic_P1 Sect 3.4
No construction worker camps are to be built as a part of the project.	Council is supportive of no construction worker camps being constructed.	U_Traffic_P1 Sect 3.4
Cumulative impacts of the delivery of the three (3) Inland Rail projects under one (1) contract shall be quantified in a consolidated Traffic Impact Assessment.	Traffic impacts only consider the H2C project. This does not adequately consider the total transport task.	TOR 11.113 Not met
The Traffic Impact Assessment should include consideration of changing driver behaviour as a result of new delays introduced into their regular trips. Changing movement patterns could result in other locations on the road network requiring upgrades that would otherwise not have been necessary. This could include people using the unformed road parallel to the rail corridor between Gatton and Forest Hill and increased usage of Woodlands Road. A traffic model should be developed for the entire region in order to properly consider the impact of changed driver behaviour as a result of delays introduced to currently preferred routes. Results of this model should be used to consider whether any upgrades to alternative routes should be included as part of project mitigation treatments.	Traffic queues of 140-152m is a significant change in a small town such as Forest Hill. Associated delays will cause locals to avoid using the state-controlled roads, which will in turn encourage more traffic onto lower standard local roads with the resultant increased risks.	U_Traffic_P1 Sect 12.4.4
The majority of traffic attracted to this point stays on the southern side of the rail line and decreases the number of movements across the level crossing. In the absence of a grade separation at this location, the newly agreed treatment in Gatton also has safety benefits at Jamiesons Road. In lieu of a grade separation at Jamiesons Road, a new bridge and associated road works shall be provided across Lockyer Creek. It is understood ARTC would support this option.		

	the owner of this land, LVRC has not requested, nor agreed to, receiving this material. A significant amount of this site is within the flood plain and consequences of adding 1 million cubic metres of fill, which will therefore displace an equal amount of water during flooding, have not been addressed.	haulage and how they intend to mitigate impact to the road network on an asset and safety level.
ToR 11.113 – Table 19.3	Movement of greater than 1.3 million cubic metres of spoil on the road network is of great concern to LVRC as the owner of the local road network. The majority of council roads, particularly lower order roads are not design to handle this volume of heavy vehicle traffic. It can be expected that this will result in significantly increased maintenance costs, reduction in the remaining life of the pavement and seal, together with increased safety risk on the network.	The Proponent and/or their contractor shall be required to enter into an agreement with the road authority including, but not limited to, compensation for maintenance of agreed haulage routes during the project, compensation for accelerated deterioration of pavement and seal assets. Road safety audits shall be conducted along all haulage routes with any identified required upgrades to be funded by the project.
Appendix U Part 1 Table 5.12	The total number of trips estimated by activity is optimistically low and understating the potential number of movements. Eg. Spoil is 56,867 trips To move 1.3million cubic metres would imply in excess of 22 cubic metres per load (even without applying a bulking factor, which could increase the task by 30%). A standard truck and dog carries 16 cubic metres legally. There is no mention of larger vehicle being required for this task or that the road authority would permit their use.	The total number of movements are potentially understated and/or the planned use of oversize vehicles has not been disclosed. The Proponent or their contractor shall be required to submit a detailed haulage plan to the road authority for approval of routes and vehicle types. This shall form a key part of the agreement between both the project and the road authority for compensation of utilising the road network.
Appendix U Part 1 Table 5.7	Spoil for use in reclamation, quarry remediation and/or landfill cover is not considered by the Traffic Impact Assessment.	Any proposal to use any alternative site for laydown or disposal shall include a Traffic Impact Assessment encompassing safety, maintenance and asset consumption considerations to the satisfaction of the road authority.
Appendix U Part 2 Appendix Q Gaul Street Technical Memo	The underlying growth assumption of 5% is based on a potential development to the southeast of Gatton. There is no guarantee that this will proceed and to do so over the next 20 years would by far more than double the current population of the town.	There is no underlying economic driver expected to cause this level of demand within this timeframe. This very optimistic growth estimate very likely overstates the base case and therefore understates the projects relative impact on the road network. There is no evidence to suggest a growth rate of anything beyond 2% is appropriate in Gatton. The difference in base traffic over the 15 years in the base case is 34% increase compared to 107% increase. Traffic modelling to be undertaken with 2% growth rates and sensitivity analysis undertaken for higher growth rates.

	would operate within acceptable levels of service and delay in	Street Technical
does not meet these criteria.	Drive/Crescent Street/Golf Links Drive intersection, that it	Appendix Q Gaul
The standard to be achieved for level of service and delay is "C". Therefore, D	It is noted that 10 years after opening the Eastern	Appendix U Part 2
Drive and Old College Road intersection. This should be considered in the design of this intersection. Additionally, the flood prone nature of the Eastern Drive and Old College Road intersection is to be considered. If this intersection was to be flooded concurrently with Lockyer Creek, there would be no road access to the north of Gatton. This isolation of thousands of people would result in a major issue and one which must be properly addressed to ensure such a scenario does not occur. One obvious option to remove all of these issues is to change alignment and take the Inland Rail alignment out of Gatton, which would remove all of these negative traffic outcomes (not to mention the social impacts which are also addressed in this submission).		Memo
The new proposed underpass at the western edge of Gatton (Crescent Street to Old College Road) will have lower immunity than the existing underpass. During times when Lockyer Creek is in flood, all traffic would have to utilise the Eastern	Gaul Street closure – flood access impacts.	Appendix U Part 2 Appendix Q Gaul Street Technical
	In combination, errors and assumptions noted in sections 17 & 18 were used to justify excluding Eastern Drive and Old College Road from the project scope.	
	Crescent and Old College Road with no traffic utilising Eastern Drive. LVRC conducted its own traffic counts during a temporary closure of Gaul Street and demonstrated this assumption to be false.	
premises or existing roads.	Scenario 2 – Closure of Gaul Street assumes that 100% of traffic	
Eastern Drive and Old College Road intersection shall be upgraded as part of the project. This upgrade should not reduce accessibility to any commercial	assumptions and models.	
model to properly consider changes in driver behaviour of any road closures,	was diverted through Gatton. Effectively, this doubled the	
reconsidered from base assumptions onward and include a detailed traffic	Gatton Bypass (Warrego Highway) was closed and all traffic	Memo
must include this impacted area. All Gatton traffic modelling should be	assessment was based on a traffic count taken when the	Street Technical
project – a fact that has recently been acknowledged by ARTC. The EIS boundary	already a level of service F. It has since been shown that this	Appendix Q Gaul
The intersection of Eastern Drive and Old College Road will be impacted by the	The base model shows that Eastern Drive Old College Road is	Appendix U Part 2

The Traffic Impact Assessment must be developed again, with all assumptions clearly justified and agreed to with the road authority or appropriate measures agreed to in order to limit traffic for assumed numbers in the Traffic Impact Assessment.	The number of vehicle movements in various locations seem optimistically low or segments omitted altogether, for example, Crescent Street in Gatton is only considered between William and East Street, not William and Eastern Drive. For the segment graphed, a peak of 10 vehicles per day does not align with major works required to construct new bridges at Eastern Drive and new underpass at East Street/Crescent St/Old College Road.	Appendix U Part 2 Appendix S
Proponent required to provide detailed traffic forecasts prior to approval of any local roads to be used as haulage roads and for the purposes of informing the compensation agreements for maintenance and asset consumption between the project company and the road authority.	Provided graphs do not distinguish between light and heavy vehicles.	Appendix U Part 2 Appendix S
The Principal Cycle Network is an important part of the active transport network and a current priority for provision by the state. Making space provisions and not impeding future construction of this infrastructure shall be demonstrated as part of the Inland Rail project. Provisioning for this infrastructure has major impacts on the requirement for land acquisition, in particular between Gatton and Forest Hill.	The Principal Cycle Network is not mapped and only shows bus routes.	Appendix U Part 2 Appendix R
The proposed diversion route results in an additional 1.2km travel distance and estimated 108 seconds of travel time from one side of the rail line to the other. In emergency situations, delaying ambulance, fire and police responses by up to two (2) minutes may have serious repercussions for the wellbeing of the community. In a major flood scenario, there would be no road access to north Gatton. This in turn would result in placing this community at risk.	Emergency Vehicle Access is not adequately addressed as a consequence of the proposed level crossing closure.	Appendix U Part 2 Appendix Q Gaul Street Technical Memo
	It is noted in the commentary that the network impacts of upstream and downstream queuing and lane blockage is not accounted for.	Appendix U Part 2 Appendix Q Gaul Street Technical Memo - Table 6 Scenario 2 Commentary
	an isolated state. Level of service D is to be considered acceptable according to the Proponent.	Memo - Table 6 Scenario 2 Commentary

62 Vo Vo Ap	Appendix U Part 2 Appendix D Vol 3 Drawings
Αp	pendix U Part 2
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Vo	l 3 Drawings
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	apter 20 azard and Risk)

and Wellbeing) Sessions), Section Information Section 16.9.2.4 Chapter 16 16.10.4 (Health (Community Further, the draft EIS states that proposed 'mitigation strategies' would built-up areas. A 1.8 km long train travelling at speeds between 80-115 the very real possibility of a derailment in townships, is very real given level of risk post-mitigation is not acceptable to LVRC. The concern about only reduce the risk of these incidents from 'high' down to 'medium'. This as Gatton or Forest Hill, there would be catastrophic consequences. the Inland Rail alignment. If such an incident occurred in a township such quoted train numbers calculate approximately four derailments a year on per year). At capacity, and at speed, the possibility of an incident on database shows that of the 282 recorded rail incidents between 1997 and Australian Transport Safety Bureau (ATSB) rail safety investigation significant residual risk to communities. detail how derailments would be managed to ensure there is no management of a derailment. At no time does the document discuss in '0.423 per million freight km', and Table 20.10 'outlining' the makes mention of the possibility of derailment, with Table 20.4 citing discussed in Section 16.10.4. However, Chapter 20 of the draft EIS only by members of the public and have been recorded in Section 16.9.2.4 and Rail safety and concerns over a catastrophic derailment have been raised Government transport policy). even though these are not best practice or support by State or Federal significantly increases the risk to the community from potential rail WMSRC corridor (which passes through and adjacent to urban areas) The draft EIS fails to meet this objective as the proposed co-location in the adverse effects on the environment. to minimise health and safety risks to communities and individuals and km/hr and derailing in a town would be catastrophic and should be that the proponent fails to commit to trains slowing down to go through Inland Rail increases exponentially. Even conservatively, in the draft EIS 2021, 106 were incidents were derailments (equivalent to 4 derailments frequently, with many incidents and accidents on rail each year. The Independent research reveals that train derailments occur quite accidents such as derailments and at level crossings (which are proposed require the proponent to undertake further and more comprehensive recommend and urge the OCG to require the proponent to abandon the current alignment mitigate the potential health and safety impacts to the residents of the and accurate assessments of alternate alignments that comply with the To meet the OCG TOR, LVRC strongly recommend and urge the OCG to Lockyer Valley. FOR to identify an alignment that will adequately avoid, minimise and

preventing these impacts

considered so. Trains which are 3.6 km long and travelling at similar speeds through townships are guaranteed to have even greater adverse impacts on the safety of residents.

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The project poses very significant potential health risks to the community from noise and air emissions, but these lack any form of meaningful assessment in the draft EIS.

failed to recognise or demonstrate how they will accept responsibility for scale than predicted by the draft EIS and this will present profoundly mitigation. Sleep disturbance will occur from the project at a far greater mitigation. Therefore, how can the risk of noise impact be known given response) and the proponent provides no detail or commitment to noise assessment of noise is seriously flawed (as demonstrated in earlier in this operations as low. LVRC vehemently oppose this finding as the Table 20.12 at Chapter 20 rates the residual risk of noise impact from rail commitment to addressing this profoundly serious and real risk. health impacts associated with sleep disturbance and makes no firm cognitive function and psychological impacts. The draft EIS is silent on the cardiovascular and metabolic disease. Other effects include impaired between noise induced sleep disturbance and health effects such as serious effects on human health. Causal pathways have been established satisfies a basic need and the absence of undisturbed sleep can have impact on health and quality of life. The WHO (2018) states that sleeping disturbance are widely reported and are well understood to have a major scale of sleep disturbance that will be experienced as it fails to use dwellings may be impacted. The draft EIS grossly underestimates the more than 4000 dwellings, but the draft EIS suggests that only 175 LVRC's assessment found that sleep disturbance may be experienced at serious health risks to Lockyer Valley residents that the proponent has the seriously flawed nature of the assessment and lack of detail around recognised best practice guidance on this matter. The impacts of sleep

Feedback from LDMG
Chapter 20 Risk of derailment -
safety impacts of the project on the residents of Lockyer Valley.
that the proponent can adequately mitigate the potential health and
alignment through and adjacent to towns means that it is highly unlikely
significant health and safety risks associated with the project. The current
safety as it does not accurately identify, assess and mitigate the potential
The draft EIS does not meet TOR objective (b) for hazards, health and
enormous but wholly unaccounted for in the draft EIS.
distance, the scale of impact and number of exposed receptors is
needs to be assessed by the draft EIS. Given the potential dispersal
and profound health risk to receptors with regards to Q-fever and this
identify all potential risks and impacts. The livestock trains present a real
later in this response) as the proponent has failed to meet the TOR and
assessment of air emissions is seriously flawed (as demonstrated in detail
from rail operations as low. LVRC vehemently oppose this finding as the
Table 20.12 at Chapter 20 rates the residual risk of air emission impacts
Europe for residents living along roads where livestock were transported.
in 2018 noted that outbreaks of Q-fever had been reported previously in
University of Queensland published in the BMC Infectious Diseases Journal
trucks are identified a source of infective dusts. Research by the
various studies, ranging from 5 km to more than 10 km. Stock transport
from the source. Much larger potential zones of infection are reported by
may be exposed to infected dusts even if located a kilometre or more
faeces etc) and contaminated machinery/equipment/vehicles. People
Sources of relevance to the project can include animal wastes (urine,
infected with Q-fever by inhaling contaminated aerosols and dusts.
goats) to humans by a bacterial called (Coxiella burnettii). People become
is an infectious disease spread from animals (mainly cattle, sheep and
contaminants or materials that may be released from the project. Q-fever
from livestock trains. TOR 11.132 requires assessment of any
emissions during operations, namely Q-fever (Coxiella burnettii) in dust
not give any consideration to microbiological contaminants in air
As demonstrated earlier in this response, the air quality assessment does

Attachment 2 10.3 Page 114

	63 Chapter 22, Section 22.6 (Potential Impacts)		# Chapter 21				
Annendix C - Consultation Report	Dismissed and unassessed operational cumulative impacts — Cumulative impacts can be defined as 'successive, incremental and combined impacts of activities on society, the economy and the environment' (NSW Social Impact Assessment Guideline, 2017). Section 22.6 of the draft EIS states that 'the initial phase (construction) is typically more likely to have the most material impact and that 'for this reason, the Cumulative Impact Assessment (CIA) has focused on the construction phase of the project and its potential impacts.' The text goes on to say that operational air and noise are the only impacts considered during the completion of the CIA. This assumption of only considering the cumulative operational impacts from air and noise is incorrect and fails to address the substantive social, health and safety impacts on urban communities throughout the Lockyer Valley. This is a serious shortcoming of the draft EIS. As a result, the draft EIS fails to meet the requirements of TOR: 5.1, particularly, ' ensure that all relevant environmental, social and economic impacts of the project are identified and assessed.' 5.3, particularly, ' when determining the scale of an impact, consider its intensity, duration, cumulative effect, irreversibility, the risk of environmental harm, management strategies' 7.3, particularly, ' cumulative impacts should be assessed over time'	Chapter 22 – Cumulative Imr	Refer input from LVRC waste	Chapter 21 - Waste	Pass rail	Gaul st emergency crossing	Escape routes flood and bushfire
bort	To meet the requirements of the OCG's TOR, the draft EIS requires update to include a cumulative impact assessment of the operational phase of the project over time.						

64 Appendix C	Visual impact information not provided to communities – TOR 7.2 states	Appendix C requires amendment to include evidence of what
(Consultation	the 'assessment and supporting information should be sufficient for the	visualisations were shown, and when in the process they were shown to
Report),	Coordinator-General and administering authorities to decide whether an	the community to ensure the community were given ample opportunity
Section 4.5	approval should be granted'. Further, the TOR Land objective (d) states	and able to properly consider the comparative impacts of different track
(Communication		alignment options from a landscape and visual amenity impacts
Tools), Table 4.9	4.9 11.89. Describe any proposed measure to avoid, minimise or mitigate	perspective.
and 4.10	potential impacts on landscape character and visual amenity' TOR 7.2 and	If there is no evidence of this having occurred, then the draft EIS needs
	Land Objective (d) have not been adequately considered or addressed by	to be amended to include these comparative different track alignment
Section 6	the draft EIS. Appendix C (Consultation Report) fails to identify how the	landscape and visual impacts as well as visualisations for each alignment
(Consultation	Shaping SEQ goals have been considered and/ or addressed in track	options, and then to consult with the community on these comparative
Outcomes), Table	able alignment selection. Specifically:	options to ensure a community engagement process with all the
6.1	- From Section 4.5 (Communication tools):	information available has been provided in order to meet the
	 Section 4.5.2 (Project display posters) – no visual amenity 	requirements of TOR 7.2.
Inland Rail –	information displayed.	
Helidon to	 Section 4.5.3 (Fact sheets) – no visual amenity mentioned. 	
Calvert fly-	 The H2C webpage has visualisation images, but not all people may 	
through –	have access to this/ internet literacy or speeds to support viewing	
YouTube	them; the visualisation information is difficult to find on the	
	website and there is no reference to the YouTube flythrough	
	 Section 4.5.12 (visualisations and alignment fly through)— this 	
	whole area of visual amenity is covered in one small paragraph	
	only.	
	 It is noted stakeholders wanted more information so this i was 	
	produced and 'displayed at community information sessions,'	
	many sessions (which where or how many visualisations were	
	displayed.	
	 According to the information provided in Table 4.9 and 4.10, it 	
	appears that none of the community information displays or	
	landowner engagement in 2017, 2018, 2019 specifically had topic of	
	Visual Amenity – there is a 'social and economic' topic covered but no	
	visuals are mentioned as having been presented.	
	- Section 6 references influence of consultation on outcomes and Table	
	6.1 also references 'developed and tested options to bypass Gatton	

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uires The draft EIS requires updating to meet the requirements of TOR 11.87	TOR 11.87 relates to the impact assessment on visual amenity. It requires description and illustration of the visual impact of construction and operation of the project, including that 'such views should be representative of public and private viewpoints, including places of	Appendix H Section 4.9.2 (Visual Sensitivity), Table	65
menity Technical Report	Appendix H – Landscape and Visual Amenity Technical Report		
etter Better Ito be attions he with with sin sent	At the only presentation noted that was undertaken by the Visual Impact Assessment experts in August 2019 in Gatton, there were only 8 attendees which brings into question the consultation notification methods used to inform stakeholders of potential opportunities to better understand potential impacts. Appendix C fails to identify the process, timing of presentations, and which, if any, visualisations were used to inform the community of the potential landscape and visual amenity impacts of different potential alignments and how the alignment through the regional towns came to be decided. The Appendix also fails to identify that any visual representations of the project were used in information sessions which would allow the above state goals to be adequately considered by all parties. The project fly-through (provided on YouTube) does not show the visual impact of the proposed extent of noise barriers for the project, particularly where they are proposed through town centres. The draft EIS fails to provide evidence in Appendix C of consideration of a landscape and visual impacts comparison of the proposed alignment with other alignment options considered, as part of the evaluation process in confirming the preferred track alignment option. Nor is there evidence in Appendix C that the community had an opportunity to see and comment on any visualisations comparing the proposed alignments from a landscape and visual impact perspective, during the community engagement process, to enable preferences for a particular track alignment to be considered in these terms. As a result, LVRC do not consider that the draft EIS meets the OCG's TOR as provided above.		

rechnical Report The draft EIS requires update to meet the requirements of the OCG's TOR 11.132. Specifically, the air quality assessment needs to be revised and updated to include an assessment of the potential risks of Q-fever k rom livestock trains to human health. It is recommended that the proponent consult with Queensland Health in relation to the further assessment of this matter. This is to ensure that an appropriate method of assessment is used that an acceptable zone of infection (i.e., study area) is applied to adequately assess the hazards and risks to public health from the project with respect to Q-fever and necessary mitigation measures. s: lerate	increases the viewer's sensitivity to more distant light sources, particularly increases the viewer's sensitivity to more distant light sources, particularly increases the viewer's sensitivity to more distant light sources, particularly increases the viewer. Appendix K – Air Quality Technical Microbiological emissions to air – the draft EIS does not meet TOR 11.132. This is because the air quality assessment does not give any consideration to microbiological contaminants in air emissions during operations, namely Q-fever (Coxiella burnettii) in dust from livestock trains. TOR 11.132 requires assessment of any contaminants or materials that may be released from the project. Queensland Health provide extensive information about Q-fever which is summarised here (https://www.worksafe.qld.gov.au/safety-and-prevention/hazards/hazardous-exposures/biological-hazards/diseases-from-animals/q-fever). Q-fever is an infectious disease spread from animals (mainly cattle, sheep and goats) to humans by a bacterial called (Coxiella burnettii). People become infected with Q-fever by inhaling contaminated aerosols and dusts. Sources of relevance to the project can include animal wastes (urine, faeces etc) and contaminated machinery/equipment/vehicles. The risk of infection is significant as: Q fever is very infectious, and people can become infected from inhaling just a few bacteria Large numbers of bacteria are shed by infected animals. The bacteria can survive in the environment for long periods, tolerate harsh conditions and spread in the air. Information from the Australian Q-fever Register website (https://www.qfever.org/aboutqfever#IndirectExposure) states that	Appendix K (Air Quality)	6
ers and n n n n n n n n n n n n n n n n n n	Table 13 defines viewpoint sensitivity using distance between viewers and light source. This is particularly important for determining impact on private viewpoints from residences. The viewpoint sensitivities described in this table may be misleading in relation to dark rural environments where the viewer's dark adaptation increases their sensitivity to more distant light sources, particularly if the light source is in direct view. For Table 13, the 'sensitivity of viewpoints' and the 'attributes of visual sensitivity categories' provide typical distances for viewers from a light source for each sensitivity level. However, these will be misleading in relation to dark rural environments where the viewer's dark dark attributes.		

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Appendix K (Air Quality)	
Coal Dust – Table 2.3, Section 2.3 states that the modelled coal trains were 990 m long, however the project description says trains may be up to 3.6 km long. It is not clear if coal trains will be limited to 990 m or if they may be longer (i.e., up to 1.8 km or 3.6 km long). Table 6.2 in Chapter 6 suggests longer trains could be used based on customer requirements within the maximum train length which is potentially up to 3.6 km. The draft EIS does not consider the effect of train lengths up to 3.6 km on air quality from coal dust emissions. Table 4.17, Section 4.4.3.1 describes the release height above ground level of 3.3 to 4.3 m, however the project description clearly states trains will be double stacked and exceed heights of 7 m. It is not clear if coal trains will be limit to single wagons or if they will be double stacked. The draft EIS does not consider the effect of double stacked train heights on air quality from coal dust emissions. Appendix K and Table 6.2 in Chapter 6 suggest that the maximum coal train speed will be 80 km/hr based on 25 ton axle loads (TAL). The modelling however did seem to include contributions to the effective wind speed over the coal wagons by local winds which could contribute to coal lift off. The Environmental Evaluation of Coal Dust Emissions (Connell Hatch, 2008) suggests that on average, local wind could add 10-15 km/hr to the air speed across the coal surface in the wagon. The graph below is	people may be exposed to infected dusts even if located a kilometre or more from the source. Much larger potential zones of infection are reported by various studies, ranging from 5 km to more than 10 km. Stock transport trucks are identified a source of infective dusts. Research by the University of Queensland published in the BMC <i>Infectious Diseases Journal</i> in 2018 noted that outbreaks of Q-fever had been reported previously in Europe for residents living along roads where livestock were transported. Based on this information, the livestock trains present a health risk to receptors with regards to Q-fever and this needs to be assessed by the draft EIS. Given the potential dispersal distance, the scale of impact and number of exposed receptors is enormous but wholly unaccounted for in the draft EIS.
The assessment of coal dust emissions does not meet 11.135 of the TOR because the assessment does not accurately estimate the rate of coal dust lift off and concentration at sensitive receptors. The OCG should require the proponent to update the air quality impact assessment to include the following to better estimate the potential impact of coal dust emissions at sensitive receptors: Train lengths up to 3.6 km. Train speeds of 7 m or more. Train speeds of 80 km/hr with an appropriate allowance for local winds on coal dust lift off. Train speeds of 115 km/h with an appropriate allowance for local winds on coal dust lift off.	

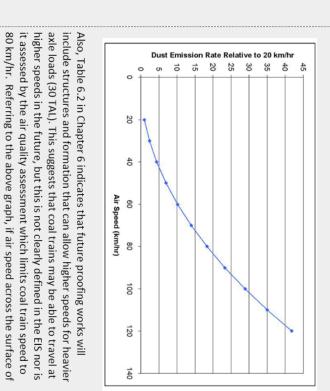
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the coal increased from 80 km/hr to 115 km/hr (excluding an allowance

for local winds) the coal dust emission rate would increase by 100%

because the assessment does not accurately estimate the rate of coal dust

The assessment of coal dust emissions does not meet 11.135 of the TOR



2008) (which is referred to by the draft EIS). It shows that if air speed across the surface of the coal increased from 80 km/hr to 95 km/hr (assuming an allowance for local winds) the coal dust emission rate would increase by about 35%.

	PM10 and PM2.5 concentrations have been recorded from the Inland Rail air quality monitoring station between July 2018 and August 2019. This		
	Furthermore, it is observed from Sections 5.3.2.2 and Sections 5.3.2.4 that		
	physically separate location.		
	which have been used to determine background concentrations are at a		
	from the meat production facility. However, the monitoring stations		
	background concentrations for the project and is also capturing emissions		
	when there is a local air quality monitoring station which is measuring		
	adopted background concentrations. This reasoning would hold strong		
	emissions from that facility would be adequately represented in the		
	from the alignment line, and the reason for non-inclusion is that the		
	the Valley Beef meat production facility, which is at a distance of 4 km		
	However, Section 5.4 of the report excludes inclusion of emissions from		
	area.	Results)	
	such, none of the background concentrations are specific to the study	Modelling	
	alignment, which is now included in the Border to Gowrie alignment. As-	(Dispersion	
	campaign conducted back in 2016 along the Yelarbon to Gowrie	Section 7.1.1	
	background deposited dust levels are based on a 3-month monitoring	Sources)	
	Flinders View and Springwood. With respect to deposited dust,	(Existing Emission	
	from the air quality monitoring stations managed by DES at Mutdapilly,	Section 5.4	
by the LVRC region.	background concentrations for the remaining pollutants are referenced	Quality)	
assessment which is also more appropriate to the air quality experienced	Table 5.19 is it noted that with the exception of deposited dust,	(Background Air	
alignment. This should also include undertaking a revised cumulative	concentrations adopted for the assessment. Upon close observation of	Section 5.3.6	
provide an appropriate air quality assessment for the proposed	Technical Report Part 1 summarises the existing background	Quality)	
The draft EIS requires update to appropriately consider these issues and	Assessment of cumulative impacts – Section 5.3.6 of the Air Quality	Appendix K (Air	73
of the proposed project.			
activities and is therefore not appropriate for use given the rural location			
filter out the observations corresponding to the bush fire and dust storm	concentrations is warranted.		
the local air quality levels. The use of 90th percentile value would still	and a more conservative approach to estimate background	Quality)	
$(PM_{10} \text{ and } PM_{2.5})$ concentrations as it provides a conservative picture of	times to underestimate the background concentrations of the study area	(Background Air	
than the 70 th percentile for determining the background particulate	determine background concentrations is agreeable, this approach tends at	Section 5.3	
use the 90th percentile value from the Inland Rail AQMS be used rather	concentrations – Although the selection of the 70th percentile value to	Quality)	
It is recommended that the Air Quality Technical Report be revised to	Selection of the 70th percentile value to represent background	Appendix K (Air	72
	La Nina episode.		
	chosen 2013 year and the remaining years which had either a El Nino or		

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75 Appendix K (Air Quality) Section 7.4 (Agricultural Train Odour Impacts)	74 Appendix K (Air Quality) Section 5.6 (Sensitive Receptors)	
Agricultural train odour impacts – Section 7.4 identifies livestock trains as presenting the greatest risk of nuisance related to odour emissions, when compared to agriculture freight. The potential for offensive odours is especially quite high when stopping at crossing loops. The draft EIS described associated odours as strong to very strong and the offensiveness of the odour would be unpleasant. The draft EIS identified no significant impacts to amenity due to odour from livestock trains because: The livestock train pass by events would only be 6 per week and would beno more than 1-hour in duration. Residents and visitors would have a higher tolerance to intermittent odour from agricultural sources because of the rural setting. This assessment of amenity impacts does not meet TOR 11.135 as the assessment of amenity impacts does not:	Sensitive Receptors – Section 5.6 of the Air Quality Assessment notes that existing sensitive receptors near the alignment and in the townships of Gatton, Forest Hill, Helidon, Laidley, Grandchester and Calvert were selected. However, there is no discussion on identifying potential future sensitive receptors that could be developed in the identified areas of interest.	station is located at a residential dwelling off Draper Road, Charlton, west of Gowrie. Data from this station has not been considered for the background concentrations because it can be influenced by emissions from existing rail traffic. On the same note, concentrations measured at the Flinders View and Springwood station would also be influenced local traffic in that area and moreover the location of the air quality monitoring station is far more representative of the project setting than the stations at Flinders View and Springwood. Upon closer observation, it is noted that the particulate concentrations at the Inland Rail air quality monitoring station are higher than the corresponding levels measured at the air quality monitoring stations managed by DES. Therefore, at the very least, for the assessment of particulate concentrations, reference is to be drawn to the concentrations measured at the Inland Rail air quality monitoring station.
The air quality assessment should be revised to meet TOR 11.135 and to more accurately assess the air quality amenity impacts and cumulative impacts of the project. At present, the draft EIS does not adequately consider the receptor types and their sensitivity to odours (urban areas not rural areas) nor does it accurately assess the potential impacts of odour from livestock trains.	The draft EIS requires update to include a discussion regarding future residential development surrounding the alignment and the potential impacts on those future developments.	

pass-by which may be up to 1 hour and intensity of impact compared to more common livestock transport methods such as a livestock truck. This would seem like a considerably longer duration than, for example, a livestock truck (which is understood given the length of the train). How do the scale of livestock numbers on a livestock train compares to livestock numbers on a cattle truck? Presumably, a livestock train will be a substantially more significant odour source than existing modes of

The draft EIS fails to explain the estimated duration of a livestock train It is assumed that the 6 livestock trains would be spread over a 1-week agricultural activities, what impacts may occur to amenity from adding provide enough discussion on this matter. trains turning up on the same day. This would worsen the odour there is no additional discussion regarding the likelihood of two (2) period, resulting in an average of less than 1 train per day. However, take into consideration the assimilative capacity with regards to an additional odour source? Furthermore, the assessment does not population is already exposed to similar (livestock) odour from local Adequately consider cumulative impacts of odour at receptors. If the Acknowledge that Gatton, Laidley, Helidon and Forest Hill are urban impacts at the sensitive receptors and the assessment does not livestock odours. community is factually incorrect and baseless therefore the premise that such odours are expected by the areas under the SEQ Regional Plan. These are not rural areas and

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Table 10: Summary of Identified Issues

6	L5	- 4	ت ت	12				Item No.
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The topographic setup is deemed accepitable for the purposes of the assessment undertaken. However, future stages of the project should utilise the latest available LIDAR data which includes, but is not LiDAR dataset flow in 2018.	Limited discussion regarding hydrologic model loss parameters and their impact on design flows.	The ARF does not appear to have been adjusted to assess different locations of interest throughout the alignment. While the use of a single ARF may be appropriate, the provided information does not justify its use in this manner.	The joint hydrologic/hydraulic model uses different hydrologic parameters to the hydrologic design model	The BRCFS model has been used with minimal alterations to account for local features.		Interaction between local and regional catchments does not seem to be appropriately captured within the models.		Item/Issue
ယ ယ	2.5, 4	N 55	2.4, 4	23		ω Un		Reference Section
Future stages of the assessment should use the most up-to-date available data	Limited loss variation was made from ARR Data Hub loss values and it is unclear if spatial variation was considered in the approach. This should be included in the reporting because the Lockyer Creek URBS model covers an area of approximately 3000 km²	The correct application of the ARF value (in accordance with ARR) ensures the project approach conforms to industry standard and guidance.	This implies the hydrologic model and the hydraulic model, using the same setup, do not provide consistent results. As a joint calibration approach is used to validate both models, the need to vary the hydrologic design parameters between the two models to achieve reasonable flow rates (compared to the FFA) raises questions on the validity of the joint calibration approach.	The model has not been revised to consider the presence of the rail alignment or optimised to best represent flooding in the Lockyer Creek catchment.	Assumptions	Flood characteristics of local and regional calchments differs greatly.	Extent	Relevance to Assessment
The use of the latest available topographic data may improve model validity in areas	There appears to be a reasonable fit for the URBS peak flows to the Glenore Gauge FFA. However, this after modification to the beta factor in the design model and recognising that no other comparisons at other gauge locations have been provided.	The use of a single gauge location (downstream of the alignment) for the calculation of the applied AFF may result in an underestimation of flow rates and affects the design of hydraulic structures and potential impacts.	This approach undermines the calibration process and overall applicability of its purpose. A failure to obtain consistent parameters between models indicates that either one model or both models are potentially incorrectly setup, which may affect the results presented.	Not correctly accounting for flow upstream and downstream of the cross-drainage can result in the over or under-estimation of discharge at a drainage structure.	ons	The assessment does not appear to effectively represent the interaction of flow between local and regional calchments. Furthermore the inconsistency between flood extents and levels exceeds what would normally be expected between the two independent approaches. This indicates that flooding may be misrepresented in these areas		Impact on Design
Low	High	Medium	High	Low		Very High		Level of Importance
At the inception of this stage of Inland Rail the data was not available. As such, it is recommended that this be sought for future project stages and does not affect the EIS assessment stage.	This issue is linked to item 1.3 where both items and limited documentation indicates that limited changes were made (1.2) to ensure that the design flow estimates provided agreement with recorded data	Although incorrect application of the ARF may not cause significant change to the modelling results, the lack of correct application does not conform to industry standards and may affect both the design of culverts/bridges and impact outcomes of the project.	Confidence in a consistent modelling approach is important for both the design team and the greater public. Sensitivity modelling and further documentation is required to address this issue.	Further sub-division of sub-catchments and adjustment of catchment boundaries to reflect areas upstream and downstream of the alignment is necessary in later stages of the alignment is necessary in later stages of the project. This may influence the modelled hydraulic behaviour as well as the interaction with the proposed design but is unlikely to cause significant changes due to the catchment area upstream of the alignment (should only cause a minor impact to flow)		This issue is occurring in populated areas such as Gatton and Laidely. Further documentation and potential sensitivity modelling to ensure flood impact objectives are mel is required with respect to the incorporation and assessment of flood interaction between the local and regional models.		Reason for Adopted Level of Importance

L14	L13	L12	Ħ	L10	Г9	8		۲7	Item No.
The flood frequency analysis was only performed at one stream gauge, despite several other stream gauges having data available.	There are a number of 1D/2D connection issues that exist between structures and channels within the model.	Issues surrounding the application of hydraulic roughness.	The adopted critical durations and Rank-6 temporal patterns do not always match what the Panel determined to be the critical duration or Rank-6 temporal pattern.	Potential for scour to occur given generally poor soil conditions.	Increase in level at Gatton and Forest Hill area for extreme events	Justification for flood level impacts and changes to time of submergence.		Several issues with the model calibration.	Item/Issue
4	<u>ა</u> ზ	<u>ω</u> .4	2.5	5.8	5.9	5.4, 5.5, 5.9		ÇU ÇU A	Reference Section
A single FFA may not represent the design event hydrology of the catchment well.	The connection issues, as detailed in Section 3.5, result in over-connection of structures, artificial lowering of cell elevations, artificial blockages at the confluence of waterways and duplication of storage areas.	Limited documentation surrounding the use of both default Manning's values and the use of depth varying Manning's roughness. Furthermore, hydraulic roughness has not been updated to incorporate the rail alignment.	The selection of storm durations and temporal patterns has a direct effect on reported flood levels and velocities, and it can have impacts on reported afflux results.	Although the design to date results in relatively low velocities, the nature of the soils in the area could result in the proposed drainage causing significant geomorphological impacts.	The embankment directs more water to the south of the alignment, resulting in greater increases in level than would otherwise occur.	Isolated increases above nominated flood impacts are proposed. One impact at a sensitive receptor is noted.	Application	The model parameter values are based on the BRCFS model calibration. The BRCFS model did not focus on the Lockyer Valley area, noting in the study that local creek flooding may dominate in this area. Additional issues with the calibration include limited FFA documentation and verification, por flow correlation at Genero Grove gauge (TUFLOW compared to observed), poor correlation with recorded flood levels and poor correlation with recorded flood levels (especially between Helidon and Grantham)	Relevance to Assessment
Without calculating the FFA at all stream gauges of sufficient record, there is lower certainty in the validity of design storm event results.	The issues were identified after a prelimnery review and further investigation into the extent of the issue is required. It is unlikely that the issues have widespread impact on the model results. However, if occurring in close proximity to the alignment in may cause changes to modelled impacts.	Unlikely to cause significant changes to results but may cause minor changes.	The reported immunity, afflux or other results may not be entirely correct.	Depending on the nature of the soils and flow conditions in the vicinity of each crossing, it may be necessary to alter the drainage design.	May need to consider alternate drainage configuration if change in flood risk for extreme events is fount to be too great.	If an increase is deemed to be excessive then the design will need to be modified.	on	The joint calibration informs the hydrologic and hydraulic parameters adopted in the modeling approach. The poor calibration fit undermines the design event modelling fresults and subsequently the flood assessment of the rail alignment.	Impact on Design
High	Medium	Low	Medium	Medium	High	High		Very High	Level of Importance
The adopted gauge does have a long stream record, but its accuracy is limited by the rating curve. Assessing multiple gauges reduces the risk.	Review, assessment of proximity to the alignment and sensitivity testing is required to ensure that the associated issues do not impact the flood impact objectives.	Unlikely to cause significant change to current reported levels but should be corrected in future project stages	Clarification should be provided around the critical duration and temporal pattern selection to justify occasional use of durations and temporal patterns that are not critical or rank-6, respectively	The velocity and potential for the resulting scour (due to the poor soil conditions) needs to be reviewed and accounted for in the detailed design.	Embankment redirects flow south towards Gatton and Forest Hill. It is necessary to ensure that the resulting change in flood risk is acceptable.	Although some justification has been provided, additional justification is required in relation to flood level increases and changes in ToS. In particular the impact to one residential sensitive receptor (1032), requires further justification.		Confidence in the calibration approach provides confidence in the design event modelling Currently, further documentation regarding the calibration modelling and validation of design event flows is required to provide confidence in the modelling. This may also require further sensitivity assessment of both the calibration modelling and design event modelling.	Reason for Adopted Level of Importance

Appendix A: Lockyer Creek Models Review - Draft Report on Review of Helidon to Calvert Section Independent International Panel of Experts for Flood Studies of Inland Rail in Queenslar

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123	L20	L19	L18	L17	L16	L ₁₅	Item No.
Bridge losses are identical at all bridges.	Existing and design structure flow instabilities present in modelling.	Missing hydraulic structures in existing model.	Applied minimum nodal storage area of 200 m² by default.	Downstream boundary extent and application issues	Differing source area inflows used between historic and design models	Varied and inconsistent approaches adopted to apply inflows within the hydraulic model	Item/Issue
3.7.2	37,381	3.7	<u>ა</u> ნ	ယ U	ω ·s	ယ in	Reference Section
Bridge loss inaccuracies could result in reported changes in water level (and other flood impact objectives) being too low or too high.	Preliminary review by the panel have identified both existing and design (proposed) structures caused flow instabilities in the model.	A preliminary review has identified some missing hydraulic structures within the model extent.	An applied minimum nodal storage area of 200 m has been adopted by default. Furthermore, several nodes have additional nodal area applied.	There is significant ponding at the downstream boundary (both the 1D and 2D boundary locations) in extreme event modelling.	The 2D source area inflow locations are also slightly different between the calibration model and the design storm event models (existing case and design case).	2D source area inflows are not applied in a consistent manner (e.g. not at calchment centrol) and 1D inflow region extents span over several calchments (not consistent with calchment delineation). Furthermore, it appears that several of the subcalchment inflows are 'double routled', meaning inflow though and the hydrologic and the hydraulic model which is likely attributing to the use of a lower beta value. It also appears that there has been an attempt to address this in the TUFLOW boundary condition database.	Relevance to Assessment
The design may not properly mitigate flood impacts at all locations.	This has the potential to impact results in the immediate vicinity of these structures. However, it is noted that the number of structures this occurs in is low and therefore may be only causing isolated differences.	The absence of these structures in the model may be causing artificial blockage in some areas. However, it is unifiely that this will have significant impact on results (once included) to events, such as the 1% AEP, and may only influence frequent events.	This is regarded as a high value and may be generating artificial storage in the model.	Although unlikely to impact results at the alignment. It may cause minor changes Furthermore, presenting these results to the public may undernime landholders confidence in the model.	This difference may undermine the joint calibration approach used to define the design model	Inconsistent application of inflow may impact the assessment of both the comparison to validation methods (such as FFA) as well as impacts to the rail alignment. A justified, consistent approach would provide rigor to the assessment.	Impact on Design
Medium	Medium	Low	Medium	Low	Medium	High	Level of Importance
Clarification should be provided regarding the use of identical bridge losses and why losses, particularly at key structures, were not calculated using Austroads or a similar method.	Identification and correction of culverts presenting instability should be undertaken. Furthermore, once this has occurred sensitivity assessment should be undertaken to ensure that these issues did not cause significant changes to the ES lesulits. If significant changes to the DS lesulits are sessment of flood impact objectives may be required.	It is recommended that an assessment of missing existing structures is undertaken in future project stages to ensure water is not being artificially blocked within the model (which may impact the results of frequent events).	Further justification or sensitivity modelling is required to ensure that the adopted approach is not generating artificial storage which is impacting the model results.	It is unlikely this is impacting results at the alignment (due to the distance downstream) but should be addressed in future project stages.	Further justification is required to address why these changes occurred and sensitivity modelling may indicate if this difference causes changes within the model.	Justification regarding inflow locations, particularly the 2D source area inflows and the extents of the 1D inflow regions is required. This issue may be linked to the use a varied beta value used in the hydrologic design model (compared to the joint calibration model).	Reason for Adopted Level of Importance

ockyer Creek Models Review - Draft Report on Review of Helidon to Calvert Section

11. PEOPLE & BUSINESS PERFORMANCE REPORTS

11.1 Policy for Adoption

Author: Erin Neumann, Governance Officer

Responsible Officer: Craig Drew, Acting Group Manager People & Business Performance

Purpose:

The purpose of this report is to seek Council's adoption of the Confidentiality Policy.

Officer's Recommendation:

THAT Council adopt the Confidentiality Policy as attached to this report.

Executive Summary

The Confidentiality Policy has been drafted to assist Councillors and Council employees in determining what might be considered confidential information and how this information is to be handled in accordance with the *Local Government Act 2009*.

Proposal

The Confidentiality Policy applies to all Councillors, Council staff, contractors and others that act on Council's behalf to ensure they work in accordance with the principles contained in the Confidentiality Policy and in accordance with the relevant legislation.

It is accepted that Councillors, Council staff, contractors and others that act on Council's behalf will be in receipt of confidential information. It is Council's responsibility to ensure that such information is treated confidentially, so as not to harm, prejudice or compromise the interests of Council or any individual or organisation or enable any individual or organisation to gain a financial advantage.

Options

- 1. Council adopt the Confidentiality Policy without amendment as attached to this report.
- 2. Council request amendments to the Confidentiality Policy.

Strategic Implications

Corporate Plan

Lockyer Leadership and Council; 5.7 – Compliance with relevant legislation.

Finance and Resource

Budget implications will continue to be addressed through existing allocations.

Legislation and Policy

The Confidentiality Policy outlines what might be considered confidential information and how this information is to be handled in accordance with the Local Government Act 2009.

Risk Management

The adoption of these policies ensure Council is compliant with recent legislative amendments and its Policy Framework.

Consultation

Internal Consultation

- Chief Executive Officer
- Group Manager People and Business Performance
- Coordinator Governance and Property

Attachments

1 Draft - Confidentiality Policy 3 Pages





STRATEGIC

CONFIDENTIALITY

Head of Power

Local Government Act 2009

Key Supporting Council Document

Lockyer Valley Regional Council Corporate Plan (2017-2022):

required by law.

5.7 Compliant with relevant legislation.

Definitions

Confidential information

refers to any information or document that is considered to have a personal, commercial or strategic sensitivity and for which the public discussion or disclosure of the information or document is considered to be prejudicial to a person, an entity or Council. It can include anything that has been acquired by or made available to a person, entity or Council during the relationship between the parties. generally, means sensitive information that an individual, entity or Council shares with another party in confidence. Therefore, the party receiving this information is obligated not to further disclose or use that information without consent or unless

Commercial in Confidence

Disclosure The release of documents or information about a person, entity or Council.

Policy Objective

This policy has been established to assist Councillors and Council employees in determining what might be considered confidential information and how this information is to be handled in accordance with the *Local Government Act 2009*.

Group: People and Business Performance Unit: Governance & Property Approved:

Date Approved: ECM: 4127725

Document Set ID: 4127725 Version: 2, Version Date: 09/06/2021 Effective Date: Version: Review Date: 30/09/2024 Superseded/Revoked: ECM:

Page 1 of 3

Policy Statement

This policy applies to all councillors, council staff, contractors and others that act on Council's behalf to ensure they work in accordance with the policy principles and in accordance with the relevant legislation.

Councillors and Council employees must use Council information in a way that promotes and maintains the public's trust and confidence in the integrity of the local government and complies with the use of information as stated in the *Local Government Act 2009*.

Council operates in an environment of public accountability in which it seeks to inform the public of issues under consideration and the nature of decisions made by Council. Therefore, information should ordinarily be released to the public unless there are compelling reasons which indicate that this is not in the public interest.

It is accepted that Councillors and Council employees will be in receipt of confidential information. It is Council's responsibility to ensure that such information is treated confidentially, so as not to harm, prejudice or compromise the interests of Council or any individual or organisation or enable any individual or organisation to gain a financial advantage.

The following types of information may be deemed to be confidential by the Chief Executive Officer or by the Council and shall remain so unless otherwise required by law or the originator or Council resolve to the contrary:

- Commercial in confidence information including where the release of information would affect a
 company's competitive advantage; this is particularly relevant in a competitive tender situation;
- Information derived from government departments or ministers that has been classified as confidential by the department or a minister;
- Information of a personal nature or about personal affairs, for example the personal details of councillors or council employees;
- Information to inform strategic decision-making processes of Council, including a property disposal or acquisition process, where release of the information may prejudice Council;
- Financial and legal analysis where the disclosure of that information may prejudice Council or someone else;
- · Information relating to clients of Council;
- · Information not owned or controlled by Council;
- Information that could result in any action being taken in relation to defamation;
- Information involving legal advice to Council, a commercial settlement or a legal issue or a matter before the courts;
- Information that is expressly given to Councillors in confidence;
- · Information about:
 - o the appointment, dismissal or discipline of employees;
 - o industrial matters affecting employees;
 - o the local government's budget;
 - rating concessions;
 - o contracts proposed to be made by the local government:
 - o starting or defending legal proceedings involving the local government;
 - any action to be taken by the local government under the Sustainable Planning Act 2009, including deciding applications made to it under that Act.

Group: People and Business Performance Unit: Governance & Property Approved:

Version: Review Date: 30/09/2024 Superseded/Revoked: ECM:

Effective Date:

Date Approved: ECM: 4127725

Page 2 of 3

Document Set ID: 4127725 Version: 2, Version Date: 09/06/2021 It is acknowledged that some of the above types of information may need to be disclosed from time to time for legal proceedings or in accordance with the *Right to Information Act 2009* or *Information Privacy Act 2009*.

Related Documents

Right to Information Act 2009
Information Privacy Act 2009
Lockyer Valley Regional Council Code of Conduct for Employees
Councillor Code of Conduct
Council's Complaints Management Framework
Council's Complaints Management Policy



Group: People and Business Performance Unit: Governance & Property Approved:

Date Approved: ECM: 4127725

Document Set ID: 4127725 Version: 2, Version Date: 09/06/2021 Effective Date: Version: Review Date: 30/09/2024 Superseded/Revoked: ECM:

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11.2 Proposal to Make Amending Subordinate Local Law No. 1 (Animal

Management) 2021

Author: Susan Boland, Governance Officer

Responsible Officer: Craig Drew, Acting Group Manager People & Business Performance

Purpose:

The purpose of this report is to comply with the steps of the Subordinate Local Law Making Process previously adopted by Council to propose making amendments to Council's *Subordinate Local Law No.2* (Animal Management) 2011 to establish a dog off-leash area at Fairways Park, Kensington Grove.

Officer's Recommendation:

THAT Council propose to make the *Amending Subordinate Local Law No.1 (Animal Management)* 2021;

Further;

THAT Council note that no possible anti-competitive provisions in the proposed subordinate local law have been identified.

Further;

THAT Council consult with the public about the proposed amending subordinate local law for at least 21 days complying with the requirements of the public consultation process as outlined in the local law making process adopted by Council.

And further;

THAT Council authorise the Chief Executive Officer to make any minor formatting amendments to the proposed amending subordinate local law (if required) prior to the public consultation.

Executive Summary

This report addresses the first relevant steps of the Subordinate Local Law Making Process adopted by Council on 19 August 2015.

At Step 1, Council is obliged to propose, by resolution, to make the proposed amending subordinate local law. The review of possible anti-competitive provisions at Step 3 has simultaneously been addressed. The next relevant step to be taken (Step 4) is for public consultation to be undertaken.

Proposal

The proposed amending subordinate local law, *Amending Subordinate Local Law No.1* (Animal Management) 2021 proposes to amend Schedule 7 of Subordinate Local Law No. 2 (Animal Management) 2011 to establish a dog off-leash area at Fairways Park, Kensington Grove.

No possible anti-competitive provisions in the proposed subordinate local law have been identified.

At Step 1 of the Subordinate Local Law Making Process, Council is obliged to propose, by resolution, to make the proposed amending subordinate local law. The recommendation made in this report also addresses step 3 of the local law making process which is the review of possible anti-competitive provisions pursuant to Section 15 of the *Local Government Regulation 2012*. The next relevant step to be taken (Step 4) is for public consultation to be undertaken.

The recommendation made proposes to adopt the *Amending Subordinate Local Law No.1 (Animal Management)* 2021 and delegate authority to the Chief Executive Officer to undertake the required public consultation process.

Options

Option 1 Propose to make Amending Subordinate Local Law No. 1 (Animal Management) 2021.

Option 2 Make additional substantive changes to *Subordinate Local Law No. 2 (Animal Management)*2011 and propose to make an updated amending subordinate local law at a future Council meeting.

Option 3 Make no changes to Subordinate Local Law No. 2 (Animal Management) 2011.

Critical Dates

If Council adopt the recommendations in this report, it must then consult with the public for at least 21 days as outlined in the local law making process.

Strategic Implications

Corporate Plan

- 5.3 Actively engage with the community to inform Council decision making processes.
- 5.7 Compliant with relevant legislation.

Finance and Resource

The only foreseeable cost to Council in proposing to make the proposed amending subordinate local law is the cost to advertise the public consultation process in the newspaper. All other work to complete the subordinate local law making process will be undertaken by Council officers. If Council resolves to adopt the amended subordinate local law in Step 6 of the process, Council will also incur gazettal fees.

The effect of the proposed amending subordinate local law, if adopted, will be the establishment of a dog off-leash area at Fairways Park, Kensington Grove.

Legislation and Policy

The resolutions made in this report comply with the legislative and Subordinate Local Law Making Process requirements set out to facilitate:

- (a) the proposal for making the proposed amending subordinate local laws;
- (b) the identification and review of possible anti-competitive provisions; and
- (c) public consultation about the proposed amending subordinate local laws.

While Council is required by law to undertake a public consultation process in respect of the proposed amending subordinate local law, the more onerous and time-consuming public interest testing review process can be avoided as the no impacts to possible anti-competitive provisions have been assessed.

During the public consultation process, Council is obliged to accept and consider all submissions properly made to Council about the proposed amending subordinate local law. Having considered all submissions, Council will

be obliged to decide whether to proceed with the making of the proposed amending subordinate local law either as advertised, with amendments, or not at all.

As the amendment to Council's animal management subordinate local law proposed in this report is an amendment to subordinate local laws only, Council is not required to investigate State interest impacts of the amendments. It is also no longer necessary to make an application to the Minister for Local Government before any amendments can be made.

Proper consideration to human rights has been given before making a recommendation and no human rights implications have been identified.

Risk Management

Key Corporate Risk Code and Category: FE2 – Finance and Economic.

Key Corporate Risk Descriptor: Decision making governance, due diligence, accountability and sustainability.

Consultation

Portfolio Councillor Consultation

All Councillors have been consulted in relation to the establishment and location of the dog park at Fairways Park as part of the project planning and funding workshops held in relation to the construction of Fairways Park which is currently underway.

Internal Consultation

The Fairways Park working group was established to investigate, plan and deliver the new Fairways Park. As part of this process, consultation with the following stakeholders occurred in relation to the establishment and location of the dog off-leash area:

- ✓ Executive Leadership team
- ✓ Community Activation
- ✓ Growth and Policy
- ✓ Development Assessment
- ✓ Building and Plumbing
- ✓ Governance and Property
- ✓ Community Facilities

External Consultation

Notices advertising the public consultation period for the proposed amending subordinate local law will be published in the newspaper, on Council's website and in Council's public offices in Gatton and Laidley. Copies of the proposed amending subordinate local law and the consolidated version of *Subordinate Local Law No. 2* (Animal Management) 2011 will be available for inspection on Council's website and in hard copy from Council's public offices in Gatton and Laidley.

Community Engagement

The Senior Community Activation Officer undertook a significant community engagement project to identify the types of facilities desired at Fairways Park, including the potential establishment and location of the dog offleash area. This included online surveys, pop up stalls in the local community and at community events and social media engagement. The final design of Fairways Park was developed in response to the strong community response received.

Attachments

Amending Subordinate Local Law No. 1 (Animal Management) 2021

Contents

Part 1	Pr	eliminary	2
	1	Short title	
	2	Subordinate Local Law amended.	2
	3	Object	2
	4	Commencement	2
Part 2	An	nendment of Subordinate Local Law No. 2 (Animal Ma	nagement) 2011
		`	
	5	Subordinate local law amended	2
	6	Amendment of Schedule 7 (Dog off-leash areas)	2

Part 1 Preliminary

1 Short title

This subordinate local law may be cited as Amending Subordinate Local Law No.1 (Animal Management) 2021.

2 Subordinate Local Law amended

This subordinate local law is made pursuant to Local Law No. 2 (Animal Management) 2011.

3 Object

The object of this subordinate local law is to amend Subordinate Local Law No. 2 (Animal Management) 2011 to describe an additional dog off-leash area.

4 Commencement

This subordinate local law commences on publication of the notice of the making of the local law in the Gazette.

Part 2 Amendment of Subordinate Local Law No. 2 (Animal Management) 2011

5 Subordinate local law amended

This part amends Subordinate Local Law No. 2 (Animal Management) 2011.

6 Amendment of Schedule 7 (Dog off-leash areas)

Schedule 7 –

omit, insert -

Public Area	Description	Off-leash times
Fairways Park	Fairway Drive, Kensington Grove (fenced area as shown in yellow on Map 1)	Off-leash at all times unless sign posted otherwise
Laidley Recreation Reserve	Reserve 859, Edward Street, Laidley (fenced area as shown in yellow on Map 2)	Off-leash at all times unless sign posted otherwise
Lake Apex Park	Lake Apex Drive, Gatton (fenced area as shown in yellow on Map 3)	Off-leash at all times unless sign posted otherwise

Map 1





Map 2



Map 3



Attachment 1 11.2 Page 140

11.3 Internal Audit Plan

Author: Madonna Brennan, Risk, Audit and Corporate Planning Advisor **Responsible Officer:** Craig Drew, Acting Group Manager People & Business Performance

Purpose:

The purpose of this report is to seek Council's adoption of the revised three-year Internal Audit Plan.

Officer's Recommendation:

THAT Council adopt the revised three-year Internal Audit Plan, endorsed by the Audit and Risk Management Committee, as attached to this report.

Executive Summary

Council has a statutory requirement to establish an efficient and effective internal audit function, prepare and adopt an internal audit plan and carry out an internal audit each financial year. Council's internal audit function is delivered by an independent contractor, O'Connor Marsden and Associates in conjunction with Council's Business Performance branch. The role of internal audit is to provide independent, objective assurance and consulting services to Council.

Internal audit assists Council to ensure it is compliant with its statutory obligations and also to assist Council accomplish its strategic objectives by bringing a systematic, disciplined approach to evaluate and improve the effectiveness of risk management, control and governance processes.

Proposal

Revised three-year Internal Audit Plan

The revised three-year Internal Audit Plan (the Plan) was prepared by Council's internal audit provider O'Connor Marsden and Associates (OCM). As part of the revision of the three-year audit plan OCM considering several sources including:

- Review of the Council's *Community Plan 2017-2027, Corporate Plan 2017-2022 and the Operational Plan 2020-2021.*
- Communication with key stakeholders (Committee members, Executive Leadership Team members, external audit and key control owners)
- Review of key documents such as strategic plans, risk registers, previous annual reports, etc
- Consideration of core business processes
- Consideration of key changes and trends occurring at the Council
- Legislative requirements facing the Council.
- Root causes of findings arising from external audit, internal audit and other assurance providers over the last few years, and
- Trends in the local government industry.

This plan has been updated from the 2020-2021 Strategic Internal Audit Plan following consultation with the Executive Leadership Team.

As a result of the planning process, the following audits have been recommended for the 2021-2022 financial year:

Audit Topics	Risk Addressed	Theme	Business Unit
2021/2022 Financial Year			
Property Management	Asset Management &	Asset	People & Business
	Planning	Management	Performance
Community (On Ground)	Business Continuity &	Disaster	Infrastructure
Disaster Response	Systems	Recovery	
Plant and Fleet Utilisation	Financial	Financial	Infrastructure
	Sustainability	Sustainability	
Asset Management for	Asset Management &	Asset	Infrastructure
Community Facilities	Planning	Management	

Critical Dates

In order to affect the delivery of the Internal Audit Plan for the 2021-22 financial year, the Plan is required to be adopted by Council either prior to or at the earliest opportunity after the commencement of the financial year.

Previous Council Resolutions

Ordinary Meeting 15 July 2020 Resolution No 20-24/0084.

THAT Council receive and note the outcome of the review conducted by the Audit and Risk Management Committee on the performance of Council's internal audit function.

And further;

THAT Council adopt the revised three-year Internal Audit Plan and the Internal Audit Charter, as attached to these Minutes.

Strategic Implications

Corporate Plan

Lockyer Leadership and Council - 5.4 Commit to open and accountable governance to ensure community confidence and trust in council and our democratic values.

Finance and Resource

An allocation has been made in the 2021-22 budget to fund the delivery of the 2021-22 component of the Internal Audit Plan.

Legislation and Policy

Section 105 of the *Local Government Act 2009* requires Council to establish an efficient and effective internal audit function. Section 207 of the *Local Government Regulation 2012* determines the requirements of the internal audit function.

This report and recommendations align with the Internal Audit Charter and Internal Audit Policy.

Risk Management

Key Corporate Risk Code and Category: FE2 – Finance and Economic.

Key Corporate Risk Descriptor: Decision making governance, due diligence, accountability and sustainability.

Consultation

Portfolio Councillor Consultation

The appointed Councillors to the Audit and Risk Management Committee, Councillor Wilson and Councillor Cook participated in the review of the three-year Internal Audit Plan.

Internal Consultation

Executive Leadership Team.

External Consultation

A review of the 3-year Internal Audit Plan was conducted by the Audit and Risk Management Committee which includes three independent external members. The Plan was endorsed by the Committee at its meeting held on 3 June 2021.

Attachments

1 Revised three-year Internal Audit Plan 12 Pages



	OTHETHS
1	Introduction
	Aim of Internal Audit
	Methodology to Prepare Audit Plan
	Key Themes
	Strategic Internal Audit Plan
	Strategic Internal Audit Plan Coverage
	Strategic Internal Audit Plan Snapshot
	Annual Internal Audit Plan
2	Detailed Three Year Internal Audit Plans

Appendix B: Reserve/Alternative Audits

Appendix A: Internal Audit Requirements for Planning

Attachment 1 11.3 Page 145 Information Security

Governance

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ntroduction

Plan for the financial year ending 30 June 2021 We are pleased to present the Lockyer Valley Regional Council's (Council) Strategic Internal Audit Plan (1 July 2021 to 30 June 2024). This plan includes a detailed Annual Internal Audit

Aim of Internal Audit

proper conduct. The Internal Audit Plan has been developed with the objective of: The aim of the Internal Audit activity is to promote awareness, and provide advice on policy, procedures, effective and efficient risk management and management control practices and

- Responding to the need for advice and guidance to Council, its Audit and Risk Management Committee, and management in relation to areas of potential management control risk
- Providing assurance with respect to control systems and development, and
- Providing a development and educational approach in areas subject to review.

Methodology to Prepare Audit Plan

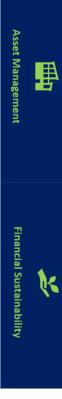
each year. This plan has been constructed through the following activities to identify the right reviews at the right time: While this plan covers a three-year period, to ensure that it remains consistent with the Council's needs, it will be reviewed and revised

- Review of the Council's Community Plan 2017-2027, Corporate Plan 2017-2022 and the Operational Plan 2020-2021
- Communication with key stakeholders (Committee members, Executive Leadership Team members, external audit and key contro
- Consideration of core business processes Review of key documents such as strategic plans, risk registers, previous annual reports, etc
- Consideration of key changes and trends occurring at the Council
- Legislative requirements facing the Council
- Root causes of findings arising from external audit, internal audit and other assurance providers over the last few years, and Trends in the local government industry.
- This plan has been updated from the 2020/2021 Strategic Internal Audit Plan following consultation with the Executive Leadership Team

Key Themes







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Strategic Internal Audit Plan

in-line with the Council's strategic outlook and operations, the plan is developed on a rolling three-year basis, reviewed and updated annually. The purpose of the plan is to identify the proposed internal audit scope areas for the financial years 1 July 2021 to 30 June 2024. To ensure that the nominated Internal Audit scope areas remain

In developing the plan, we have taken a holistic approach to the Council's control environment by working with key stakeholders throughout the Council to consider the key strategic priorities, objectives, risks, prior reviews, trends, etc., with a view to identifying and nominating a three-year program of works.

Key Objectives and Strategies

Objectives	
Lockyer Community	Strive to build on who we are and all that our region has to offer
Lockyer Business, Farming & Livelihood	Create opportunities and encourage innovation. Work together to support famers. Develop skills and generate jobs.
Lockyer Nature	Natural asset are valued and protected
Lockyer Planned	Services match community needs. Infrastructure is accessible for all.
Lockyer Leadership & Council	Visionary leadership and coordinated outcomes. Well-managed, transparent, accountable and financial sustainable organisation.

Risk Categories

The Council's risk categories are summarised below:

- Financial Sustainability
- Governance
- Asset Management and Planning
- Project Management
- ICT Capability
- Core Service Delivery
- **Environment and Community**
- Compliance Management
- 10. Reputation Management Stakeholder Management
- 11. Workforce Planning and Management
- 12. Health and Safety

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Strategic Internal Audit Plan Coverage

Business Unit Coverage

The plan's coverage across the Council's business units is summarised in the chart below.

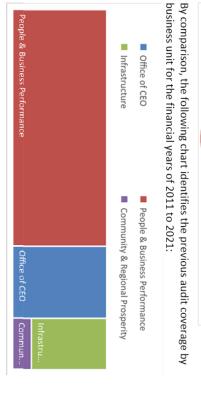
Planned Audit Coverage 2022-2024 Office of CEO

Infrastructure

Community & Regional Prosperity

People & Business

Performance



Financial State anability Number of Audits 14 12 10 8 6 4 Asser Ager & Planning Project Delivery 1CT Capacity & Mer Stakeholder Relationships Legal Compliance &... & Continuity & Environment &... Northealth & Safety Sedifiction & Coothill HORFORD PORNING & NAT

Risk Considerations

The following chart identifies the previous internal audit coverage by risk

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Strategic Internal Audit Plan Snapshot

Audit Topics	Risk Addressed	Theme	Business Unit
2021/2022 Financial Year			
Property Management	Asset Management & Planning	Asset Management	People & Business Performance
Community (On Ground) Disaster Response	Business Continuity & Systems	Disaster Recovery	Infrastructure
Plant and Fleet Utilisation	Financial Sustainability	Financial Sustainability	Infrastructure
Asset Management for Community Facilities	Asset Management & Planning	Asset Management	Infrastructure
2022/2023 Financial Year			
Information Security	ICT Capacity & Mgt	Information Security	People & Business Performance
Data Analytics	Financial Sustainability	Financial Sustainability	Office of the CEO (CFO)
Revenue Management	Financial Sustainability	Financial Sustainability	People & Business Performance
Risk Management Framework	Governance & Accountability	Governance	People & Business Performance
2023/2024 Financial Year			
Workforce Planning	Workforce Planning & Mgt	Governance	People & Business Performance
Procurement	Financial Sustainability	Financial sustainability	People & Business Performance
Data Analytics	Financial Sustainability	Financial Sustainability	People & Business Performance
User Access and Application Controls Review	ICT Capacity & Mgt	Information Security	People & Business Performance

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Annual Internal Audit Plan

The following table summarises the resource allocation and schedule for the FY 2022 Annual Internal Audit Plan.



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2 Detailed Three Year Internal Audit Plans

2021/2022 Financial Year Audit Plan

Audit Name	Justification for Audit Topic	Objective	Days
Property Management	Maintenance, lease and use of Council properties, management of surplus Land and Buildings	To provide assurance that the Council manages it property management functions effectively, economically and efficiently and that the internal control framework governing property management is adequate.	10 Q1
Community (On Ground) Disaster Response	Reputation risk is the Council is unable respond to community disasters in a timely and appropriate manner	To identify if the processes and controls that Council has in place to operate its Community Disaster Recovery functions operating effectively, economically and efficiently, and lessons learnt from the previous Community Disaster Recovery activations have been incorporated into continuity plans and normal working practices.	10 Q2
Plant and Fleet Utilisation	Linkages to financial sustainability, service delivery and community expectations.	To provide assurance that Council evaluates the adequacy and effectiveness of its frameworks, related risk management strategies, processes and controls established and implemented to support the management of Council's plant and fleet.	10 Q3
Asset Management for Community Facilities	Linkages to financial sustainability, service delivery and community expectations.	To provide assurance that the Council manages its community facility assets effectively, economically and efficiently and that the internal control framework governing community facility asset management is adequate.	14 Q4
TOTAL AUDIT DAYS			44
Annual Audit Planning			1
Audit Committee Meetings & Preparation	& Preparation		4
Data Analytics Development (Governance Related)	ոt (Governance Related)		3
TOTAL DAYS			52

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2022/2023 Financial Year Internal Audit Plan

Audit Name	Justification for Audit Topic	Objective	Days
Information Security	High strategic and operational risks	To provide assurance that the Council operates its information security functions effectively, economically and efficiently and that the internal control framework governing information security is adequate, particularly in relation to:	12 Q1
		 Confidentiality Integrity, and Availability. 	
Data Analytics	Request by Audit and Risk Management Committee	To develop an agreed range of data analytics to support the Council's internal control framework and fraud risk management.	10 Q2
Revenue Management	High priority. No internal audit coverage of rates revenue management. Reviewed by external auditors.	To provide assurance that the Council manages it revenue management functions effectively, economically and efficiently and that the internal control framework governing revenue management is adequate.	12 Q3
Risk Management Framework	Risk management framework has been reviewed and updated. Management request to review progress of implementation.	The objective is to review Council's Risk Management Framework for implementation of key processes and controls. Key focus areas include processes to identify, monitor and report on risks across Council, to consider the Council's current risk management maturity level and the application of better practice principles in the Framework.	10 Q1/2
TOTAL AUDIT DAYS			44
Annual Audit Planning Audit Committee Meetings & Preparation	s & Preparation		4 1
Data Analytics Maintenance	ie .		ы
TOTAL DAYS			52

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2022/2023 Financial Year Audit Plan

Audit Name	Justification for Audit Topic	Objective	Days
Workforce Planning	High risk	To provide assurance that the Council manages it workforce planning functions effectively, economically and efficiently and that the internal control framework governing workforce planning is adequate.	10 Q2/3
Procurement	Recent issues with procurement and tendering. Currently being reviewed by Peak Services.	To provide assurance that the Council manages its procurement functions effectively, economically and efficiently and the internal control framework governing procurement is adequate	12 Q3/4
Data Analytics	Request by Audit and Risk Management Committee	To develop an agreed range of data analytics to support the Council's internal control framework and fraud risk management.	10 Q2
User Access and Application Controls Review (TechnologyOne)	High strategic and operational risks	To assess the user and application controls in place over TechnologyOne to ensure appropriate controls are in place and operating to protect Council information and data.	12 Q4
TOTAL AUDIT DAYS			44
Annual Audit Planning			- H
Follow Up Audit Recommendations	a civil		ω
TOTAL DAYS			52

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Appendix A: Internal Audit Requirements for Planning

Definition of Internal Auditing

The Definition of Internal Auditing, from the Institute of Internal Auditors, states the fundamental purpose, nature, and scope of internal auditing

objectives by bringing a systematic, disciplined approach to evaluate and improve the effectiveness of risk management, control, and governance processes Internal auditing is an independent, objective assurance and consulting activity designed to add value and improve an organization's operations. It helps an organization accomplish its

Internal Auditing Standards for Planning

specifies that the Chief Audit Executive must establish risk-based plans, taking into account the organisation's goals, risk management framework and risk appetite The Institute of Internal Auditors (IIA) International Professional Practices Framework establishes the standards for the attributes and performance of Internal Audit Units. Standard 2010

plan and determine the priorities The Information Systems Audit & Control Association (ISACA) Standard 11 specifies that an appropriate risk assessment technique or approach should be used to develop the overall IS audit

Legislative Basis

Section 15 of the Local Government Act 2009 requires that

- Each local government must establish an efficient and effective internal audit function
- Each large local government must also establish an audit committee.

2)

- A large local government is a local government that belongs to a class prescribed under a regulation
- An audit committee is a committee that monitors and reviews the integrity of financial documents; the internal audit function; the effectiveness and objectivity of the local government's internal auditors; and makes recommendations to the local government about any matters that the audit committee considers need action or improvement

Section 207 of the Local Government Regulation 2012 requires that

2)

1)

- For each financial year, a local government must prepare an internal audit plan; carry out an internal audit; prepare a progress report for the internal audit; and assess compliance with the internal audit plan.
- A local government's internal audit plan is a document that includes statements about the way in which the operational risks have been evaluated; the most significant operational risks identified from the evaluation; and the control measures that the local government has adopted, or is to adopt, to manage the most significant operational risks

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Appendix B: Reserve/Alternative Audits

The following topics, identified through the audit planning process and ranked in priority order, are recommended as reserve/alternative audits:

Topic	Justification
Workplace health and safety	Medium priority. Strategic and operational risks. Legislative compliance requirements
Conflict of interest management	Medium priority. Follow up of CCC reports into Council matters.
Environmental Compliance Management	Medium priority. May be a follow up to the legislative compliance audit in 19/20.
Waste fees and levies	Medium priority. No internal audit coverage. Reviewed by external auditors
Infrastructure Works	Medium priority. Project management framework currently being rolled out across Council. Capital project planning audited in 2017/2018.
Quality Assurance Procedures & Processes	Medium priority. Lack of adequate procedures highlighted in interviews but an issue that can be addressed without an audit.
Development Applications	Medium priority. Key business process. Has not been previously audited.
Infrastructure Charges and Incentives	Low priority. Recently audited – 2018/2019.
Corporate Credit Card Management	Low priority. Previously audited in 2015/2016. Reviewed by external auditors.
Delegations Management	Low priority. Reviewed by external auditors.
Volunteer Management	Low priority. Small number of volunteers.
Asset Measurement and Valuation	Low priority – covered by external auditors.
Master File Changes	Low priority – will be consider in wider financial audits
Events Management	Low priority. May impact on revenue and cash management, insurances.
Knowledge Management	Low priority. Stable workforce. Records management reviewed in 2013/2014.
Mobility Processes	Low priority. Technology being introduced.

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12. COMMUNITY & REGIONAL PROSPERITY REPORTS

12.1 Signature Tourism Event

Author: Annette Doherty, Manager Community Activation

Responsible Officer: Amanda Pugh, Group Manager Community & Regional Prosperity

Purpose:

The purpose of this report it to have Council consider whether it wishes to proceed with a signature tourism event at this time.

Officer's Recommendation:

THAT Council does not investigate opportunities for, or plan, a signature tourism event at this time.

Executive Summary

The deliverables of the 2020/21 Operational Plan including identifying opportunities and planning for an iconic signature event for the Lockyer Valley. It is consider that such an event is premature at this time, and there are other ways to grow the visitor economy.

Proposal

The 2020/21 Operational Plan includes the following deliverable:

1.5.2 Identify opportunities and plan for an iconic signature event of the Lockyer Valley.

A signature event (or hallmark event) was identified in both the Lockyer Valley Tourism Destination Plan 2018-2023 and the Lockyer Valley Events Strategy 2019-2024 as a tourism/event opportunity to encourage visitation to the Lockyer from a wider catchment.

While there would be benefits associated with conducting a signature event, there would also be considerable challenges. These include the financial commitment required for such an event, the challenges of accommodating a large number of visitors in the region, and the myriad of competing major events offered in close proximity throughout the year.

It is therefore considered conducting such an event at this time would be premature and it is appropriate to look at other ways of growing the Lockyer Valley's visitor economy. The recently adopted 2021-2026 Tourism Strategy includes strategic priorities to achieve this, such as developing tourism product, marketing campaigns, and building the capacity of tourism operators through industry development and networking opportunities.

The provision of a signature event may be reviewed in the future.

Options

- 1. Council resolves to not investigate opportunities for a signature event at this time.
- 2. Council resolves to investigate opportunities for a signature event.

Previous Council Resolutions

The 2021/22 Operational Plan was adopted by Council on 15 July 2020.

Critical Dates

There are no critical dates.

Strategic Implications

Corporate Plan

Lockyer Community 1.5 - Events and activities that bring together and support greater connectivity in the community.

Finance and Resource

Council has not budgeted for scoping of a signature event.

Legislation and Policy

There are no implications in relation to legislation or policy.

Risk Management

Environment and Community (EC1)

Environment and the community, including sustainable development, social and community wellbeing, community relationships, public health, recreation, regional profile and identity

Consultation

Internal Consultation

This matter has been discussed with the Group Manager and Acting Coordinator Community Activation.

Attachments

There are no attachments for this report.

12.2 Community Environmental Grants

Author: Martin Bennett, Environmental Officer

Responsible Officer: Amanda Pugh, Group Manager Community & Regional Prosperity

Purpose:

The purpose of this report is to seek Council's endorsement of the provision of Community Environmental Grants to the three applications received.

Officer's Recommendation:

THAT Council endorse the provision of Community Environmental Grants for the following applications:

- Lockyer Citizens Action Inc Wildlife Cameras and Workshops to enhance environmental outcomes (\$4,000.00)
- Withcott State School Tree Replacement Project (\$4,000.00)
- Lockyer Valley Fauna Sanctuary Inc Animal Recovery Fencing (\$4,000.00)

Executive Summary

Applications for Council's Community Environmental Grants were called for on 30 September 2020 and closed on 30 October 2020. Three applications were received, requesting a total of \$12,000.00. The applications were reviewed by a panel comprising the Environment Portfolio Councillor, Group Manager Community and Regional Planning, Senior Planner and the Environment Officer in accordance with the Community Grants and Assistance Policy and Procedure. The panel recommended approval of the three grants as submitted.

Proposal

The Community Grants and Assistance Policy and Procedure were approved by Council on 13 December 2017. This policy provides for the management and the distribution of public funds to ensure a fair and equitable process is undertaken which is consistent across the organisation in accordance with legislation and policies.

Category 9 – Community Environment Grant is available once a year and in the 2020-21 financial year has a budget of \$12,000 available to community organisations who undertake projects which benefit the wider environment and provide educational values to the community.

As per the Community Grants and Assistance Policy and Procedure, Council is required to approve the allocation of funding under Category 9 - Community Environment Grant.

In the 2020-21 round three applications for funding were received. These applications were assessed on 16 February 2021 by the panel as described above, against the assessment criteria, funding requirements and the community group's own capacity to finance their project.

The three applications received are recommended to receive all their adjusted funding. The applications recommended to receive funding are:

Organisation	Project Description	Total Project Value	Amount Requested	Amount Recommended
Lockyer Citizens Action Inc	Wildlife cameras and workshops to enhance environmental outcomes in the Lockyer Valley	\$4,000.00	\$4,000.00	\$4.000.00
Withcott State School - Tree Replacement Project	The school lost a number of established trees in the grounds due to the recent drought; the purchase and establishment of new trees are to create shade for pupils and habitat for fauna	\$4,000.00	\$4,000.00	\$4.000.00
Lockyer Valley Fauna Sanctuary Inc - Animal recovery fencing	This grant is to provide a soft release pen large enough for rehabilitated fauna to get their strength up through exercise before they are released	\$4,000.00	\$4,000.00	\$4.000.00

Options

- 1. Council endorse the recommendations to allocate the grant funds as described.
- 2. Council choose not to endorse the grant funding allocation as per the recommendation.
- 3. Council determine to provide a different value of grant allocation.

Previous Council Resolutions

None.

Critical Dates

None.

Corporate Plan

- 3.3 Community and private landholders' stewardship of natural assets increases.
- 5.2 Excellence in customer service to our community.
- 1.3 Enhanced wellbeing and safety of the community.

Finance and Resource

Category 9 - Community Environment Grant has an allocation of \$12,000 in the 2020-21 budget. The recommended grants to the three applicants are within budget for the Community Environment Grants.

Legislation and Policy

The applications received under the 2020-21 Community Environmental Grants Program have been assessed in accordance with the Community Grants and Assistance Policy and Procedure.

According to the Guidelines for Local Government Administration of Community Grants (October 2009), "It should be noted that while there is no right of appeal against a decision to approve or refuse to grant, decisions in relation to grants are still subject to the Judicial Review Act".

All appeals are otherwise treated in accordance with Council's Complaints Management Process. To ensure total transparency in the assessment process, the Guidelines for Local Government Administration of

Community Grants (October 2009), state the importance of a separation of responsibilities so that the persons making the decision are different from the persons assessing the applications.

Risk Management

Key Corporate Risk Code and Category: EC1

Key Corporate Risk Descriptor: Environment and Community

Environment and the community, including sustainable development,

social and community wellbeing, relationships, public health,

recreation, regional profile and identity

Potential failure of applicants to correctly acquit the grant is mitigated by the fact that all successful grant recipients are aware of their obligations and are required to submit evidence in their acquittal of the grant upon completion of the grant funded project.

Consultation

Portfolio Councillor Consultation Environment Portfolio Councillor.

Internal Consultation

An evaluation was conducted on 16/02/2021 by the Environment Portfolio Councillor, Group Manager Community and Regional Prosperity, Senior Environmental Planner and Environment Officer.

External Consultation

None.

Community Engagement

Community Environmental Grants were advertised in the local paper, LVRC web page and LVRC Face Book page.

Attachments

There are no attachments for this report.

12.3 Application for Development Permit for Material Change of Use for Dual

Occupancy at 31 Traverston Court, Preston

Author: Tammee Van Bael, Planning Officer

Responsible Officer: Amanda Pugh, Group Manager Community & Regional Prosperity

Purpose:

The purpose of this report is to consider an application (MC2020/0068) for a Development Permit for Material Change of Use for Dual Occupancy on Lot 1 RP902116 at 31 Traverston Court, Preston.

The application has been assessed in accordance with the requirements of the *Planning Act 2016* and it is recommended that the application be approved in accordance with the Officer's Recommendation.

Officer's Recommendation:

THAT the application (MC2020/0068) for a Development Permit for Material Change of Use for Dual Occupancy on Lot 1 RP902116 at 31 Traverston Court, Preston, be approved subject to conditions as follows.

APPROVED PLANS

The following plans are Approved Plans for the development:

Approved Plans

Plan No.	Rev.	Plan Name	Date
190613.01	1	Locality Plan, prepared by Arenkay Building Designs (as amended by Council)	28.10.20
190613.02	1	Site Plan, prepared by Arenkay Building Designs (as amended by Council) 28.10	
190613.03	1	Proposed Floor Plan, prepared by Arenkay Building Designs	28.10.20
190613.04	1	Elevation to East, Elevation to North, Elevation to West & Elevation to South, prepared by Arenkay Building Designs	28.10.20
190613.06	1	Existing Dwelling Floor Plan, prepared by Arenkay Building Designs	28.10.20
190613.07	1	Elevation to South, Elevation to East, Elevation to North & Elevation to West, prepared by Arenkay Building Designs	28.10.20
-	-	Landscape Plan, prepared by Skyline Surveyors	19/3/21

REFERENCED DOCUMENTS

Not Applicable.

PROPERTY NOTES

Not Applicable.

VARIATION APPROVAL

Not Applicable.

FURTHER PERMITS REQUIRED

• Works on Road Reserve Permit

CURRENCY PERIOD OF APPROVAL

The currency period for this development approval is six (6) years starting the day that this development approval takes effect. (Refer to Section 85 "Lapsing of approval at end of currency period" of the *Planning Act 2016*.)

ASSESSMENT MANAGER CONDITIONS

NO.	CONDITION	TIMING
1.	Undertake the development generally in accordance with the approved plans. These plans will form part of the approval, unless	Within three (3) months of the date of this approval
	otherwise amended by conditions of this approval.	and to be maintained thereafter.
2.	Maintain the development in accordance with the approved drawing(s) and/or document, and any relevant Council or other approval required by conditions.	At all times.
3.	The use must not commence until all conditions of this approval have been complied with.	At all times.
Alteration	ons and/or Relocations	
4.	Any alteration or relocation in connection with or arising from the development to any service, installation, plant, equipment or other item belonging to or under the control of the	At all times.
	telecommunications authority, electricity authority or Council or other person engaged in the provision of public utility services is to be carried out with the development and at no cost to Council.	
5.	Replace existing Council infrastructure (including but not limited to any street trees and footpaths) to a standard which is consistent with Council's standards should this infrastructure be damaged as part of construction works.	At all times.
Damage	s to Services and Assets	
6.	Any damage caused to existing services and assets as a result of the development works must be repaired at no cost to the asset owner at the following times:	At all times.
	 a. Where the damage would cause a hazard to pedestrian or vehicle safety, immediately; or b. Where otherwise, upon completion of the works associated with the development. 	
	Any repair work which proposes to alter the alignment or level of existing services and assets must first be referred to the relevant service authority for approval.	

7.	Agency Conditions Undertake the development in accordance with the Advice Agency	At all times.
,.	Response, Reference No. HBD7118138, received from Ergon	At all times.
	Energy and dated 7 December 2020.	
Street	Identification	
8.	A numbered mailbox must be provided for each dwelling unit at the front of the allotment within the property boundary.	Within three (3) months of the date of this approval and to be maintained
A a !	No.	thereafter.
Ameni		\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\
9.	External clothes drying facilities must be provided for each dwelling unit.	Within three (3) months of the date of this approval and to be maintained thereafter.
Waste		
10.	Provide an on-site effluent treatment and disposal system in accordance with relevant Australian standards for each unit.	Within three (3) months of the date of this approval and to be maintained thereafter.
Landsc	aping	
11.	Provide landscaping generally in accordance with the Approved Plans and as follows: a. No plants within the Queensland Herbarium's 200 most invasive plants list are to be utilised within any landscaping works; b. All landscaping must have edging with suitable longevity (treated soft and hardwood is not acceptable); c. Plant stock 100 litres of greater are to be staked with four (4) stakes; and d. Provide soil and mulching to garden beds generally in accordance with current Australian Standards.	Within three (3) months of the date of this approval and to be maintained thereafter.
12.	Undertake fencing generally in accordance with the Approved Plans including: a. Along the southern side boundary to a minimum length of 28.0m and a minimum height of 1.8m; and b. Along the southeastern retaining wall to Unit 2 for a minimum of 8m long and a minimum height of 1.8m.	Within three (3) months of the date of this approval and to be maintained thereafter.
13.	All landscape works must be established and maintained for the life of the use. All plants must be allowed to grow to full form and any plants that die must be replaced with a like species.	At all times.
	or Lighting	
14.	All outdoor lighting must be directed inwards from the lighting source and be hooded to ensure no spillage to adjoining properties.	At all times.
15.	Design, installation and operation of outdoor lighting complies with the requirements of <i>Australian Standard AS4282 – Control of Obtrusive Effects of Outdoor Lighting</i> .	At all times.

16.	All works associated with this development must be undertaken without resulting in stormwater damage, ponding or nuisance to	At all times.			
	surrounding and/or downstream properties or infrastructure.				
Vehicul	ar Access				
17.	Upgrade the existing vehicle crossover between the property	Within three (3) months of			
	boundary and the bitumen edge of the Traverston Court road	the date of this approval.			
	pavement to provide a residential crossover, having a minimum				
	width of 4 metres generally in accordance with IPEWA Standard				
	Drawing RS-49.				
18.	Ensure that the crossover is constructed such that the edge of the	At all times.			
	crossover is no closer than 1 metre to any existing or proposed				
	infrastructure including any stormwater gully pit, manhole, service				
	infrastructure (e.g. power pole, telecommunications pit), road				
10	infrastructure (e.g. street sign, street tree, etc). Ohtain a permit from Council to Undertake Works within a Road Prior to commencement				
19.	 Obtain a permit from Council to Undertake Works within a Road Reserve (for temporary traffic management and construction of works. 				
		WOLKS.			
Farthwe	vehicular crossover) prior to the construction of vehicular access.				
20.	Unless otherwise required by conditions of this approval,	At all times.			
20.	earthworks associated with this development must be designed in	At all times.			
	accordance with:				
	a. Gatton Shire Planning Scheme 2007 Earthworks Code;				
	b. Australian Standard AS3798 Guidelines for Earthworks for				
	Commercial and Residential Developments (Level 1				
	Supervision);				
	c. Australian/New Zealand Standard AS/NZS1170 Structure				
	design actions; and				
	d. Australian Standard AS4678 Earth-retaining structures and				
	include relevant drainage.				
21.	Do not undertake any earthworks within the area impacted by	At all times.			
	Steep and Unstable Land Overlay mapped in the Councils Planning				
	Scheme without prior approval from the Council.				

ADVISORY NOTES

- (i) This use approval is for a Dual Occupancy only and does not approve any commercial business operation from the property. Any commercial business operation may require further approvals from Council prior to the commencement of use.
- (ii) Council will issue an Infrastructure Charges Notice. These charges are required to be paid prior to the commencement of the use.
- (iii) All works associated with this approval may not start until all subsequent approvals have been obtained, and its conditions complied with.
- (iv) Any additions or modifications to the approved use (not covered in this approval) may be subject to further application for development approval.
- (v) Fire ants

Biosecurity Queensland should be notified on 13 25 23 of proposed development(s) occurring in the fire ant biosecurity zone before operational works commence. It should be noted that works involving fire ant carrier materials may be subject to movement controls and failure to obtain necessary approvals from Biosecurity Queensland is an offence.

It is a legal obligation to report any sighting or suspicion of fire ants within 24 hours to Biosecurity Queensland on 13 25 23.

The Fire Ant Restricted Area as well as general information can be viewed on the DAF website.

(vi) Biosecurity

Ensure all invasive pest weed species under the *Biosecurity Act 2014* are removed appropriately prior to removing trees on site.

Everyone is obligated under the *Biosecurity Act 2014* to take all reasonable and practical steps to minimise the risks associated with invasive plants under their control. More information on restricted and invasive plants as well as your general biosecurity obligation (GBO) can be viewed on the <u>Business Queensland website</u>.

(vii) Cultural heritage

The Aboriginal Cultural Heritage Act 2003 requires anyone who carries out a land use activity to exercise a duty of care. Further information on cultural heritage duty of care is available on the <u>Department of Aboriginal and Torres Strait Islander Partnerships</u> (DATSIP) website.

The DATSIP has established a <u>register and database</u> of recorded cultural heritage matters, which is also available on the Department's website.

Should any aboriginal, archaeological or historic sites, items or places be identified, located or exposed during construction or operation of the development, the *Aboriginal Cultural Heritage Act 2003* requires all activities to cease. Please contact DATSIP for further information.

Advice for Urban Utilities

On 1 July 2014, Urban Utilities became the assessment manager for the water and wastewater aspects of development applications. An application will need to be made directly to Urban Utilities for water supply connections for the proposed development.

Executive Summary

This report considers a development application (MC2020/0068) for a Development Permit for Material Change of Use for Dual Occupancy at 31 Traverston Court, Preston. The following table summarises the application details.

APPLICATION SUMMARY	
Applicant:	Harry Kim L'Estrange & Melissa McLeod L'Estrange C/- Adam + Sparkes Town Planning
Proposal:	Development Permit for Material Change of Use for Dual Occupancy
Properly Made Date:	16 November 2020

Street Address:	31 Traverston Court, PRESTON	
Street Address.	· ·	
RP Description:	Lot 1 RP902116	
Assessment Type:	Impact	
Number of Submissions:	Two (2) Properly Made Submissions	
State Referral Agencies:	Ergon Energy – Electricity Infrastructure	
Referred Internal Specialists:	Development Engineer	
	Plumbing Inspector	
	Building Certifier	
Prelodgement Meeting:	Yes – 14 October 2020	
Information Request	Yes – 14 November 2020	
	Response received 26 March 2021	
DA Stage:	Part 5 Decision	
Decision Due Date:	30 June 2021	

The application has been assessed in accordance with the requirements of the *Planning Act 2016*. The development complies with the applicable assessment benchmarks, subject to reasonable and relevant conditions.

Background / Site History

The application was lodged in response to a complaint received regarding the construction of the second dwelling without the relevant planning approvals. Neither a Show Cause or Enforcement Notice was issued in relation to this matter.

A prelodgement meeting was held prior to lodgement of the application.

Site Details

SITE AND LOCALITY DESCRIPTION		
Land Area:	2.179 Hectares	
Existing Use of Land:	Dwelling House	
Road Frontage:	Traverston Court: 35.9m	
	Wissemann Road: 14.1m	
Significant Site Features:	Sparsely vegetated, existing buildings on site	
Topography:	Varying slopes down towards east	
Surrounding Land Uses:	Residential	

Proposal

The application seeks approval for a Development Permit for Material Change of Use for Dual Occupancy at 31 Traverston Court, Preston. The proposed development involves the use of the existing Dwelling House on site as Unit 1 and the existing studio as Unit 2. Both units will obtain access from the existing access driveway crossover on Traverston Court. Each unit will have their own car parking spaces with Unit 1 having two (2) car parking spaces and Unit 2 having three (3) car parking spaces. A landscape buffer is proposed to the west of Unit 2.

The following table describes the key development parameters for the proposal:

MATERIAL CHANGE OF USE	DEVELOPMENT PARAMETERS	
	Required	Proposed
Gross Floor Area	-	Unit 1: 252.2m ²
		Unit 2: 179.1m ²
Number of Units	2	2
Building Height/ Storeys	Maximum 8.5m	5.112m
Density	Maximum 35 persons/ha	2.38 persons/ha
Setbacks	Front, Side, Rear: 10m	Front: 58m
		Side: 10.15m (south), 32.652m
		(west)
		Rear: 84m
Site Cover	-	2.8%
Parking	0.7 spaces/bedroom	5 spaces
	Total 6 spaces	

ASSESSMENT:

Framework for Assessment

Categorising Instruments for Statutory Assessment

For the *Planning Act 2016*, the following Categorising Instruments may contain Assessment Benchmarks applicable to development applications:

- the Planning Regulation 2017
- the Planning Scheme for the local government area
- any Temporary Local Planning Instrument
- any Variation Approval

Of these, the planning instruments relevant to this application are discussed in this report.

Assessment Benchmarks Pertaining to the Planning Regulation 2017

The following Assessment Benchmarks from the *Planning Regulation 2017* are applicable to this application:

PLANNING REGULATION 2017 DETAILS			
Assessment Benchmarks:	 State Planning Policy (Water Quality, and Natural Hazards, Risk & Resilience) SEQ Regional Plan 		
SEQ Regional Plan Designation:	Regional Landscape and Rural Production Area		

State Planning Policy

Water Quality

The development will not result in six or more dwellings. Given the nature of the development, it is considered that water quality is unlikely to be negatively impacted. Each dwelling unit will have their own on-site effluent disposal system in accordance with the relevant plumbing legislation.

Natural Hazards, Risk & Resilience

The dwelling units are located within the Potential Impact Buffer area. Reticulated water supply is available along Traverston Court. In addition, the site has direct access to both Traverston Court and Wissemann Road thus allowing for alternative evacuation routes in the event of a bushfire. The subject site is also sparsely vegetated thus reducing the bushfire risk. It is therefore considered that the bushfire risk is at a tolerable level given the nature of the development.

The proposed development is not subject to flooding therefore no further assessment is required in relation to the Flood Hazard Area.

South East Queensland Regional Plan

The subject site is located within the Regional Landscape and Rural Production Area (RLRPA). The development is for two (2) dwelling units as a Dual Occupancy which is an allowable development with the RLRPA.

Assessment Benchmarks Pertaining to the Planning Scheme

The applicable planning scheme for the application is *Gatton Shire Planning Scheme 2007*. The following sections relate to the provisions of the Planning Scheme.

Planning Scheme:	Gatton Shire Planning Scheme 2007
Zone:	Rural Uplands
Consistent/Inconsistent Use:	Consistent
Assessment Benchmarks:	Planning Scheme

Desired Environmental Outcomes

The Desired Environmental Outcomes (DEOs) are:

- Environment
- Character and Landscape Quality
- Settlement Pattern, Amenity and Safety
- Access to Services, Facilities and Employment Opportunities
- Cultural Heritage
- Economic Development and Natural Resource Management

Environment

The development will not impact upon any Biodiversity Overlay areas. The development is for two dwelling units only on a 2.2ha property and is unlikely to negatively impact upon the natural environment. Disposal of waste will be through Council's kerbside waste collection service, with each unit to have their own general and recycle bins. The site is not identified as being susceptible to land degradation.

Character and Landscape Quality

The area is generally characterised by dwelling houses and ancillary outbuildings. The proposal is for two dwelling units. Both units are setback from the road and screened by existing vegetation thus maintaining the

appearance of the rural character of the area. Landscaping is proposed to the western side and screen fencing is southern side of Unit 2 to assist with maintaining the rural residential amenity to surrounding properties.

Settlement Pattern, Amenity and Safety

The proposed development is for a Dual Occupancy within an existing residential area in Preston. This area is generally characterised as a rural residential size and shape allotments. The development will provide an alternative housing type being a dual occupancy. The development will not impact upon Gatton's role as the primary centre. The dwelling units are located within areas that are not impacted by bushfire, steep slope, landslip or flooding.

Access to Services, Facilities and Employment Opportunities

The subject site is located in close proximity to Toowoomba which has a range of services, facilities and employment opportunities.

Cultural Heritage

The subject site is not identified as a Place of Cultural Heritage, nor will it impact upon any areas of cultural significance.

Economic Development and Natural Resource Management

The development is for residential purposes and will not impact upon any industrial, employment or tourism opportunities. The site is located within an existing developed area and does not require the extension of any existing infrastructure.

The application has been assessed against each of the matters above and found to be generally consistent with each DEO.

Assessment Benchmarks - Planning Scheme Codes

The application requires Impact Assessment and must be assessed against the Planning Scheme as a whole. The following codes are most relevant to assessment of the application:

- Rural Uplands Zone Code
- Building Work Code
- Earthworks Code
- Landscaping Code
- Services and Infrastructure Code
- Vehicle Access, Parking and On-Site Movement Code
- Accommodation Unit and Dual Occupancy Code

The application has been assessed against each of the applicable codes and found to be compliant or can be conditioned to comply. The pertinent issues arising out of assessment against the codes are discussed below:

Zone Code

Rural Uplands Zone Code

The proposed development is for two dwelling units each with their own approved on-site effluent disposal system therefore downstream water quality is unlikely to be impacted. The dwelling units are located in close proximity to each other and outside of the steep slopes and biodiversity areas thus ensuring impacts to environmental values are minimised.

Access will be via the existing crossover to Traverston Court, which will be upgraded to a minimum 4m width due to the development being for two dwelling units.

Fencing is proposed to the southern side and landscaping is proposed to the western side of unit 2 to provide effective separation to adjoining residential dwellings and ensure the amenity of these dwellings is retained.

Development Codes

Building Work Code

The maximum building height in the Rural Uplands zone is 8.5m of which both dwelling units comply with having a maximum building height of 5.112m. The setbacks required are a minimum of 10m from all property boundaries. The dwelling units are setback a minimum of 10.15m from all property boundaries.

Earthworks Code

Earthworks were undertaken as part of the construction of Unit 2 which was associated with the building approval and therefore assessed as part of the building application. A number of retaining walls were also constructed surrounding Unit 2. No earthworks were proposed within the land identified as Steep and Unstable Land. No issues were raised by Council's Development Engineer with respect to the earthworks undertaken to facilitate the development. No further assessment against this Code is required.

Landscaping Code

The existing sparse vegetation on the subject site is to be retained to provide for buffering and separation of the development to adjoining properties and roads. To further improve the buffering and ensure its adequacy, landscaping to the west of Unit 2 is proposed. This landscaping includes 26 Red Robin trees, one 'Aristocrat' Ornamental Pear and one Tipuana. This will provide for effective buffering of the adjoining property to the west. Further, fencing is proposed to the southern side boundary a minimum of 28.0m in length. Additional fencing is proposed along the retaining wall in the southeast corner of Unit 2 with a length of 8m. The fencing is proposed to be 1.8m high timber screen fencing.

Conditions have been recommended regarding the landscaping and fencing including the requirement for this to be provided within three (3) months of the date of this development approval.

Services and Infrastructure Code

Reticulated water is available to Traverston Court and each unit has their own water supply with tanks a minimum of 45kL. Both dwelling units have an existing approved on-site effluent disposal system, as the site is not serviced by Urban Utilities sewerage network. Both units have an existing electricity and telecommunications connection.

Any rainwater on the roof will be collected by the existing tanks, any overflow will run off to the east of the property. Given the size of the property, there is no concern with stormwater causing impacts offsite.

Vehicle Access, Parking and On-Site Movement Code

There is an existing driveway crossover and internal driveway to service the two dwelling units. The internal driveway is generally gravel sealed and a minimum width to cater for a single vehicle. The driveway crossover is also a gravel crossover. It is recommended that the driveway crossover be upgraded to the relevant standards a minimum of 4m in width due to the driveway catering for two dwelling units.

A minimum of six (6) car parking spaces are required calculated at a rate of 0.7 spaces per bedroom. The applicant has proposed five (5) formal car parking spaces. Given the size of the subject site, there is sufficient area available should any additional car parking be required.

Accommodation Unit and Dual Occupancy Code

The site is greater than the minimum 3000m² requirement specified. The development results in a site density of 2.38 persons/ha which is less than the maximum 35 persons/ha requirement.

The site is greater than 500m from shops, open space and public transport facilities. However, the site is within approximately three kilometres of Toowoomba which provides for a range of facilities and is located within closer proximity to open space and public transport facilities. The site is considered to have easy and safe access to community facilities given its close proximity to Toowoomba.

The setbacks and height of the buildings are generally similar to that of surrounding properties. The setbacks from the boundaries exceeds 10m and is generally buffered by existing vegetation thus reducing the building bulk when viewed from the street.

Each dwelling unit has their own private open space. Given the size of the site (2.179ha), there is substantial area that can be utilised as open space. The two units are separated by 33.858m thus providing sufficient privacy to the residents of each unit.

Adopted Infrastructure Charges Resolution

Infrastructure charges are payable in accordance with the following table:

LOCKYER VALLEY REGIONAL COUNCIL				
Charge Type	Description	Demand Units	Rate	TOTAL
PROPOSED DI	PROPOSED DEMAND			
Charge	Dwelling or unit with 3 or more bedrooms	2	\$12,500.00	\$25,000.00
TOTAL PROPOSED DEMAND			\$25,000.00	
EXISTING DEMAND				
	Existing Dwelling or unit with 3 or more			
Credit	bedrooms	1	-\$12,500.00	-\$12,500.00
TOTAL EXISTING DEMAND CREDIT			-\$12,500.00	
			TOTAL PAYABLE	\$12,500.00

Options

Option A: Approve the development subject to reasonable and relevant conditions

Option B: Approve the development in part subject to reasonable and relevant conditions

Option C: Refuse the development

Critical Dates

A decision on the application must be made by Council by 30 June 2021.

Strategic Implications

Corporate Plan

Lockyer Planned 4.3 – A development assessment process that delivers quality development that is consistent with legislation, best practice and community expectations.

Finance and Resource

There could be a financial implication should the decision be contested in the Planning and Environment Court.

Legislation and Policy

The application has been assessed in accordance with the requirements of the *Planning Act 2016*. Legal implications arising from the recommendation provided in this report are that the applicant and/or submitters may appeal the decision to the Planning and Environment Court.

Risk Management

Key Corporate Risk Code and Category: EC1

Key Corporate Risk Descriptor: Environment and Community Environment and the community,

including sustainable development, social and community wellbeing, relationships, public health, recreation, regional profile and identity

The application has been assessed in accordance with the *Planning Act 2016*. Any risks have been mitigated through reasonable and relevant conditions.

Consultation

Internal Consultation

The application was internally referred to Council's Building, Plumbing and Development Engineering sections. No issues were raised, and conditions of approval were recommended.

External Consultation

Referral Agencies

The application was referred to the following Referral Agencies in accordance with the *Planning Act 2016* and the *Planning Regulation 2017*:

Referral Status	Referral Agency and Address	Referral Trigger	Response
Advice	South West Queensland Electricity Corporation Limited T/A Ergon Energy PO Box 1090 Townsville QLD 4810	Schedule 10, Part 9, Division 2, Table 2 of Planning Regulation 2017 – Electricity Infrastructure	The agency provided its response on 7 December 2020 (Reference No. HBD 7118138). A copy of the response is attached.

Ergon Energy

Ergon Energy provided their response on 7 December 2020, no issues were raised, and two conditions were recommended including compliance with the site plan and compliance with all easement conditions.

Community Engagement

Public Notification

The application was publicly notified for 17 business days from 15 April 2021 to 11 May 2021 in accordance with the requirements of the *Planning Act 2016*. Two (2) properly made submissions were received. Each submission had two (2) submitters.

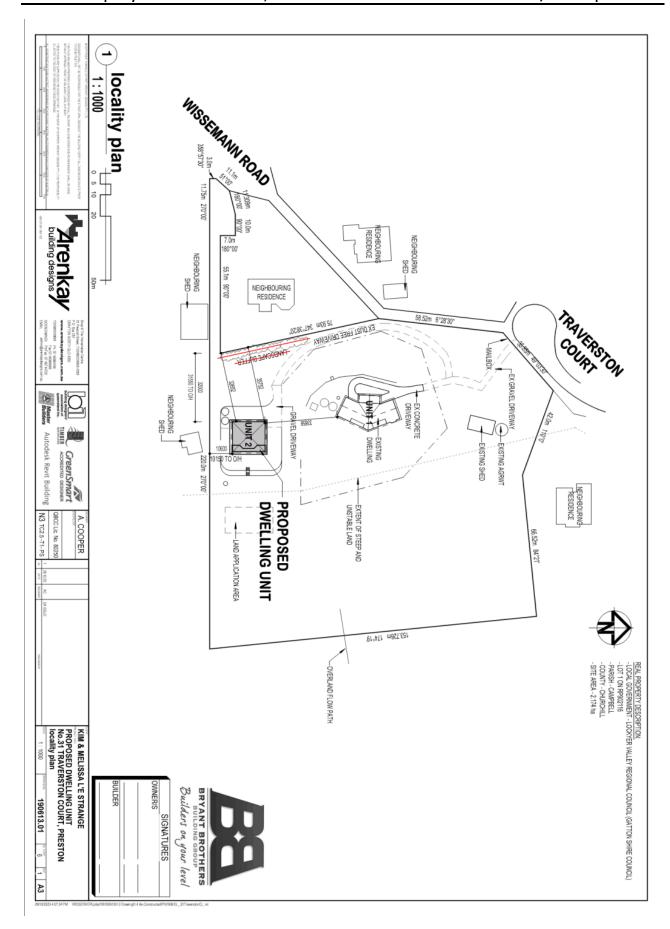
The following table provides a summary and assessment of the issues raised by submitters.

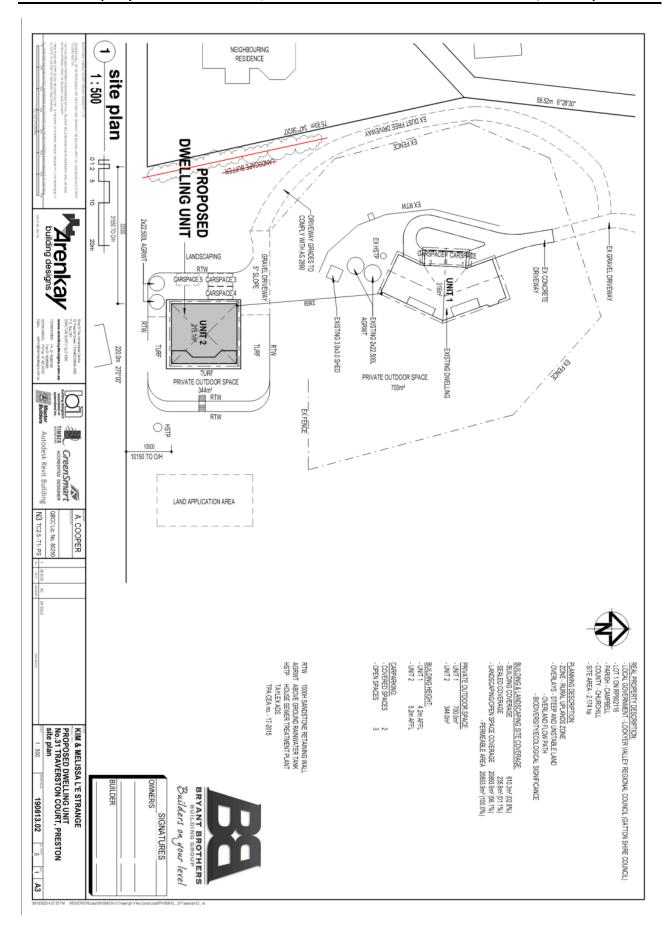
ISSUES	COMMENTS
Council previously advised that	Subdivision of the property cannot occur due to the SEQ
subdivision could not occur within this	Regional Plan designating the site as Regional Landscape
area.	and Rural Production Area which requires a minimum lot
	size of 100ha. The current lot size is less than this at
	2.179ha. The proposed development is not for
	subdivision but for two (2) dwelling units on a single
	title, which is allowed under the SEQ Regional Plan.
The additional dwelling has impacted	To ensure the privacy of adjoining residences is retained,
upon privacy to adjoining neighbours and	screening is proposed as part of the development. This
resulted in views being impacted through	includes a landscaping buffer to the west of Unit 2
the removal of gum trees. The privacy to	adjacent to the car parking area, that extends the full
adjoining neighbours has been	width of Unit 2. A privacy screen a minimum of 1.8m in
compromised and overlooking from the	height and 8m long is proposed along the retaining wall
unit which is a security issue.	in the southeast corner of Unit 2. In addition, a timber
	screen fence is proposed along the shared boundary
It is requested that fence screening be	with adjoining Lot 5 RP206535 a minimum of 28m long
constructed along the shared property	and 1.8m in height. This screening will ensure the
boundaries a minimum of 1.8m high and	privacy from adjoining properties is achieved.
28m long as well as a privacy screen on	Conditions will be imposed requiring this screening to be
top of the retaining wall for Unit 2. There	provided within three (3) months of the date of this
should be a specific period of time to	approval.
implement this screening.	
The landowner is carrying out a business	The approval being sought is for a Dual Occupancy
from Unit 2 with individuals coming in	which does not approve any business use from the
groups to the property generally during	property. Any use of the property for business purposes
the day but also residing overnight. There	is subject to further approvals from Council, where
are a variety of people coming and going	required, in accordance with the Planning Scheme. Any
in different groups.	issue with the premises being used as a business
	premises is a compliance matter. Council's
The individuals coming to the site are also	Development Compliance Officer will investigate this
parking on the adjoining property without	matter in accordance with Council's Compliance Policy.
permission	
	In addition, an advice condition has been recommended
	to draw the owner's attention to the fact the approval is

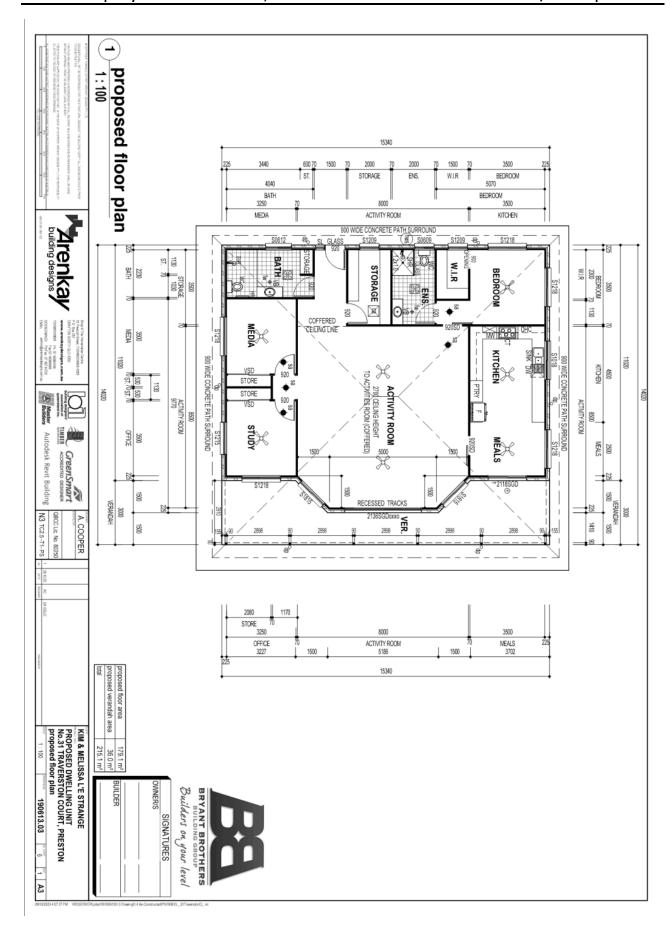
	for a residential use only and any business activity is not
	to establish without the necessary planning approval.
	Any individual parking on an adjoining property is a civil
	matter between the relevant landowner and individual
	who is parking without permission.
No warning was given prior to the	The building was constructed without the relevant
construction of the new building and no	planning approvals. This current application has been
opportunity to lodge an objection to the	lodged for a retrospective approval and the public
proposed development.	notification period as part of the application was the
	opportunity to lodge submissions.
If approved, the following conditions	Council cannot impose conditions requiring no
should be imposed:	residential leasing of the Dwelling Units. There is no
1. No approval for residential lease	requirement to condition a resurvey of the property as
2. Re-survey block and a green barrier	the development does not change the property
planted inside unit 2 boundary to	boundaries. It is the responsibility of the individual
segregate the unit 2 from the	property owner to be aware of their property
adjoining property to the satisfaction	boundaries. The existing gravel sealed driveway to each
of the adjoining landowners	unit will be retained as the traffic associated with each
3. Dust free road to be sealed	unit is generally limited. The residential activities will be
4. Noise restrictions to be in place	subject to the provisions of the <i>Environmental</i>
	Protection Act 1994. It is not considered reasonable and
	relevant to impose additional restrictions for this type of
	use.

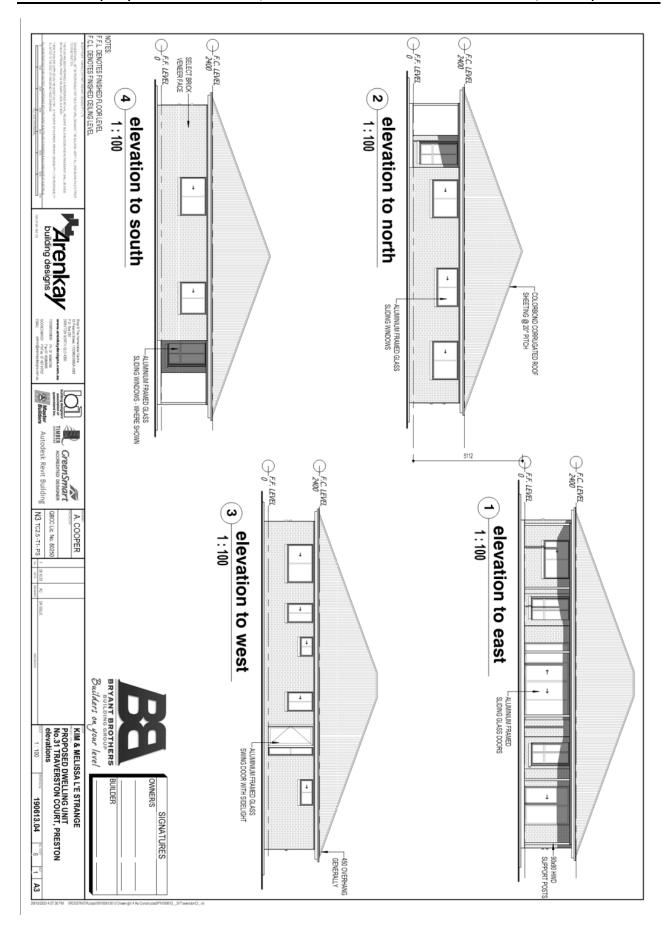
Attachments

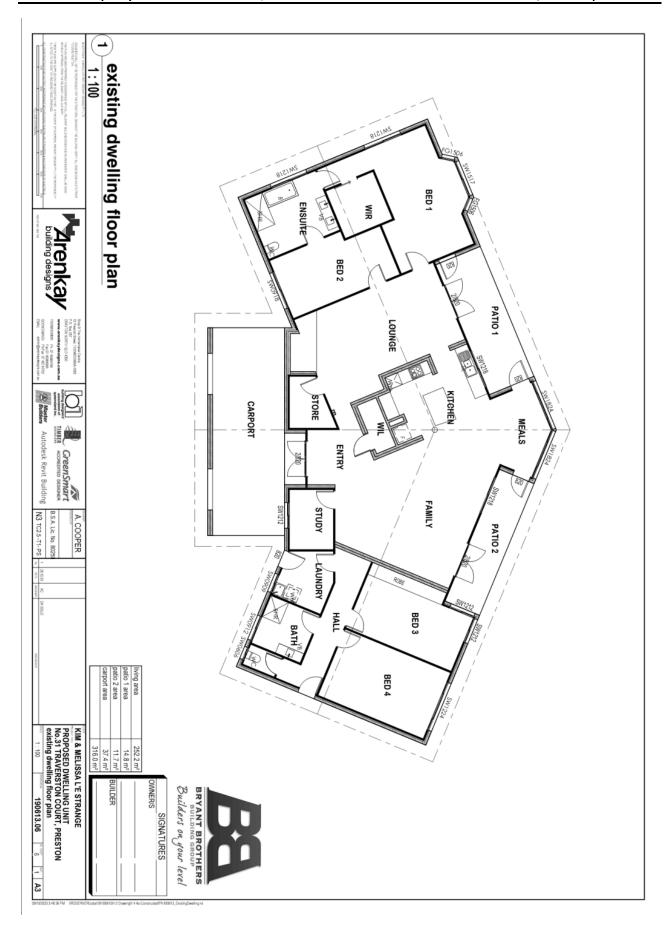
15 MC2020/0068 Proposal Plans 7 Pages

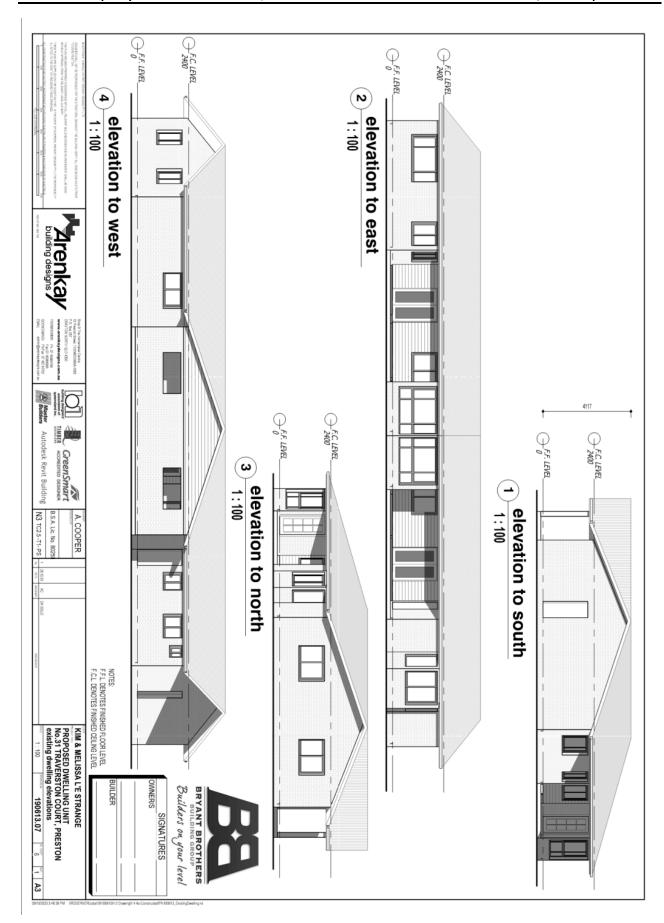


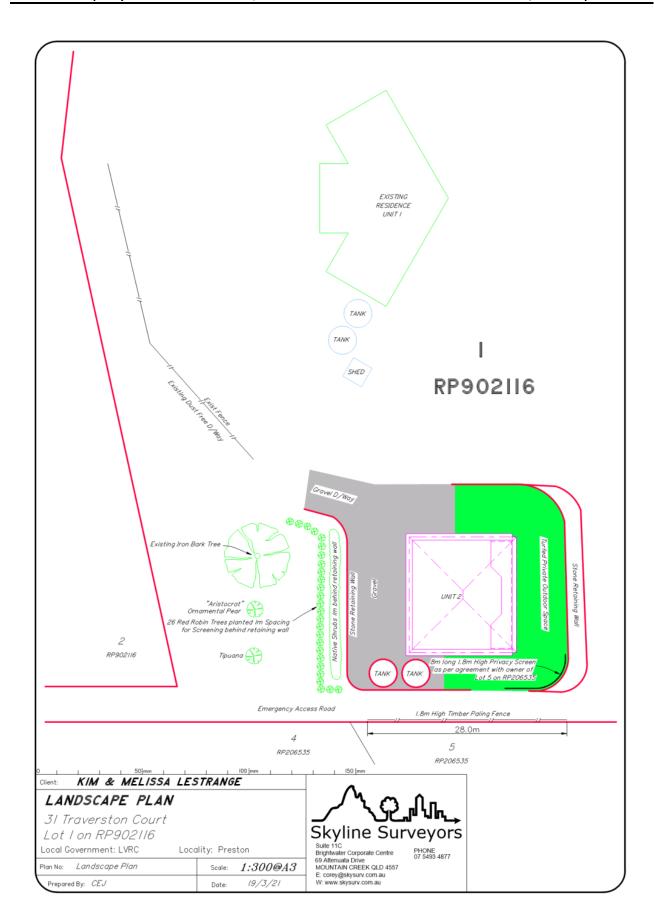












12.4 Development Incentives - Infrastructure Charges Policy

Author: Tammee Van Bael, Planning Officer

Responsible Officer: Amanda Pugh, Group Manager Community & Regional Prosperity

Purpose:

The purpose of this report is to seek Council's adoption of an amended Development Incentives – Infrastructure Charges Policy. It is proposed to amend the Policy such that developments approved after 17 June 2021 will no longer be eligible for a discount to infrastructure charges.

Officer's Recommendation:

THAT Council adopt version 8 of the "Development Incentives – Infrastructure Charges Policy" as attached.

Executive Summary

This report provides an updated Development Incentives – Infrastructure Charges Policy, which seeks to cease the effect of the policy in providing an opportunity for a discount to infrastructure charges for developments approved after 17 June 2021.

Proposal

The current Development Incentives – Infrastructure Charges Policy was adopted by Council on 16 December 2020. The policy provides the opportunity for discounts in infrastructure charges payable to Council under the Lockyer Valley Adopted Infrastructure Charges Resolution (AICR) (No. 1) 2015, (No. 2) 2018, (No. 3) 2019 and (No. 4) 2019.

The Policy was originally adopted by Council on 10 February 2016 and has been in effect for over five years. The original intent of the Policy was to incentivise development within the Region with a targeted focus through greater discounts for certain types of developments, including:

- accommodation for itinerant workers engaged in the agricultural industry of the Lockyer Valley;
- processes that add value to products produced by the agricultural sector of the Lockyer Valley; and
- accommodation for students attending a recognised tertiary institution.

In 2020, Council also resolved to add a clause to the Policy in recognition of the impacts of the COVID-19 pandemic to provide a 25% discount to all material change of use applications approved between 17 June 2020 and 17 June 2021, subject to also meeting other eligibility criteria.

Since the adoption of the Policy, there have been 21 development approvals that have utilised the Policy to provide a total discount to infrastructure charges of \$493,429.00. The number of discounts to development approvals per year is as follows:

- 2021: 1*
- 2020: 0
- 2019: 4
- 2018: 7
- 2017: 4
- 2016: 5

^{*}as at 4 June 2021.

Infrastructure charges are collected for developments for the increased demand placed on Council's trunk infrastructure networks (roads, stormwater, parks/community facilities) to assist with maintaining these infrastructure networks.

It is recommended that the Policy cease to apply for development approvals issued after 17 June 2021 for the following reasons:

- The infrastructure charge rates under the current Adopted Infrastructure Charges Resolution are generally well below the maximum adopted charge that Council could charge for infrastructure charges.
- Development activity within the Region has substantially increased driven by the State and Federal Government economic stimulus grants.

Specifically, in relation to the COVID-19 clause, it is noted the State Government is not continuing the COVID-19 applicable event under the *Planning Act 2016* and the impacts from COVID-19 appear to have somewhat dissipated in terms of development activity.

Whilst new developments approved after 17 June 2021 will not be eligible for discounts to infrastructure charges, it is recommended that the Policy be retained for all those developments approved prior to 17 June 2021. It is considered necessary to retain the Policy to ensure that the discounts can be lawfully provided for eligible development.

The developments approved prior to 17 June 2021 that would continue to be eligible for the discount need to meet all other criteria under the Policy including:

- commencing development within two (2) years of the date of approval;
- compliance with all conditions of approval prior to commencement of use;
- payment of infrastructure charges in full; and
- not be subject to compliance or enforcement action.

There are 21 development approvals, issued in the past two years (up to 4 June 2021) that may be eligible for a discount. This equates to a potential of approximately \$850,000.00 in discounts, with one (1) development approval accounting for approximately \$620,000.00. Should Council resolve to adopt version 8 of the Policy a letter will be sent to all eligible development approvals advising that the opportunity for a discount will continue to apply subject to meeting all criteria in the Policy.

It is recommended that Criteria 1 under the Application heading of the Policy be amended as follows:

A development permit for material change of use is issued **prior to and including 17 June 2021** during the period in which this policy is in effect.

A copy of the Development Incentives – Infrastructure Charges Policy, version 8.0, which will replace version 7.0, is provided as an attachment to this report.

Options

Option A: Council update the Policy to rescind the discount to infrastructure charges for all future development approvals.

Option B: Council do not update the Policy and continue to provide for the discount.

Option C: Council rescind the Policy and do not provide a discount to infrastructure charges for all development approvals.

Previous Council Resolutions

Ordinary Meeting 16 December 2020 (20-24/0204)

THAT Council adopt version 7 of the "Development Incentives – Infrastructure Charges Policy", as attached.

Strategic Implications

Corporate Plan

Lockyer Planned 4.3 – A development assessment process that delivers quality development that is consistent with legislation, best practice and community expectations.

Finance and Resource

Adoption of the updated Development Incentives – Infrastructure Charges Policy will remove the opportunity for discounts to infrastructure charges for all approvals given after 17 June 2021.

Legislation and Policy

The adoption of the updated Development Incentives – Infrastructure Charges Policy will result in the policy only being applicable to those eligible developments approved prior to 17 June 2021.

Risk Management

Key Corporate Risk Code and Category: FE1

Key Corporate Risk Descriptor: Finance and Economics Financial sustainability to support the

achievement of strategy, goals and objectives in the medium and

longer term

Key Corporate Risk Code and Category: IA1

Key Corporate Risk Descriptor: Infrastructure and Assets Planning, managing and maintaining assets

for the future

The adoption of the updated Policy will ensure any risks associated with providing for a discount to infrastructure charges are reduced.

Consultation

Portfolio Councillor Consultation

Consultation was undertaken with the Mayor and all Councillors at a Council Workshop 2 June 2021 regarding provisions and continued application of the Development Incentives – Infrastructure Charges Policy.

Internal Consultation

Governance

External Consultation

No external consultation has been undertaken, however, all applicants of development approvals eligible for a discount under the Policy will advised in writing that the opportunity for a discount will continue apply subject to meeting all criteria in the Policy.

Attachments

1 □ Development Incentives - Infrastructure Charges Policy, version 8.0 3 Pages



STRATEGIC

DEVELOPMENT INCENTIVES – INFRASTRUCTURE CHARGES

Head of Power

Local Government Act 2009

Key Supporting Council Document

Lockyer Valley Regional Council Corporate Plan (2017-2022): Lockyer Business, Farming & Livelihood

2.4 Attract and support education and employment opportunities for the community.

Definitions

Locality an area that is defined as a locality and which has a place name and boundaries gazetted in accordance with the *Place Names Act 1994*.

Policy Objective

To provide guidance on the discounts provided by Council for infrastructure charges levied on development that is encouraged and incentivised to establish in the Lockyer Valley Region.

Policy Statement

The Lockyer Valley Regional Council recognises the importance of a diversified commercial and industrial development base and a range of housing types to support the growth of the region. To support investment by the private sector, the Lockyer Valley Regional Council provides a discount for infrastructure charges levied through an infrastructure charges notice. The discounts provided in this policy recognise the lower returns on investment in the Lockyer Valley relative to major urban centres and the lesser demands on infrastructure resulting from development, particularly that which is located outside of the main centres of Gatton, Laidley and Plainland.

Group: Community & Regional Prosperity
Unit: Planning, Policy & Community Wellbeing
Approved: Ordinary Meeting (Resolution Number 20-24/XXXX)

Date Approved: XX/06/2021 ECM: 4126375 Effective Date: XX/06/2021
Version: 8.0
Review Date: 17/06/2023
Superseded/Revoked: Development Incentives – Infrastructure
Charges Policy ECM:4047752
Page 1 of 3

Application

This policy only applies to infrastructure charges payable to Lockyer Valley Regional Council for material change of use development where:

- a development permit for material change of use is issued prior to and including 17 June 2021; 1
- 2. the development has commenced within two years from the date that the development permit took effect;
- all conditions of the relevant development permit have been satisfied prior to the commencement of the 3.
- 4. the payment of infrastructure charges has been made, in full, prior to the commencement of the use;
- the development is not subject to an infrastructure agreement for the supply of infrastructure or the 5. payment of infrastructure charges, other than in relation to Clause 2 of the Discounted Amount section of this policy; and
- the development has not been subject to compliance or enforcement action for a development offence under Chapter 5 of the Planning Act 2016 for which the relevant development permit remedies the offence.

The discount will be applied, on request, as a refund upon demonstration of satisfaction of criteria 1-6 above.

This policy does not apply to infrastructure charges payable for reconfiguring a lot.

This policy does not apply to any infrastructure contributions that are payable to Urban Utilities for water cycle infrastructure, being water supply infrastructure and wastewater infrastructure.

Discounted Amount

The Discounted Amount which will be accepted by Council in satisfaction of an Infrastructure Charges Notice is the amount shown in Table 1 or Table 2, whichever is greater:

Table 1. Discount amount based on charge category

Charge Category ¹	Locality	Discount Amount	Conditions
Residential uses	Plainland	12.5%	Not applicable
Long-term non-permanent accommodation	Gatton or Laidley	25%	
Short-term non-permanent accommodation	All other localities	50%	
Commercial (bulk goods)	Plainland	12.5%	Gross Floor Area of
Commercial (office)	Gatton or Laidley	25%	the development is
Commercial (retail)	All other localities	50%	less than 1,200m ²
High impact industry or special industry			
Other industry			
Educational facility	Plainland	12.5%	Not applicable
Entertainment	Gatton or Laidley	25%]
Essential services	All other localities	50%	
Indoor sport and recreation			
Low impact rural			
High impact rural			
Place of assembly			

 $^{^{1}}$ The charge category is that applying to the specific land use as determined under Schedule 3 of the relevant infrastructure charges resolution.

Group: Community & Regional Prosperity Unit: Planning, Policy & Community Wellbeing Approved: Ordinary Meeting (Resolution Number 20-24/XXXX)

Date Approved: XX/06/2021 ECM: 4126375

Effective Date: XX/06/2021 Version: 8.0 Review Date: 17/06/2023

Superseded/Revoked: Development Incentives – Infrastructure

Charges Policy ECM:4047752

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Table 2. Discount amounts for specific developments

Development	Locality	Discount Amount	Conditions
Development with a sole and primary	All localities	50%	Not applicable
function of:			
1. provision of accommodation for itinerant			
workers engaged in the agricultural			
industry of the Lockyer Valley; or			
2. carrying out processes that add value to			
products produced by the agricultural			
sector of the Lockyer Valley; or			
3. provision of accommodation for students			
attending a recognised tertiary institution.			

- In recognition of the impacts of the COVID-19 pandemic on the development industry, for material change
 of use applications for which a development permit is issued between 17 June 2020 to 17 June 2021,
 irrespective of its charge category or function, the discount amount is 25%.
- Council may by resolution provide a discount greater than those specified above where in the opinion of Council a particular development provides a substantial economic and/or community benefit to the Lockyer Valley.

Related Documents

Lockyer Valley Adopted Infrastructure Charges Resolution (No.2) 2018 Lockyer Valley Adopted Infrastructure Charges Resolution (No.3) 2019 Lockyer Valley Adopted Infrastructure Charges Resolution (No.4) 2019 12.5 Adopted Infrastructure Charges Resolution (No. 5) 2021

Author: Tammee Van Bael, Planning Officer

Responsible Officer: Amanda Pugh, Group Manager Community & Regional Prosperity

Purpose:

The purpose of this report is to present the Lockyer Valley Adopted Infrastructure Charges Resolution (No. 5) 2021 to Council for adoption.

Officer's Recommendation:

THAT Council adopt the Lockyer Valley Adopted Infrastructure Charges Resolution (No. 5) 2021, to take effect from 1 July 2021, as attached.

Executive Summary

The Lockyer Valley Adopted Infrastructure Charges Resolution (No. 5) 2021 has been prepared to replace the current *Lockyer Valley Adopted Infrastructure Charges Resolution (No. 4) 2019*. The proposed Resolution provides for an increase to the infrastructure charge rates for the 2021/22 financial year, remove components relating to Urban Utilities and allow for the indexation of infrastructure charges.

Proposal

A charges resolution must be adopted by Council to enable levying of infrastructure charges on developments. Infrastructure charges are currently levied on development approvals in accordance with the *Lockyer Valley Adopted Infrastructure Charges Resolution (No. 4) 2019*. The Resolution sets out the rates for different types of development and currently includes rates for Urban Utilities (UU) (water and sewer infrastructure).

The *Planning Regulation 2017* sets out the maximum amount (MAC) for each rate for which Council can charge. The MAC rate includes both Council and UU infrastructure networks. Council's trunk infrastructure networks include roads, stormwater and parks/land for community facilities.

The purpose of this report is for the adoption of the proposed Lockyer Valley Adopted Infrastructure Charges Resolution (No. 5) 2021 which is attached.

The main change proposed to the Resolution is to increase the infrastructure charge rates. The majority of the infrastructure charge rates under the current Resolution have remained the same since July 2011, a period of 10 years. It is worth noting the *Planning Regulation 2017* is amended each financial year to increase the MAC in accordance with the Producer Price Index (PPI).

As Council has not undertaken an increase to the infrastructure charge rates for the majority of charges, Council's current infrastructure charges rates are between 6.7% and 20.9% below the MAC. It is recommended to increase infrastructure charge rates by five (5) percent. This increase, which equates to an average increase of 0.5% over the last 10 years, while not taking the infrastructures to the MAC will assist with the provision of trunk infrastructure in the region reducing the burden on the existing community to meet this obligation.

A comparison was undertaken of the infrastructure charge rates for other Councils in surrounding regions for the common infrastructure charge categories (refer to Table 1). Council's infrastructure charge rates generally sit in the mid range compared to other Councils.

TABLE 1: Comparison of Infrastructure Charge rates with other Councils for common charge categories

TABLE 1. Companie			Carana anaial (affica)				
	ROL (per lot)	Commercial	Commercial (office)	Other	High Impact		
		(retail)		industry	Rural		
Current LVRC	\$12,500.00	\$10/m2	\$10/m2	\$10/m2	\$10/m2 (GFA)		
		(impervious)	(impervious)	(impervious)			
		\$109m2 (GFA)	\$69m2 (GFA)	\$21m2 (GFA)			
Proposed LVRC	\$13,125.00	\$10.50/m2	\$10.50/m2	\$10.50/m2	\$10.50/m2		
(5% increase)		(impervious)	(impervious)	(impervious)	(GFA)		
		\$114.45m2	\$72.45m2 (GFA)	\$22.05m2			
		(GFA)		(GFA)			
Somerset RC	\$7,826.00	\$10.80/m2	\$10.80/m2	\$10.80/m2	\$7.40/m2 (GFA)		
		(impervious)	(impervious)	(impervious)			
		\$49m2 (GFA)	\$12m2 (GFA)	\$16.36m2			
				(GFA)			
Scenic Rim RC	\$15,113.35	\$10.80/m2	\$10.80/m2	\$10.80/m2	\$21.55/m2		
		(impervious)	(impervious)	(impervious)	(GFA)		
		\$161.92m2	\$118.75m2 (GFA)	\$21.60m2			
		(GFA)		(GFA)			
Toowoomba RC*	Urban:	\$10.50/m2	\$10.50/m2	\$10.50/m2	\$20.90/m2		
	\$29,339.55	(impervious)	(impervious)	(impervious)	(GFA)		
	Township:	\$188.60m2	\$146.76m2 (GFA)	\$52.40m2			
	\$23,471.64	(GFA)		(GFA)			
	Rural:						
	\$7,850.14						
Ipswich CC	\$15,113.35	Varies due to large	number of charge are	eas	1		
Southern Downs	\$10,000	\$5/m2	\$5/m2	\$5/m2	No charge		
RC*		(impervious)	(impervious)	(impervious)			
		\$70m2 (GFA)	\$70m2 (GFA)	\$50m2 (GFA)			
*indicates Councils that have charging responsibilities for water and sewer							

UU have consulted Council and are proposing to increase their infrastructure charge rates by approximately 1.7% and further have requested Council remove UU rates from the Resolution and refer to their NetServ plan for their charge rates, which is consistent with other UU member Councils. The Lockyer Valley Adopted Infrastructure Charges Resolution (No. 5) 2021 has been amended to reflect UU request to remove their rates and refer to their NetServ Plan. With this, Council has also removed other components relating to Urban Utilities within the Resolution under Part 2 Adopted Charges and Schedule 1 Dictionary.

Other changes recommended to be made in Adopted Infrastructure Charges Resolution (No. 5) as follows:

• It is recommended that Adopted Infrastructure Charges Resolution (No. 5) take effect from 1 July 2021 as this the start of a new financial year.

- Inclusion of building work as development for which a levied charge may be levied under Part 3, Section 13 of the Resolution. The inclusion of building work was previously included as a type of development under the now superseded Lockyer Valley Adopted Infrastructure Charges Resolution (No. 2) 2018. Building work as a type of development to be levied was incorrectly removed from the superseded Lockyer Valley Adopted Infrastructure Charges Resolution (No. 3) 2019 and current Lockyer Valley Adopted Infrastructure Charges Resolution (No. 4) 2019. The inclusion of building work as development is necessary to ensure that Council can levy infrastructure charges for development that changes the demand on trunk infrastructure but does not require a material change of use or reconfiguring a lot approval.
- Under Part 3, Section 13 wording has been included which requires any applicant seeking a demand credit for an existing lawful use to establish the extent of their claim by working out any demand credit for the previous lawful use. This places the onus on the applicant to provide the information to Council demonstrating the demand credit, as per advice received from Council's external consultants previously.
- Council does not currently undertake indexation of levied infrastructure charges on development approvals. Indexation on development approvals will ensure that infrastructure charges paid, at the time of payment will account for inflation in accordance with PPI which occurred after the infrastructure charges notice was issued with the approval. It is recommended that the automatic indexation be applied for all approvals from 1 July 2021.
- Removal of definitions from Schedule 1 that are no longer relevant.
- Minor editorial changes to improve the conciseness and legibility of the Resolution.

Options

Option A: adopt the Lockyer Valley Adopted Infrastructure Charges Resolution (No. 5) 2021 as attached Option B: adopt an amended version of the Lockyer Valley Adopted Infrastructure Charges Resolution (No. 5) 2021

Option C: retain the current Lockyer Valley Adopted Infrastructure Charges Resolution (No. 4) 2019

Critical Dates

To have effect from 1 July 2021, Council must adopt the Lockyer Valley Adopted Infrastructure Charges Resolution (No. 5) 2021 prior to 1 July 2021.

Strategic Implications

Corporate Plan

Lockyer Planned 4.3 – A development assessment process that delivers quality development that is consistent with legislation, best practice and community expectations.

Finance and Resource

The adoption of the Lockyer Valley Adopted Infrastructure Charges Resolution (No. 5) 2021 will result in an increase to the infrastructure charges for developments approved after 1 July 2021 and will assist with the provision of trunk infrastructure.

Legislation and Policy

In accordance with Sections 112 to 118 of the *Planning Act 2016*, Council may adopt a charges resolution for providing trunk infrastructure for development. Where changes are required to the resolution, a new

resolution must be adopted. The Lockyer Valley Adopted Infrastructure Charges Resolution (No. 5) 2021 has been prepared in accordance with the *Planning Act 2016*.

Risk Management

Key Corporate Risk Code and Category: EC1 Environment and Community

Key Corporate Risk Descriptor: Environment and the community, including sustainable development,

social and community wellbeing, relationships, public health,

recreation, regional profile and identity

The Lockyer Valley Adopted Infrastructure Charges Resolution (No. 5) 2021 has been prepared and reviewed in accordance with the requirements of the *Planning Act 2016* and any risks have been appropriately managed.

Consultation

Portfolio Councillor Consultation

Councillors were consulted regarding the proposed changes to the Resolution.

Internal Consultation

Legal

External Consultation

Urban Utilities was consulted as part of the drafting process, including the proposed changes from Urban Utilities.

If adopted, the Resolution will be uploaded to Council's website prior to 1 July 2021.

Attachments

1 Lockyer Valley Adopted Infrastructure Charges Resolution (No. 5) 2021 26 Pages

Lockyer Valley Regional Council Lockyer Valley Adopted Infrastructure Charges Resolution (No. 5) 2021

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Part 1 Introduction

1. Short title

This resolution may be cited as Lockyer Valley Adopted Infrastructure Charges Resolution (No. 5) 2021.

2. Commencement

(1) This resolution has effect on and from 1 July 2021.

3. Planning Act 2016

- (1) This resolution is made under the Planning Act 2016.
- (2) This resolution is to be read in conjunction with the following:
 - (a) the Planning Regulation 2017;
 - (b) the Ministers Guidelines and Rules;
 - (c) the Gatton Shire planning scheme;
 - (d) the Laidley Shire planning scheme;
- (3) This resolution is attached to, but does not form part of the Gatton Shire planning scheme or the Laidley Shire planning scheme.

4. Purpose

- (1) The purpose of this resolution is to state the following:
 - the adopted charges for providing the local government trunk infrastructure networks and distributor-retailer trunk infrastructure networks for development;
 - the levied charges to be levied by the local government for development for the demand placed on the local government trunk infrastructure networks;
 - (c) matters relevant to the working out of an offset and refund for a trunk infrastructure contribution for the local government trunk infrastructure networks for development.

5. Interpretation

- (1) The dictionary in schedule 1 defines words used in this resolution.
- (2) A word not defined in this resolution which is defined in the Planning Act has the meaning given in the Planning Act.
- (3) A word not defined in this resolution or the Planning Act has the meaning given to it by the edition of the Macquarie Dictionary that is current at the date this resolution takes effect, subject to section 14A (Interpretation best achieving Act's purpose) of the Acts Interpretation Act 1954 and section 14 (Applicable provisions) of the Statutory Instruments Act 1992.

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Part 2 Adopted charges

Purpose of part 2

- (1) Part 2 states the following:
 - the adopted infrastructure charges for providing trunk infrastructure networks for development (adopted charge);
 - (b) the trunk infrastructure networks, which are the following:
 - for the local government—the trunk infrastructure for the local government's transport, stormwater, and public parks and community facilities infrastructure networks (local government trunk infrastructure networks);
 - for the distributor-retailer—the trunk infrastructure for the distributor-retailer's water service and wastewater service (distributor-retailer trunk infrastructure networks).
 - (c) the date the adopted charges take effect (applicable date);
 - (d) the part of the local government area to which the adopted charges apply (applicable area);
 - (e) the uses to which the adopted charges apply (applicable use).

7. Adopted charges

- (1) The local government has for the purpose of working out the adopted charges for the local government trunk infrastructure networks under this resolution determined the following:
 - (a) a charge for each trunk infrastructure network (including indexation) for development which is included in schedule 2 (trunk infrastructure network charges) that comprise the charge for each local government trunk infrastructure network (local government trunk infrastructure network charge or LNC);

8. Trunk infrastructure networks for adopted charges

- (1) The local government trunk infrastructure networks are specified in the Local Government Infrastructure Plan.
- (2) The distributor-retailer trunk infrastructure networks are specified in the distributor-retailer infrastructure planning instrument which means the following:
 - (a) the distributor-retailer's water netserv plan under the SEQ Water Act;
 - (b) the interim connections policy and schedule of works under the SEQ Water Act adopted by the distributor-retailer if paragraph (a) is not applicable.

9. Applicable date for the adopted charges

The applicable date for the adopted charges is the day this resolution has effect.

10. Applicable area for the adopted charges

The applicable area for the adopted charges is all of the local government area.

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11. Applicable uses or activity for the adopted charges

(1) The applicable uses or activity under the Gatton Shire planning scheme and the Laidley Shire planning scheme to which the adopted charges apply are stated in schedule 3.



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Part 3 Levied charges

12. Purpose of part 3

- (1) Part 3 states the following:
 - the applicable development for which adopted charges may be levied by the local government for development for the demand placed upon the local government trunk infrastructure networks (levied charge);
 - (b) the method to be applied by the local government for working out the levied charge including the following:
 - (i) the adopted charge to be applied (applied adopted charge);
 - the additional demand placed upon the local government trunk infrastructure networks which will be generated by the development (additional demand);
 - the discount to be applied for a financial contribution (prescribed financial contribution):
 - (A) provided for in relation to a local government trunk infrastructure network under an infrastructure charging instrument for a previous development approval;
 - (B) which has been paid to the local government or otherwise satisfied under an infrastructure agreement between the applicant for the previous development approval and the local government for the provision of land, work or money for the local government trunk infrastructure networks; and
 - (C) which has not been reimbursed or otherwise previously applied against another financial contribution;
 - (c) the method to be applied by the local government for working out the increase in the levied charge from the day the levied charge is levied to the day the levied charge is paid (automatic increase).

13. Applicable development for the levied charge

- (1) The levied charge may be levied for the following development:
 - (a) reconfiguring a lot;
 - (b) material change of use of premises;
 - (c) building work.
- (2) The levied charge is not to be levied for the following:
 - (a) development in a priority development area under the Economic Development Act 2012;
 - (b) work or use of land authorised under the Mineral Resources Act 1989, the Petroleum Act 1923, the Petroleum and Gas (Production and Safety) Act 2004 or the Greenhouse Gas Storage Act 2009.

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14. Working out the levied charge

(1) The levied charge for the development is to be worked out by the local government as follows:

 $LC = ((AC \times AD) - D$

Where:

LC is the levied charge for the development, which cannot be less than zero.

AC is the applied adopted charge for the development.

AD is the additional demand for the development.

D is the discount for the prescribed financial contribution.

15. Working out the applied adopted charge

- (1) The applied adopted charge for the development is to be worked out by the local government by applying the following:
 - (a) the adopted charge worked out under section 7 (Adopted charges).

16. Working out the additional demand

(1) The additional demand for the development is to be worked out by the local government as follows:

AD = DD - DC

Where:

AD is the additional demand.

DD is the demand placed upon the local government trunk infrastructure networks which will be generated by the development (*development demand*).

DC is the demand placed upon the local government trunk infrastructure networks generated by existing or previous development if applicable (*demand credit*).

- (2) The development demand is worked out using the relevant unit of calculation for an adopted charge for the development in schedule 2 (*demand unit*).
- (3) The demand credit is to be worked out using the greater of the following:
 - (a) if the premises is subject to an existing use which is lawful and already taking place on the premises (existing lawful use) that places demand upon the local government trunk infrastructure networks, the demand generated for the existing lawful use using the applicable demand units for the use;
 - (b) if the premises is subject to a previous use which was lawful at the time it was carried out and is no longer taking place on the premises (*previous lawful use*) that placed demand upon the local government trunk infrastructure networks, the demand generated for the previous lawful use using the applicable demand units for the use;
 - (c) if the premises is a vacant lot, the demand for one dwelling house (3 bedroom dwelling) in schedule 2.

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- (4) The demand credit for an existing lawful use or previous lawful use under subsections 3(a) and 3(b) is to be worked out by the local government prior to the time for the giving of the relevant approval to which the levied charge applies as follows:
 - an applicant which is seeking the demand credit for an existing lawful use or previous lawful use is to:
 - give a notice to the local government which provides evidence of the existing lawful use or the previous lawful use and the calculation of the demand credit; and
 - (ii) work out the demand credit for the previous lawful use if applicable;
 - (iii) pay the prescribed fee;
 - (b) the local government is to:
 - determine if a demand credit for the existing lawful use or the previous lawful use is applicable to the development;
 - give a notice to the applicant stating the outcome of the local government's determination.
- (5) A demand credit is only to be provided to a maximum amount equal to the development demand.

17. Working out the discount for the prescribed financial contribution

(1) The amount of the discount for the prescribed financial contribution is to be worked out by the local government as follows:

D = PFC - (AC - DC)

Where:

D is the discount which cannot be less than zero.

PFC is the amount of the prescribed financial contribution.

AC is the applied adopted charge for the proposed development worked out under section 15 (Working out the applied adopted charge).

 $\it DC$ is the demand credit if applicable worked out under section 16 (Working out the additional demand).

- (2) The discount for the prescribed financial contribution is to be worked out by the local government prior to the time for the giving of the relevant approval to which the levied charge applies as follows:
 - an applicant which is seeking the discount for the prescribed financial contribution is to:
 - give a notice in the prescribed form to the local government which provides evidence of the prescribed financial contribution and the calculation of the discount; and
 - (ii) pay the prescribed fee;
 - (b) The local government is to:
 - determine if the discount for a prescribed financial contribution is applicable to the development;
 - (ii) work out the discount for the prescribed financial contribution if

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applicable; and

give notice to the applicant stating the outcome of the local government's determination.

Editor's note—The notice may be given in an infrastructure charges notice.

18. Working out the automatic increase

- (1) The automatic increase of the levied charge is to be worked out by the local government as the amount which is equal to the increase calculated by using the index stated in section 114 of the Planning Act.
- (2) However, the amount of the automatic increase of the levied charge must not be more than the amount of the increase prescribed by section 114 the Planning Act.

Editor's note — The automatic increase is calculated using a spreadsheet available on Council's website.



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Part 4 Offset and refund for trunk infrastructure

19. Purpose of part 4

Part 4 states the following matters relevant to the working out of an offset or refund for the provision of trunk infrastructure for the local government trunk infrastructure networks for development:

- the criteria for trunk infrastructure to be applied by the local government in deciding if development infrastructure is trunk infrastructure (*identified trunk infrastructure criteria*);
- (b) the method to be applied by the local government for working out the establishment cost of trunk infrastructure for an offset or refund where an applicant is required under a condition of a relevant approval to provide land or work for the following trunk infrastructure for local government trunk infrastructure networks (trunk infrastructure contribution):
 - identified trunk infrastructure—development infrastructure which is identified in the Local Government Infrastructure Plan;
 - (ii) different trunk infrastructure—development infrastructure which:
 - (A) is an alternative to the identified trunk infrastructure; and
 - (B) delivers the same desired standards of service for the network of development infrastructure stated in the Local Government Infrastructure Plan;
 - (iii) necessary trunk infrastructure—development infrastructure which is not identified trunk infrastructure or different trunk infrastructure that satisfies the identified trunk infrastructure criteria and is necessary to service development;
 - (iv) prescribed trunk infrastructure—development infrastructure which is not identified trunk infrastructure, different trunk infrastructure or necessary trunk infrastructure that becomes trunk infrastructure under the Planning Act;
- (c) whether an offset or refund applies and if so the details of the offset and refund and the timing of the offset and refund.

20. Identified trunk infrastructure criteria (conversion criteria)

The identified trunk infrastructure criteria (conversion criteria) for deciding that development infrastructure is trunk infrastructure are the following:

- (a) that the development infrastructure is necessary to service development:
 - consistent with the assumptions about the type, scale, location or timing of future development stated in the Local Government Infrastructure Plan;
 - the premises must be completely inside the priority infrastructure area in the Local Government Infrastructure Plan;
 - facilitates development of other premises by enabling increased development or overcoming deficiencies in service through its provision; and

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- (iv) reduces or eliminates unnecessary and interim staged infrastructure;and
- provides a critical shared link between multiple development sites and the defined and mapped trunk network; and
- (vi) would have been identified as 'trunk' infrastructure had the ultimate demand and development pattern been known in more detail at the time of developing the Local Government Infrastructure Plan; and
- (vii) the type, size and location of the infrastructure is the most cost effective option for servicing multiple users in the area. The most effective option means the least cost option based upon the life cycle cost of the infrastructure required to service existing and future development in the area at the desired standards of service.
- (b) that the development infrastructure complies with the criteria in schedule 4

21. Working out the establishment cost

The establishment cost for a trunk infrastructure contribution is to be worked out by the local government using the following:

- (a) for the calculation of the establishment cost—the method in section 22 (Calculation of the establishment cost);
- (b) for the recalculation of the establishment cost for work calculated under paragraph (a)—the method in section 23 (Recalculation of the establishment cost for work);
- (c) for the recalculation of the establishment cost for land calculated under paragraph (a)—the method in section 24 (Recalculation of the establishment cost for land).

22. Calculation of the establishment cost

- (1) The establishment cost for a trunk infrastructure contribution is to be worked out by the local government using any of the following:
 - (a) the planned estimate of the trunk infrastructure contribution;
 - a cost-based estimate of the establishment cost for the trunk infrastructure contribution determined by the local government using first principles estimating;
 - (c) an estimate of the establishment cost for the trunk infrastructure contribution reasonably determined by the local government.
- (2) The *planned estimate* of the trunk infrastructure contribution if:
 - the whole of an item of identified trunk infrastructure—is the planned cost being the amount of the value of the item stated in schedule 8;
 - (b) part of an item of identified trunk infrastructure—is the estimate of the proportion of the planned cost of the item of identified trunk infrastructure applicable to the trunk infrastructure contribution having regard to the method used by the local government to work out the planned cost of the item of identified trunk infrastructure stated in the extrinsic material to the Local Government Infrastructure Plan; and
 - (c) different trunk infrastructure, necessary trunk infrastructure or prescribed trunk infrastructure—is the estimate of the planned cost of the infrastructure having regard to the method used by the local government to work out the

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planned cost of the identified trunk infrastructure for the network of development infrastructure stated in the extrinsic material to the Local Government Infrastructure Plan.

23. Recalculation of the establishment cost for work

Market cost

- (1) The establishment cost for a trunk infrastructure contribution for work may be recalculated by the local government at the request of the applicant by using the market cost for the work.
- (2) The market cost for the work is the estimate of the cost of the design and construction of the work:
 - (a) including the following:
 - (i) the construction cost for the work;
 - (ii) construction on costs for the work which do not exceed the maximum construction on costs stated in schedule 9 for the following:
 - (A) the cost of survey for the work;
 - (B) the cost of geotechnical investigations for the work;
 - (C) the cost of only detailed design for the work;
 - (D) the cost of project management and contract administration;
 - (E) the cost of environmental investigations for the work;
 - a portable long service leave payment for a construction contract for the work;
 - (iii) risk and contingencies which do not exceed 10% for the cost of that part of the of the work in a construction contract which is subject to a contingency.

Example-

A construction contract for a trunk road infrastructure network item may state a contingency for pavement design and service relocation.

- (b) excluding the following:
 - (i) the planning of the work;
 - (ii) a cost of carrying out temporary infrastructure;
 - (iii) a cost of carrying out other infrastructure which is not part of the trunk infrastructure contribution;
 - a cost of the decommissioning, removal and rehabilitation of infrastructure identified in paragraphs (ii) and (iii);
 - (v) a part of the trunk infrastructure contribution provided by:
 - (A) the local government; or
 - a person, other than the applicant or a person engaged by the applicant;
 - a cost to the extent that GST is payable and an input tax credit can be claimed for the work;
 - (vii) a cost attributable directly or indirectly to the failure of an applicant

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- or a person engaged by the applicant to perform and fulfil a relevant approval for the work;
- a cost caused or contributed to by a negligent or wilful act or omission by the applicant or a person engaged by the applicant;
- a cost of carrying out development infrastructure which is only made necessary by the development and does not contribute to the function of the trunk infrastructure item;
- a cost of carrying out trunk infrastructure which relates to another development infrastructure network;
- a cost of carrying out development infrastructure which is replacing existing infrastructure with different infrastructure in another development infrastructure network;
- (xii) a cost of existing development infrastructure which services or is planned to service existing or future demand that is replaced by the trunk infrastructure contribution.

Determining the market cost

- (3) The local government is to, prior to the applicant starting the construction of the work, determine the market cost for the work as follows:
 - (a) the applicant is to undertake an open tender process for the work;
 - (b) the applicant is to:
 - give to the local government a notice in the prescribed form which states the following:
 - (A) an open tender process has been conducted;
 - (B) the tenders received;
 - (C) the applicant's preferred tenderer;
 - (D) the applicant's reason for the preferred tenderer;
 - (E) the terms of the construction contract for the work;
 - a plan for each development infrastructure network clearly showing the extent of the work for which an offset is sought;
 - (G) the applicant's calculation of the market cost for the work; and
 - (ii) pay the prescribed fee;
 - (c) the local government may, within 15 business days of the date the notice under paragraph (b) is received by the local government, give a notice to the applicant which states that the applicant is to provide to the local government a document to enable the local government to determine the market cost including without limitation the following:
 - (i) details in respect of a construction contract for the work;
 - a plan for each development infrastructure network clearly showing the scope of the work for which an offset is sought;
 - the applicant is to comply with a notice given by the local government to the applicant under paragraph (c);

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- the local government is to as soon as reasonably practicable determine the market cost acting reasonably having regard to the matters in paragraphs (a) to (d):
- (f) the local government after determining the market cost is to as soon as reasonably practicable:
 - (i) give to the applicant a notice which states the following:
 - the local government's calculation of the market cost for the work and the reason for any difference from the applicant's calculation;
 - (B) the establishment cost for the work; and
 - (ii) issue an amended infrastructure charges notice.

Adjustment of the establishment cost

- (4) The local government is to, after the completion of the construction of the work and prior to the date for the payment of a levied charge, determine an adjustment to the establishment cost as follows:
 - (a) this subsection only applies to a cost of work (prescribed cost) if the cost:
 - would have formed part of the market cost used to work out the establishment cost for the work; and
 - (ii) was not included in the market cost used to work out the establishment cost or was included in the market cost used to work out the establishment cost but was for an amount less than the prescribed cost; and
 - was included in the market cost used to work out the establishment cost but was subject to a contingency stated in subsection (2)(a)(iii);
 - the applicant may, prior to 15 business days after the applicant has completed the work:
 - give to the local government a single notice which is to state the following:
 - (A) that the applicant requests that the local government adjust the establishment cost to take account of the prescribed cost;
 - (B) all information reasonably necessary to establish the calculation of the prescribed cost and that the cost is a prescribed cost;
 - (C) the applicant's calculation of the prescribed cost; and
 - (ii) pay the prescribed fee if paragraph (i) applies.
 - (c) the local government may, within 15 business days of the date the notice under paragraph (b) is received by the local government, give a notice to the applicant which states that the applicant is to provide to the local government a document to enable the local government to determine the value of an adjusted establishment cost;
 - (d) the applicant is to comply with a notice given by the local government to the applicant under paragraph (c);
 - (e) the local government is to as soon as reasonably practicable determine

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whether the establishment cost is to be adjusted acting reasonably having regard to the matters in paragraphs (a) to (d);

- (f) the local government after determining whether the establishment cost is to be adjusted, is to as soon as reasonably practicable:
 - (i) give to the applicant a notice which states the following:
 - the local government's calculation of the adjusted establishment cost for the work and the reason for any difference from the applicant's calculation;
 - (B) the establishment cost for the work; and
 - (ii) issue an amended infrastructure charges notice.

24. Recalculation of the establishment cost for land

- (1) The establishment cost for a trunk infrastructure contribution for land may be recalculated by the local government at the request of the applicant using the current market value of the land.
- (2) The current market value of the land is the difference, determined by using the before and after method of valuation of the whole of the subject premises, between the value of the subject premises including the land and the value of the subject premises excluding the land.
- (3) The local government is to, prior to the date of payment of the levied charge, determine the market value of the land as follows:
 - (a) the applicant is to provide to the local government the following:
 - a notice in the prescribed form requesting the recalculation of the establishment cost for the land;
 - (ii) a valuation of the land undertaken by a certified practicing valuer;
 - (iii) the prescribed fee;
 - (b) the local government may, if the matters in paragraph (a) are satisfied, refer the valuation to a registered valuer to assess whether the valuation is consistent with the current market value;
 - (c) the local government is to decide whether to:
 - (i) accept the valuation; or
 - (ii) reject the valuation;
 - (d) the local government is to, if it accepts the valuation:
 - give to the applicant a notice stating the establishment cost for the land; and
 - index the establishment cost for the land using the CPI from the date of the accepted valuation to the date stated in the amended infrastructure charges notice;
 - (e) the local government is to, if it rejects the valuation, refer the valuation to an independent certified practicing valuer to:
 - assess whether the valuation is consistent with the current market value; and
 - (ii) undertake a valuation of the land if the valuation is assessed as not

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consistent with the current market value;

- (f) the local government is to, upon the determination of the independent certified practicing valuer's valuation:
 - give to the applicant a notice stating the establishment cost for the land:
 - (ii) index the establishment cost for the land using the CPI from the date of the independent certified practicing valuer's valuation to the date stated in the amended infrastructure charges notice; and
 - (iii) issue an amended infrastructure charges notice;
- (g) the local government however is not required to refer the valuation to the registered valuer or the independent certified practising valuer if the applicant has not paid to the Council the prescribed fee including the costs of the registered valuer under paragraph (b) and the independent certified practicing valuer under paragraph (e).

25. Application of an offset and refund

The following apply if a trunk infrastructure contribution services or is planned to service premises other than premises the subject of the relevant approval and an adopted charge applies to the development the subject of the relevant approval:

- an offset—where the establishment cost for the trunk infrastructure contribution is equal to or less than the levied charge; and
- (b) a refund—where the establishment cost for the trunk infrastructure contribution is more than the levied charge.

26. Details of an offset and refund

- (1) If an offset applies, the establishment cost for the trunk infrastructure contribution is to be worked out by the local government in accordance with section 21 (Working out the establishment cost).
- (2) If a refund applies, the proportion of the establishment cost for the trunk infrastructure contribution that may be apportioned reasonably to users of premises other than the premises the subject of the relevant approval (*prescribed proportion*) is to be worked out by the local government using an estimate of the prescribed proportion reasonably determined by the local government.

27. Timing of an offset and refund

- (1) An applicant entitled to seek an offset or refund for the trunk infrastructure contribution is to:
 - (a) give to the local government a notice in the prescribed form which states the following:
 - the date the trunk infrastructure contribution the subject of an offset or refund was lawfully completed;
 - that the trunk infrastructure contribution has been provided in accordance with the relevant approval for the trunk infrastructure contribution; and
 - (b) pay the prescribed fee.
- (2) The local government is to as soon as reasonably practicable after receiving a notice under subsection (1):

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- (a) determine whether the trunk infrastructure contribution has satisfied the matters in subsection (1)(a); and
- (b) give to the applicant a notice stating the outcome of the local government's determination.
- (3) The local government if satisfied of the matters in subsection (1)(a) is to, unless otherwise provided for in an infrastructure agreement:
 - for an offset—set off the establishment cost for the trunk infrastructure contribution against the levied charge when the levied charge stated in the infrastructure charges notice is payable under the Planning Act;
 - (b) for a refund—give the refund when stated in the infrastructure charges
- (4) The local government has adopted a policy position in relation to the determination in an infrastructure charges notice of when a refund is to be given by the local government to achieve the following policy objectives:
 - (a) to seek to integrate the local government's land use and infrastructure plans;
 - to implement the Local Government Infrastructure Plan as the basis for the local government's trunk infrastructure funding;
 - (c) to implement infrastructure funding which is equitable, accountable and financially sustainable for the local government.
- (5) The local government's policy position in relation to the determination in an infrastructure charges notice of when a refund is to be given by the local government and related matters is as follows:
 - (a) for a trunk infrastructure contribution for identified trunk infrastructure which is identified in the local government's capital works program at the date of the relevant approval with a planned date that is consistent with the Local Government Infrastructure Plan:
 - the refund may be given in accordance with the payment triggers in paragraph (ii) until the planned date, at which time the balance of the refund is to be given by 31 December of the financial year following the planned date;
 - the following payment triggers achieve the local government's policy objectives:
 - for a refund which is an amount that is less than \$100,000 the refund may be given by 31 December of the financial year following the completion of the trunk infrastructure contribution;
 - (B) for a refund which is an amount that is \$100,000 or more but not more than \$500,000—the refund may be given annually over 3 financial years in equal payments by 31 December in each financial year commencing in the financial year following the completion of the trunk infrastructure contribution;
 - (C) for a refund which is an amount that is \$500,000 or more but not more than \$1 million—the refund may be given annually over 5 financial years in equal payments by 31 December in each financial year commencing in the financial year following the completion of the trunk infrastructure contribution;

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- (D) for a refund which is an amount that is \$1 million or more the refund may be given annually in equal payments of \$250,000 by 31 December in each financial year commencing in the financial year following the completion of the trunk infrastructure contribution until the amount is paid;
- (iii) each amount to be paid under paragraph (ii) is to be increased by the CPI from the date of the infrastructure charges notice for the refund to the date that the amount is paid;
- (b) for a trunk infrastructure contribution for identified trunk infrastructure (for which subsection 28(5)(a) does not apply) or different trunk infrastructure which is provided before or in the planned date or period for the trunk infrastructure contribution stated in the Local Government Infrastructure Plan:
 - the following payment triggers achieve the local government's policy objectives:
 - (A) for a refund which is an amount that is less than \$100,000 the refund may be given by 31 December of the financial year following the end of the relevant planned date or period for the trunk infrastructure contribution;
 - (B) for a refund which is an amount that is \$100,000 or more but not more than \$500,000—the refund may be given annually over 3 financial years in equal payments by 31 December in each financial year commencing in the financial year following the end of the relevant planned date or period for the trunk infrastructure contribution;
 - (C) for a refund which is an amount that is \$500,000 or more but not more than \$1 million—the refund may be given annually over 5 financial years in equal payments by 31 December in each financial year commencing in the financial year following the end of the relevant planned date or period for the trunk infrastructure contribution;
 - (D) for a refund which is an amount that is \$1 million or more the refund may be given annually in equal payments of \$250,000 by 31 December in each financial year commencing in the financial year following the end of the relevant planned date or period for the trunk infrastructure contribution until the amount is paid;
 - each amount to be paid under paragraph (i) is to be increased by the CPI from the date of the infrastructure charges notice for the refund to the date that the amount is paid;
- (c) for a trunk infrastructure contribution for identified trunk infrastructure or different trunk infrastructure which is provided after the planned date or period for the trunk infrastructure contribution stated in the Local Government Infrastructure Plan:
 - the following payment triggers achieve the local government's policy objectives:
 - (A) for a refund which is an amount that is less than \$100,000 the refund may be given by 31 December of the financial year

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following the completion of the trunk infrastructure contribution:

- (B) for a refund which is an amount that is \$100,000 or more but not more than \$500,000—the refund may be given annually over 3 financial years in equal payments by 31 December in each financial year commencing in the financial year following the completion of the trunk infrastructure contribution;
- (C) for a refund which is an amount that is \$500,000 or more but not more than \$1 million—the refund may be given annually over 5 financial years in equal payments by 31 December in each financial year commencing in the financial year following the completion of the trunk infrastructure contribution;
- (D) for a refund which is an amount that is \$1 million or more the refund may be given annually in equal payments of \$250,000 by 31 December in each financial year commencing in the financial year following the completion of the trunk infrastructure contribution until the amount is paid;
- (ii) each amount to be paid under paragraph (i) is to be increased by the CPI from the date of the infrastructure charges notice for the refund to the date that the amount is paid;
- (d) for a trunk infrastructure contribution for necessary trunk infrastructure:
 - (i) the local government is to estimate the period in which the trunk infrastructure contribution would have been planned to be provided had it been included in the Local Government Infrastructure Plan having regard to the method used by the local government to work out the relevant planned date or period of items of identified trunk infrastructure for the network of development infrastructure stated in the extrinsic material to the Local Government Infrastructure Plan (specified date or period);
 - the local government is to upon the completion of the trunk infrastructure contribution include the trunk infrastructure as existing trunk infrastructure in the Local Government Infrastructure Plan;
 - (iii) the following payment triggers achieve the local government's policy objectives:
 - (A) for a refund which is an amount that is less than \$100,000 the refund may be given by 31 December of the financial year following the end of the specified date or period for the trunk infrastructure contribution;
 - (B) for a refund which is an amount that is \$100,000 or more but not more than \$500,000—the refund may be given annually over 3 financial years in equal payments by 31 December in each financial year commencing in the financial year following the end of the specified date or period for the trunk infrastructure contribution;
 - (C) for a refund which is an amount that is \$500,000 or more but not more than \$1 million—the refund may be given annually over 5 financial years in equal payments by 31 December in each financial year commencing in the financial year following

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the end of the specified date or period for the trunk infrastructure contribution;

- (D) for a refund which is an amount that is \$1 million or more the refund may be given annually in equal payments of \$250,000 by 31 December in each financial year commencing in the financial year following the end of the specified date or period for the trunk infrastructure contribution until the amount is paid;
- (iv) each amount to be paid under paragraph (iii) is to be increased by the CPI from the date of the infrastructure charges notice for the refund to the date that the amount is paid;
- (e) for a trunk infrastructure contribution for prescribed trunk infrastructure:
 - the local government is to upon the completion of the trunk infrastructure contribution include the trunk infrastructure as existing trunk infrastructure in the Local Government Infrastructure Plan;
 - (ii) the following payment triggers achieve the local government's policy objectives:
 - (A) for a refund which is an amount that is less than \$100,000 the refund may be given by 31 December 2036;
 - (B) for a refund which is an amount that is \$100,000 or more but not more than \$500,000—the refund may be given annually over 3 financial years in equal payments between 31 December 2036 and 31 December 2038;
 - (C) for a refund which is an amount that is \$500,000 or more but not more than \$1 million—the refund may be given annually over 5 financial years in equal payments between 31 December 2036 and 31 December 2040;
 - (D) for a refund which is an amount that is \$1 million or more—
 the refund may be given annually in equal payments of
 \$250,000 from 31 December 2036 until the amount is paid;
 - (iii) each amount to be paid under paragraph (ii) is to be increased by the CPI from the date of the infrastructure charges notice for the refund to the date that the amount is paid.

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Schedule 1 Dictionary

additional demand see section 12(b)(ii) (Purpose of part 3).

adopted charge see section 6(a) (Purpose of part 2).

applicable area see section 6(d) (Purpose of part 2).

applicable date see section 6(c) (Purpose of part 2).

applicable use see section 6(e) (Purpose of part 2).

applied adopted charge see section 12(b)(i) (Purpose of part 3).

automatic increase see section 12(c) (Purpose of part 3).

bedroom means an area of a building or structure which:

- is used, designed or intended for use for sleeping but excludes a lounge room, dining room, living room, kitchen, water closet, bathroom, laundry, garage or plant room; or
- (b) can be used for sleeping such as a den, study, loft, media or home entertainment room, library, family or rumpus room or other similar space.

completion means the stage in the provision of a trunk infrastructure contribution by an applicant when the local government is satisfied that the trunk infrastructure contribution is complete other than for a minor omission and a minor defect which:

- (a) is not essential;
- does not prevent the matter from being reasonably capable of being used for its intended purpose;
- the local government determines the applicant has a reasonable basis for not promptly rectifying; and
- (d) the rectification of which will not prejudice the convenient use of the matter.

CPI (an acronym for consumer price index) means the following:

the consumer price index 6401.0 All Groups Brisbane published by the Australian Bureau of Statistics;

(a) if an index described in paragraph (a) ceases to be published—another similar index prescribed by the local government.

Editor's note—Where the CPI has not been published for a calculation date the change in the CPI is to be determined by having regard to the index prior to the base date and the index prior to the calculation date.

current market value see section 24(2) (Recalculation of the establishment cost for land).

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demand credit see section 16(1) (Working out the additional demand).

demand unit see section 16(2) (Working out the additional demand).

development demand see section 16(1) (Working out the additional demand).

different trunk infrastructure see section 19(b)(ii) (Purpose of part 4).

distributor-retailer means the Central SEQ Distributor-Retailer Authority (trading as Urban Utilities) under the SEQ Water Act.

distributor-retailer infrastructure planning instrument see section 8(2) (Trunk infrastructure networks for adopted charges).

distributor-retailer trunk infrastructure networks see section 6(b)(ii) (Purpose of part 2).

dwelling has the meaning in the Planning Regulation 2017.

establishment cost see section 21 (Working out the establishment cost).

existing lawful use see section 16(3)(a) (Working out the additional demand).

financial year means a period of 1 year beginning on 1 July.

Gatton Shire planning scheme means the Gatton Shire Planning Scheme 2007.

GFA (an acronym for gross floor area) has the meaning in the Planning Regulation 2017.

identified trunk infrastructure criteria see section 19(a) (Purpose of part 4).

identified trunk infrastructure see section 19(b)(i) (Purpose of part 4).

infrastructure charging instrument means any of the following:

- (a) a condition imposed under a planning scheme policy about infrastructure;
- (b) an adopted infrastructure charge levied under an adopted infrastructure charges notice;
- (c) a levied charge under an infrastructure charges notice.

Laidley Shire planning scheme means the Laidley Shire Planning Scheme 2003.

levied charge see section 12(a) (Purpose of part 3).

levied charge relief see section 12(b)(iii) (Purpose of part 3).

Local Government Infrastructure Plan means the Gatton Shire and the Laidley Shire Local Government Infrastructure Plans.

local government trunk infrastructure networks see section 6(b)(i) (Purpose of part 2).

local government trunk infrastructure network charge or LNC see section 7(2)(a)(i) (Adopted charges).

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market cost see section 23(2) (Recalculation of the establishment cost for work).

maximum adopted charge or MAC has the meaning in the Planning Act 2016.

necessary trunk infrastructure see section 19(b)(iii) (Purpose of part 4).

offset see section 25(a) (Application of an offset and refund).

planned cost see section 22(2)(a) (Calculation of the establishment cost).

planned estimate see section 22(2) (Calculation of the establishment cost).

Planning Act means the Planning Act 2016.

Planning Regulation means the Planning Regulation 2017.

PPI (an acronym for producer price index) means the following:

- the producer price index for construction 6427.0 (ABS PPI) index number 3101— Road and Bridge construction index for Queensland published by the Australian Bureau of Statistics;
- (b) if an index described in paragraph (a) ceases to be published—another similar index prescribed by the local government.

prescribed cost see section 23(4)(a) (Recalculation of the establishment cost for work).

prescribed financial contribution see section 12(b)(iii) (Purpose of part 3).

prescribed fee means a cost recovery fee prescribed by the local government.

prescribed form means a form prescribed by the local government.

prescribed proportion see section 26(2) (Details of an offset and refund).

prescribed trunk infrastructure see section 19(b)(iv) (Purpose of part 4).

previous lawful use see section 16(3)(b) (Working out the additional demand).

refund see section 25(b) (Application of an offset and refund).

SEQ Water Act means the South-East Queensland Water (Distribution and Retail Restructuring) Act 2009

specified date or period see section 27(5)(c)(i) (Timing of an offset and refund).

trunk infrastructure contribution see section 19(b) (Purpose of part 4).

trunk infrastructure networks see section 6(b) (Purpose of part 2).

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Schedule 2 Trunk infrastructure network charges

Table A Material Change of Use – Residential and Accommodation (Long-Term)

DEMAND UNIT	LVRC	UU	UU	UU	Charges	
DEIVIAND UNIT	All Networks	Water	Wastewater	All Networks	Breakup	
Dwelling with 2					50%	
bedrooms or less	\$10,625.97		Refer to Urban Utilities' Water NetServ Plan for details on adopted charges for water and sewer			
Dwelling or unit with 3 or more bedrooms	\$13,125.00	details off adopt	infrastructure.	ater and sewer	50%	

Table B Material Change of Use – Accommodation (Short-Term)

			initio a a triori (oriori			
DEMAND UNIT	LVRC UU UU UU		Charges			
DEMIAND UNIT	All Networks	Water	Wastewater	All Networks	Breakup	
Suite with 2 bedrooms or less	\$5,312.97				50%	
Suite with 3 or more bedrooms	\$6,562.50				50%	
Each bedroom					50%	
that is not part of a suite	\$5,312.97		Refer to Urban Utilities' Water NetServ Plan for details on adopted charges for water and sewer			
Group of 2 or less Camping or caravan site/s	\$5,312.97	details on adop	infrastructure.	ater and sewer	50%	
Group of 3 Camping or caravan site/s	\$6,562.50				50%	

Table C Reconfiguring a Lot – All Lots

DEMAND UNIT	LVRC	UU	UU	UU	Charges
DEIVIAND ONLI	All Networks	Water	Wastewater	All Networks	Breakup
Lot	\$13,125.00		Utilities' Water N ted charges for w infrastructure.		50%

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Table D Material Change of Use – Non-Residential

Table D	Material	Change of Use	 Non-Resident 	tial		
	LVRC	LVRC	UU	UU	UU	
DEMAND UNIT	Stormwater	Other	Water	Wastewater	All Networks	Charges
DEMIAND CIVIT	Per m²	Per m²	Per m²	Per m²	Per m²	Breakup
	Impervious	Impervious	Impervious	Impervious	Impervious	
Places of assembly	\$10.50	\$43.05				59%
Commercial (bulk goods)	\$10.50	\$72.45				49%
Commercial (retail)	\$10.50	\$114.45				61%
Commercial (office)	\$10.50	\$72.45				49%
Educational facility	\$10.50	\$72.45				49%
Entertainment	\$10.50	\$105.00				50%
Indoor sport and recreation (excluding court areas)	\$10.50	\$105.00	Pefer to Usha	n Utilities' Water	NotSami Dian for	50%
Indoor sport and recreation (court areas)	\$10.50	\$15.75		pted charges for infrastructure.		75%
High impact industry or special industry	\$10.50	\$28.35				39%
Other industry	\$10.50	\$22.05				42%
Low impact rural	\$0.00	\$0.00				N/A
High impact rural	\$0.00	\$10.50				50%
Essential services	\$10.50	\$116.55				79%
Minor uses	\$0.00	\$0.00				N/A
Other uses	Individual	Individual				N/A

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Schedule 3Applicable uses under the Gatton Shire planning scheme and Laidley Shire planning scheme

Column 1	Column 2	Column 3
Charge category under the	Use under the Gatton Shire	Use under the Laidley Shire
Planning Regulations 2017	Planning Scheme 2007	Planning Scheme 2003
Refer to schedule 16, column 1 of	Refer to Gatton Shire Planning	Refer to Laidley Shire Planning
the Planning Regulation 2017	Scheme 2007.	Scheme 2003.
Residential uses and		Accommodation Units, Caretaker
	Dwelling House, Accommodation Unit, Caretaker's Residence, Dual	Housing, Dwelling House, Multiple
Accommodation (long term)		
Assammadation (short tarm)	Occupancy Corovan Pork Motel	Dwelling, Secondary Rural Dwellin Caravan Park, Motel
Accommodation (short term) Places of assembly	Caravan Park, Motel Indoor Entertainment (Concert	Place of Assembly
Places of assembly	hall, Exhibition, Meeting hall	Place of Worship
		Place of Worship
	Including places of worship),	
Common and all throllings and all	Music hall, Theatre (indoor))	D. II. D. A. II
Commercial (bulk goods)	Showroom	Bulk Retail
Commercial (retail)	Arts, Crafts and Antiques, Catering	Catering Room, General Store,
	Shop, Service Station, Shop	Refreshment Service, Service
		Station, Shop
Commercial (office)	Commercial Premises, Health Care	Commercial Premises, Funeral
	Premises	Parlour, Medical/Paramedical
		Centre, Veterinary Hospital
Educational facility	Educational Establishment	Child Care Facility, Educational
		Establishment
Entertainment	Hotel	Hotel
Indoor sport and recreation	Indoor Entertainment (where not	Indoor Entertainment
	otherwise identified in the Places	P.
	of Assembly charge category)	
High impact industry or special	Industry – High Impact Industry	Noxious, Offensive and Hazardous
industry		Industry
Other industry	Warehouse, Industry – Low Impact	Warehouse, Car Repair Station,
	Industry, Industry – Medium	Light Industry, Medium Industry,
	Impact Industry, Service Trade,	Junk Yard, Liquid Fuel Depot, Road
	Transport Depot	Freight Depot, Transport Depot,
		Truck Stop
Low impact rural	Agriculture, Animal Husbandry,	Agriculture, Animal Husbandry,
	Natural Timber Harvesting,	Forestry, Roadside Stall
	Roadside Stall	
High impact rural	Animal Product Processing	Rural Processing, Feedlot, Kennels
	Industry, Intensive Animal	Intensive Animal Industry
	Industries, Rural Service Industry	·
Essential services		Hospital, Emergency Services
		Depot
Minor uses	Annexed Unit, Eco Tourism	Home Based Business, Home
	Facility, Bed and Breakfast	Occupation, Estate Sales Office,
	Accommodation, Home Based	Tourist Accommodation
	Business	
Other uses	Off-street Car Park, Transport	Aviation, Passenger Terminal,
	Terminal, Extractive Industry,	Sport and Recreation, Public
	Outdoor Entertainment, Local	Facility, Public Infrastructure

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Schedule 4 Identified trunk infrastructure criteria

Column 1	Column 2				
Local government trunk infrastructure networks	Identified trunk infrastructure criteria				
Transport trunk	Transport trunk infrastructure network comprises the following:				
infrastructure network	 (a) arterial roads; (b) sub-arterial roads; (c) within an arterial or a sub-arterial road land and works for, an associated interchange, intersection, road drainage, kerb and channel, culverts, bridges, pedestrian and cyclist pathways, lighting and landscaping. 				
	Transport trunk infrastructure network does not comprise the following:				
	 (a) major collector, collector and access streets linking a development area with an arterial or sub-arterial road; (b) land and works for an arterial road or a sub- arterial road that is primarily related to providing access to and from a development area such as an acceleration or deceleration lane, turn lanes, traffic signals and roundabouts. 				
	Trunk infrastructure for existing and future transport infrastructure is restricted to the standard as set out below.				
Public parks trunk infrastructure network	Public parks trunk infrastructure network comprises the following: land, works and embellishments for recreation parks, linear parks and sport ground and courts;				
	Trunk infrastructure for existing and future parks is restricted to the standard as set out below.				
Community facilities trunk infrastructure network	Community facilities trunk infrastructure network comprises the following: land and basic works associated with the clearing of land and connection to services for community facilities.				
	Trunk infrastructure for existing and future community facilities land is restricted to the standard as set out below.				

Editor's note—The desired standards of service are located within Councils Local Government Infrastructure Plan for:

- (a) Transport network; and
- (b) Stormwater network; and
- (c) Public parks and land for community facilities.

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13. INFRASTRUCTURE REPORTS

13.1 Request to extend maintenance network - Forbe Road, Forest Hill

Author: Clare Marsh, Technical Assistant

Responsible Officer: Dan McPherson, Acting Group Manager Infrastructure

Purpose:

The purpose of this report is to seek Council's advice to extend the maintenance limits of Forbe Road, Forest Hill to access to lot 36 RP7798.

Officer's Recommendation:

THAT the request to extend the maintenance limits on the road reserve on Forbe Road, Forest Hill for access to Lot 36 RP7798 is not approved.

Executive Summary

Council has received a request from the property owner of Lot 36 RP7798 to extend the existing maintenance of Forbe Road, Forest Hill to allow access to their property, which they purchased in November 2019.

Proposal

The property owner of Lot 36 RP7798 (figure 1 hatched area) would like approximately 500m of road reserve maintained up to their property access (figure 1 blue). Council currently maintain the first 300m allowing access to, two existing lots with dwellings. Thereafter it is an unmaintained track for an approximately 1 km. The property owner is able to access his property via this track. The property owner does not have a dwelling on the lot, however he plans to build in the future. On the unmaintained length of road there is one existing dwelling and another dwelling being built.

The request to extent the maintenance was declined by the Infrastructure Technical Services team in accordance with Council's Provision of Transport Network Policy,

The construction and maintenance of a property access is the responsibility of the property owner and Council have no obligation to construct a road to allow access to a sole property.

The property owner wishes for the matter to be presented to Council to consider extending its maintenance network.

Figure 1 attached shows the existing network in orange and the road extension request in blue. Each property with a dwelling has also been marked.

Options

The following options were provided to the property owner/s

1. Access Track - Works on Road Permit

The property owner can construct a typical "Farm Access" track within the existing road reserve. They will be responsible for the construction and future maintenance of the track.

The property owners will need to:

• Submit an "Application to Undertake Works on a Road" for a permit to undertake the works together with an Application Fee of \$215.00. (current price) The application is to provide full details of works to be undertaken along the road.

2. Extend Councils Maintenance Network - Operational Works Process

The property owner can undertake full construction including design by a suitably qualified Registered Professional Engineer, Qld, (RPEQ), earthworks, drainage and gravelling to Council's Rural Road Access standard.

The owners would need to:

- Engage a cadastral surveyor to establish the correct location of the road reserve.
- Arrange a pre-design meeting to discuss the extent of the proposed works.
- Engage a suitably qualified Registered Professional Engineer, Qld, (RPEQ) to design the proposed works.
- Submit an "Operational Works" application for approval to undertake the works together with the
 appropriate application fee. The application fees are detailed in Councils 2020 Fees and Charges,
 "Operational Works Approval Not Associated with reconfiguration of lots".
- Defect Liability period after practical completion and then the road would be handed over as a Council Asset.

Council's options are as follow:

- 1. That Council agrees to upgrade to a gravel standard and accept as a Council asset.
- 2. That Council agrees to the property owners upgrade to a gravel standard and accept as a Council asset, that Council then continues to maintain.
- 3. That Council agrees it is the property owner's responsibility to construct a property access track. Construction and maintenance is the property owner's responsibility under works on road process.

Council's Provision of Transport Network Policy relates to this request in regard to the following details:

- 1. Council is not required to construct a road solely on the basis of there being a road reserve leading to a property. The owner is entitled to legal access to their property within the road reserve; however, Council has no obligation to form a road to provide this access
- 2. Capital Works are those works that create, renew, or upgrade transport assets. Council uses a prioritisation system to determine programming of transport-related Capital Works. This system is based on a number of factors including renewal and upgrade projects identified in the respective Service Management Plans, and new projects identified in Council's Local Government Infrastructure Plan. A ten-year collation of transport projects is produced for planning purposes and integrated with the Long Term Financial Plan.

Factors influencing the prioritisation process include the condition of the asset, legislative requirements, safety improvements, community benefit, environmental impacts and financial cost.

Strategic Implications

Corporate Plan

Lockyer Planned

4.2 Provision of fit-for-purpose infrastructure which meets the current and future needs of the region

Finance and Resource

1. Council upgrade to a gravel standard and maintain

An estimate to upgrade the road reserve to a gravel standard would cost approximately \$25,000-\$30,000, with ongoing maintenance costs, expected to be an approximately \$600 per annum. If the bin service is allowed to the property entrance, a turnaround point would next to be constructed at a further cost.

2. Property owners to upgrade to a gravel standard – Council to maintain

After hand over of asset, Council would maintain expected to be approx. \$600 per annum. Through a Development approval process.

3. Property owner constructs access track

Council to install a "Council do not maintain past this point" sign to advise motorists. \$2,000.

Legislation and Policy

Council's Provision of Transport Network Policy relates to this request.

Risk Management

No greater implication then other unformed /unmade road reserves. If no action is taken it would be recommended to install a "Council do not maintain past this point" sign to advise motorist of maintenance extents.

Consultation

Councillor and Internal Consultation

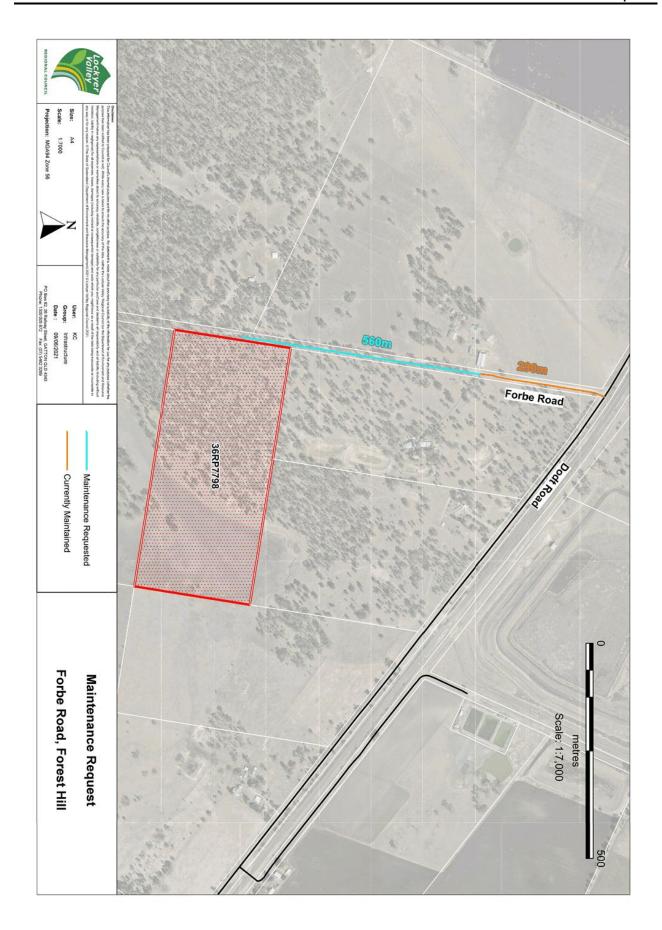
Councillor Qualischefski and the Mayor have spoken with the property owner to discuss their request for maintenance of the road reserve.

External Consultation

Telephone conversations with the property owner.

Attachments

1 Page Forbe Road, Forest Hill - Maintenance Request 1 Page



13.2 Sub Regional Waste Alliance of Councils

Author: Christine Blanchard, Coordinator Waste

Responsible Officer: Dan McPherson, Acting Group Manager Infrastructure

Purpose:

The purpose of this report is to discuss Council's continuing involvement in the Sub Regional Waste Alliance of Councils.

Officer's Recommendation:

THAT Council does not continue with the Sub Regional Waste Alliance of Councils and that Logan City Council be advised accordingly.

Executive Summary

In 2018 Logan City Council, Ipswich City Council, Redland City Council, Lockyer Valley Regional Council and Somerset Regional Council created a Sub Regional Waste Alliance of Councils. The purpose of the Alliance was to identify and potentially procure medium to long term treatment and/or disposal solutions for waste. The purpose was also to position the Alliance to benefit from and respond to developments in Queensland's new waste strategy and associated regulatory frameworks and local industry development. At that time, the waste levy was due to be introduced and there was potentially an opportunity to provide direct or indirect incentives for resource recovery projects.

In 2019 an expression of interest process began, and the waste industry was invited to submit interest in the provision of resource recovery services and/or waste disposal services to manage the generated waste streams across all, or some, of the council areas.

In late 2020 Logan City Council, Ipswich City Council, Redland City Council and Lockyer Valley Regional Council (by this time Somerset Regional Council had formally withdrawn from the Alliance) resolved to shortlist a number of potential sub-regional solution types for further evaluation to determine whether they would meet a suite of acceptable operating parameters to warrant progression to a subsequent phase of the procurement process. The options considered for further evaluation included the provision of a materials recovery facility (MRF) within the Alliance area, management of organic waste and treatment of residual waste. The options analysis recognised that investigation of the viability of a MRF was the only option worth pursuing at the current time.

As Council has an arrangement with Anuha to sort recyclables at a MRF in Gatton there is no financial benefit to be gained from continuing with the Alliance if they are only pursuing an additional MRF in the sub-region. It is therefore recommended that Council not continue with the Alliance at this time.

Proposal

Council already has a MRF which is operated by Anuha, a social enterprise providing assistance to workers with a disability. This facility currently serves this region well and whilst it could be expanded some, it is not capable, nor located conveniently, of serving the needs of the councils of Redland, Ipswich and Logan. The Alliance process did allow for formal procurement arrangements between Council and Anuha for an ongoing contract to operate the MRF to be prepared. This process is still underway and is expected to be completed soon.

As the other two options of treatment of organic waste and residual waste are not currently being considered, there is no reason seen at this time to continue involvement in the Alliance. There would be no benefit to Council or residents in committing funding or time to this project as we already have a facility that suits our needs.

Options

- 1. Continue as a member of the Alliance in which case some funding and officer time will be required
- 2. Do not continue as a member of the Alliance (recommended).

Previous Council Resolutions

The resolutions between 2018 and now which dealt with membership and benefits of the Alliance are listed below.

Resolution Number	Meeting Date
16-20/1185	12 December 2018
16-20/1255	13 February 2019
20-24/0001	14 October 2020

Strategic Implications

Corporate Plan

3.5 Council and the community actively reduce waste, recycle and reuse more.

Finance and Resource

If membership of the Alliance continues, there will be a funding requirement of up to \$30,000 and officer time to commit.

Legislation and Policy

Procurement for the contract for the operation of the MRF by Anuha was conducted through the Alliance and met the formal procurement requirements of the Local Government Act 2009.

Risk Management

There is no risk to Council in withdrawing from the Alliance. If Council so chose, the Alliance could be re-joined at any time in the future if it were thought to provide value at that time and the other Alliance Councils agreed.

Consultation

Portfolio Councillor Consultation

The Mayor and Deputy Mayor have been consulted and this matter was workshopped with the whole of Council on Tuesday 25 May 2021.

Internal Consultation

1 March 2021 – the Mayor and Deputy Mayor and the Coordinator Waste attended an Alliance meeting at Logan City Council with all Alliance Council Mayors and waste managers. A presentation was provided by the officers from each council on the process to date and what was expected to happen from there.

Attachments

There are no attachments for this report.

14. ITEMS FOR INFORMATION

14.1 Acting Group Manager People and Business Performance Monthly Report -

May 2021

Date: 07 June 2021

Author: Craig Drew, Acting Group Manager People & Business Performance **Responsible Officer:** Craig Drew, Acting Group Manager People & Business Performance

Purpose:

This report provides Council with a summary of key operational activities undertaken by the People and Business Performance Group during May 2021.

This document is for Council's information only.

Executive Summary

This report provides Council with a summary of key operational activities undertaken by the People and Business Performance Group during May 2021.

Proposal

That this report be received and noted.

Attachments

1 ■ Monthly Group Report - People and Business Performance May 2021 8 Pages







1

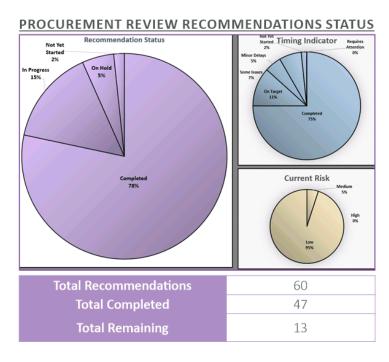


BUSINESS PERFORMANCE

PROCUREMENT

MONTH HIGHLIGHTS

- A Buyer's Guide has been drafted for engaging Local Buy suppliers and a Handbook (quick reference guide) for undertaking procurement activities.
- Meetings were held with Infrastructure teams to discuss planning for new panel arrangements and with Planning, Policy and Community Wellbeing to provide an insight to the local community of upcoming tender opportunities.
- LVRC Panel Arrangement categories are completed with procurement planning and drafting well underway.
- Procurement is working with ICT to review and align a number of modules accessible through Technology One for better
 contract application and management. This includes an opportunity to create supplier portals for suppliers to directly
 update their profiles, WHS information, licenses and insurances.
- The Nex Gen project has commenced. The Nex Gen Ecosystem is about connecting council to local business, via our procurement process.



2

Attachment 1 14.1 Page 226

DISASTER MANAGEMENT

PROJECT UPDATES

Disaster Management Flood Classifications Project

Work continues on the Disaster Management Flood Classifications project. This project has dependencies with the Flood Modelling for the Lockyer Creek project, the Local Floodplain Management Plan and Flood Evacuation project. Council project officers are working with consultants on these projects to reset delivery times, which will delay the Flood Classification project. Completion is expected prior to the 2021 storm season.

Preparedness Activities

- Queensland Reconstruction Authority facilitated a Big Map Workshop attended by Councillors and Council officers and representatives from Laidley Community Centre, Queensland Ambulance Service, NBNCo, State Emergency Services, Queensland Fire & Emergency Service to map local resources in Laidley. The information gathered will inform future planning for disasters.
- Healthy Land and Water and the Queensland Fire and Biodiversity Consortiums facilitated a community Fire and Native Vegetation Management Information night at Laidley which was very well attended. The evening was supported by Council, Queensland Fire & Emergency Services and Queensland Parks and Wildlife Service.
- Council's flood infrastructure including rainfall and river height gauges, flood monitoring cameras and the Grantham siren were inspected for damage, following flood operations in March 2021. All required repairs have been completed to ensure the system is operating as intended.
- Council's Disaster Management Advisor attended the University of Queensland, Gatton Campus as a guest lecturer. A
 presentation was held with the Leadership in Rural Communities students on Disaster Management in Local Government.
 Most students were studying remotely from many locations around the world due to COVID restrictions.





COMMUNITY DEVELOPMENT OFFICER - BUSHFIRE RECOVERY & RESILIENCE (CDO)

Project Updates

Discussions were held with Council staff regarding upcoming initiatives, including extensions to the Cultural Burning project, Regenerative Farming workshops, QRA mapping workshop and Queensland Fire and Biodiversity Consortium information night and workshop. This involved liaising between Disaster management, Senior Environmental Planner and key stakeholders to prepare for and deliver projects.

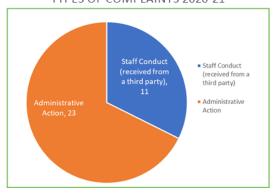
Collaboration with LVRC Community Activation team established a grant portal to assist with the delivery of funding attached to the CDO role and funding community led initiatives. Community funding attached to the CDO role is designed to specifically support community led initiatives and existing projects to rebuild the social fabric as a result of Bushfire and Covid-19. A portal has been created on Smarty Grants to allow community members, groups and key stakeholders to present their ideas for community funding. This portal will also assist in managing the funds and the acquittal of the funding at the end of the contract.

3

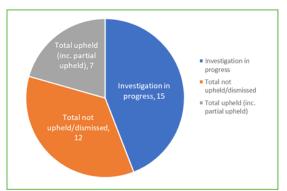
Attachment 1 14.1 Page 227

GOVERNANCE AND PROPERTY

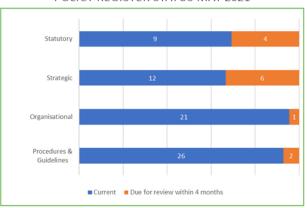
COMPLAINTS MANAGEMENT TYPES OF COMPLAINTS 2020-21



COMPLAINTS MANAGEMENT SYSTEM 2020-21



POLICY REGISTER STATUS MAY 2021



RISK, AUDIT & CORPORATE PLANNING

CORPORATE RISK MANAGEMENT AND INTERNAL AUDIT

Audit Register

INTERNAL AUDIT	TOTAL NUMBER OF RECOMMENDATIONS MADE	IN PROGRESS	COMPLETED
Tendered Contracts Review	17	10	7
Project Management Practices	11	10	1
Legislative Compliance Review	6	5	1
Payroll and Remunerations Processes	10	5	0

Internal Audit Plan

A draft report has been provided on the Lessons Learned on the Pandemic for review and management response.

The three-year Internal Audit Plan was endorsed by the Audit and Risk Management Committee at its meeting held on 3 June 2021. The Internal Audit Plan has been included in the Agenda for adoption by Council.

CORPORATE PLANNING

Operational Plan 2021-2022

In conjunction with the 2021-22 budget considerations, work is ongoing on the development of the 2021-2022 Operational Plan. The Executive Leadership Team have undertaken a review of deliverables identified for inclusion in the Plan.

4

KNOWLEDGE MANAGEMENT AND BUSINESS IMPROVEMENT

PROJECT UPDATES

Disposal of Physical Records

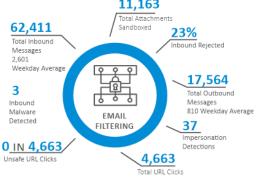
Work is ongoing in the Gatton Archive Room to audit, dispose and identify records for digitisation. Approximately 400 boxes of records have been identified to be disposed. Sign off is underway then the records will be collected ready for destruction. Preliminary research is underway for digitisation of records with approved budget.

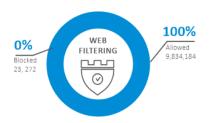


RIGHT TO INFORMATION APPLICATIONS							
	2021	2020	2019	2018	2017		
Number of applications received	5	10	2	8	11		

INFORMATION COMMUNICATION TECHNOLOGY

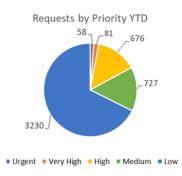




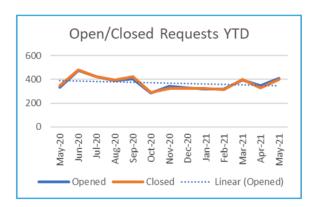


NETWORK PERFORMANCE INFORMATION SNAPSHOT 3 MINUTES OUTSIDE BUSINESS HOURS UNPLANNED NETWORK DOWNTIME

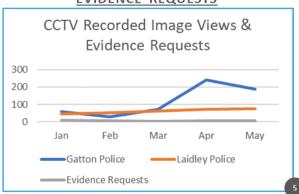




ICT SERVICE DESK SUPPORT REQUESTS



CCTV RECORDED IMAGE VIEWS AND EVIDENCE REQUESTS



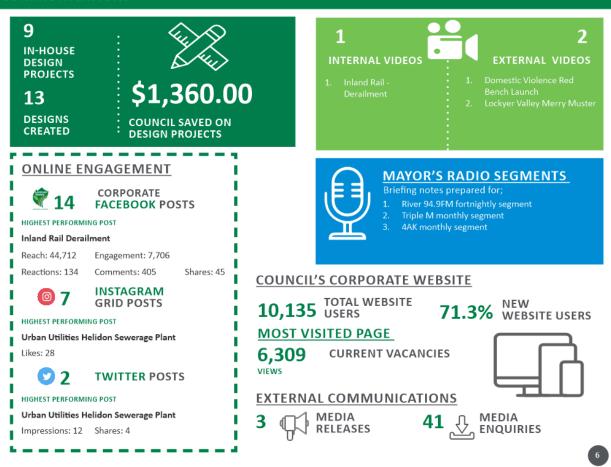
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PEOPLE, CUSTOMER CONTACT AND COMMUNICATIONS

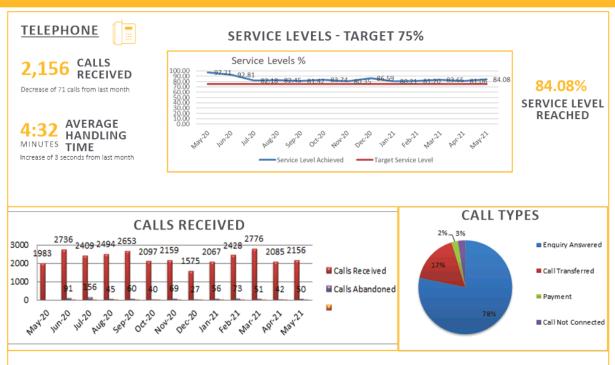
ORGANISATIONAL DEVELOPMENT AND PAYROLL

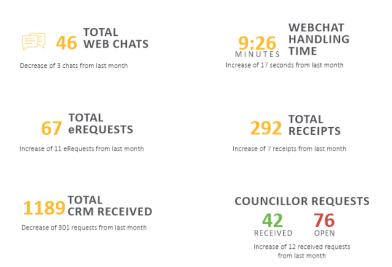


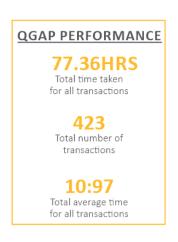
COMMUNICATIONS

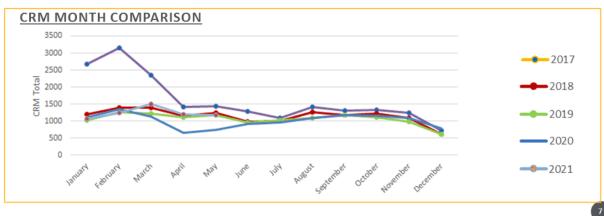


CUSTOMER CONTACT







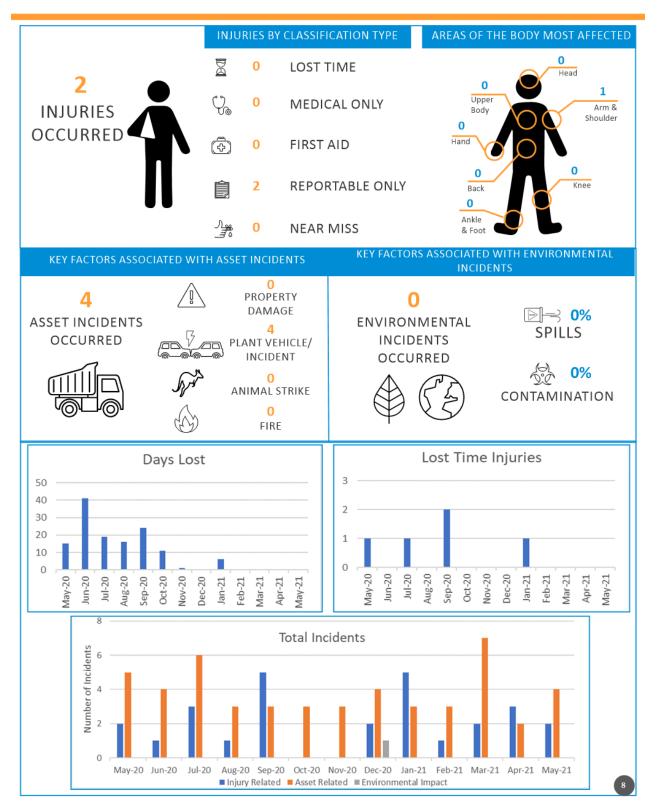


WORK HEALTH AND SAFETY



MEASURING OUR SAFETY PERFORMANCE

MAY 2021



14.2 Group Manager, Community and Regional Prosperity Monthly Report - May

2021

Author: Amanda Pugh, Group Manager Community & Regional Prosperity Responsible Officer: Amanda Pugh, Group Manager Community & Regional Prosperity

Purpose:

This report provides Council with a summary of key operational activities undertaken by the Community and Regional Prosperity Group during May 2021.

This document is for Council's information only.

Executive Summary

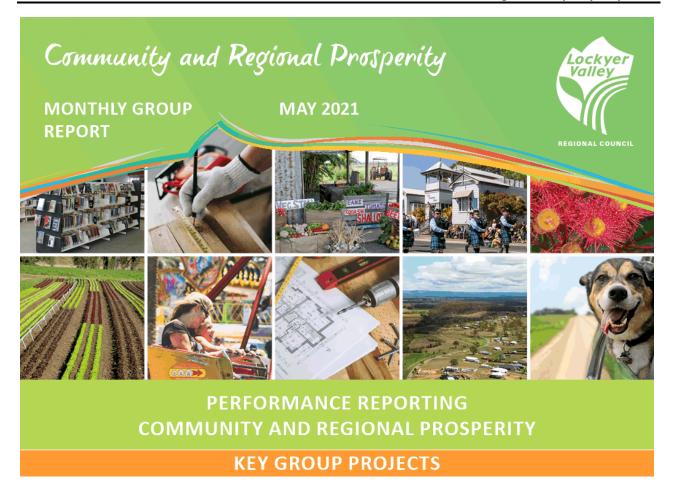
This report provides Council with a summary of key operational activities undertaken by the Community and Regional Prosperity Group during May 2021.

Proposal

That this report be received and noted.

Attachments

1 Monthly Group Report - Community and Regional Prosperity May 2021 16 Pages





The Upper Lockyer to Gatton stage of Lockyer Creek is in the design stage. Design sets for this part of the model will undergo an internal review in the coming weeks.

The lower Lockyer Creek model from Gatton to Glenore Grove is in the final stage of the calibration. Issues relating to the Laidley Regional and Tenthill projects have been successfully managed by the consultants to allow this to be completed with the design phase commenced.

Conversion of the balance of the Tenthill model to match other models has been commissioned. This work will feed directly into the scheme mapping, Flood Information Portal (FIP) and our Environmental sections creek mitigation project presently underway.

Input of this model data into the planning scheme Local Flood Plain Management Plan (LFMP), FIP projects and others now has a completion timeline.

Laidley Creek regional modelling design events have been run and are undergoing review by Council and a peer reviewer. Final checking of the design events is expected to be completed soon. The review of the 2021 event on Laidley Creek has been commissioned to check and guide the validity of the model against the actual flood operations to inform any necessary enhancements. Work has been requested to excise the Gatton East model to enable the developers a clearer understanding on their proposed activities and catchment changes.

Consultants for the LFMP projects have been engaged pending completion of the modelling to reset the delivery timeframes and a revised program has been established for consideration.

1

KEY GROUP PROJECTS



With the modelling nearing finalisation the flood evacuation project has restarted. The modelling will provide the extent and timing to inform the flood evaluation plan. A response to ARTC in relation to flooding is being considered. The flood report information has not yet been released and Officers are considering options to manage this presently.



The local floodplain management project has now been able to expand activity of the list of modelling dependant tasks. The modelling outputs will provide mapping with extent and engineering parameters to allow assessment of flood risk especially in those areas for which we have had no data to date. Progress has been made on establishing floor heights for flood affected dwellings task.



The Natural Resource Management (NRM) Strategy was adopted by Council in January 2020. The final stages of the more detailed NRM Plan, including community consultation and adoption of the plan, have been paused in anticipation of the completion of Councils Environment Strategy, associated Action Plan and supporting policies and procedures. Pausing this project will ensure the NRM Strategy and Plan have more robust support mechanisms to fulfil the outcomes of the strategy.



WATER COLLABORATIVE

The Lockyer Valley and Somerset Water Collaborative met on Tuesday, 11 May 2021 which was the first meeting under the stewardship of newly appointed Chair, Graham Quirk. Items of business discussed included the adoption of the Advocacy/Action Plan, briefing document, brochure and website updates. Updates were presented on the Council of Mayors 'City Deal' project as well as the Southern Queensland Inland Water Alliance meeting. The Chair provided a verbal report on his recent engagements included a briefing with SEQwater and with the Acting Director General of the Department of Regional Development, Manufacturing and Water (DRDMW).

Jacobs Australia has commenced the process to establish the Local Water Management Entity (LWME) and discussed the sequence of events with the Water Collaborative at the meeting on 11 May 2021. This was an opportunity for members to put forward their thoughts and visions to allow the project to progress to the next stage.

Jacobs Australia has also completed the initial consultation with the DRDMW to ensure favourable alignment with government on the structure and business model.

The next meeting of the Water Collaborative and LWME validation workshop has been scheduled for Friday, 18 June 2021.

2

Attachment 1 14.2 Page 235

COMMUNITY ACTIVATION

SPECIAL PROJECTS

Merry Muster - 16 May 2021

The Merry Muster initiative was an incredibly successful event, where Musterteers embraced spending. Our estimate is that the Butter Factory Market had a direct spend of approximately \$15,000, producers and retail therapy \$9,000, and the luncheon \$6,000, totalling \$30,000. An excellent result for a one-day event and the multiplier effect will ensure these dollars circulate within our local economy.

Feedback from the organiser - "Just a note to say a huge thank you to your amazing team for hosting us on Sunday! Every single person had an absolute ball and have fallen in love with the Lockyer Valley. Every stop had a charm of its own and so many people have a different favourite spot. People loved that they learned on the farms and will take that with them to make better food choices. I hope all the stallholders, farms and shops had a profitable day too! I wish that other regions were so dedicated and proactive with their self-promotion. You guys nailed it on Sunday!"

Return visitation will ensure a flow-on effect for tourism.

Musterteers were welcomed to the Grantham community by Wilma Baukema and paid their respects by laying flowers at the memorial to acknowledge the 10-year anniversary.

The event was publicised via social media, print and radio with coverage on ABC and Triple M. Food bloggers, Eat, Drink and Be Kerry, and Beer and Croissants, attended the pop-up market and luncheon and provided social media coverage and blog posts of the event and producers.





EQUINE COLLABORATIVE PRECINCT

The Equine Collaborative had two Working Group meetings during May 2021 with the consultant, COHA Group, attending to discuss and work

attending to discuss and work through potential governance structures and business models. The draft Community Engagement

Report has been submitted to the

Equine Collaborative for review/comments and the financial modelling assumptions are currently being worked through and considered. The Business Case is still on track to be completed in July 2021.

Industry Support

- Stakeholder meetings were held with organisers of Grow Expo around cancellation of the 2021 event and possible rescheduling in 2022.
- Officers met with Gatton Jubilee Golf Club regarding golf tourism opportunities.

Tourism Guide 2021

- Editorial work is currently underway.
- Tenders for the design and print of the publication closed on 31 May 2021.

SPORT AND RECREATION

Assisting sporting clubs to work through concerns regarding infrastructure projects.

- Laidley Soccer Club Irrigation
- Withcott Soccer Club/Upper Lockyer Little Athletics Irrigation
- Cahill Park Lights
- · Whites Road upgrade (Laidley)
- Springbrook Park Entry upgrade (Withcott)

Minor Facilities Grant Program

The following public hall committees have been awarded funding under the Bushfire Recovery Exceptional Assistance program. This funding is for minor improvements for community halls to improve their readiness for community recovery from local disasters.

Successful Applicants:

- Fordsdale Hall
- Forest Hill School of Arts
- Gatton Senior Citizens Centre
- · Glenore Grove Hall
- Ingoldsby Recreation Centre
- Mulgowie Hall
- Stockyard Creek Hall

The CA Team is liaising with John Holland Group which is constructing the new Southern Queensland Correctional Centre, with advice on needs and opportunities where they can provide support to the local community.

Attachment 1 14.2 Page 236

TOURISM [] PARTNERSHIPS



Lockyer Valley Tourism

A successful networking event was held on 11 May 2021, with the Visitor Information Centre, Colonial Café and Southern Queensland Country Tourism presenting on the evening.

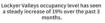
Southern Queensland Country Tourism (RTO)

- A regional round-up was held on 27 May 2021 with attendees from various local governments sharing information and tourism challenges.
- The immediate focus is on capacity building in the region, marketing of key regional events, imagery and video libraries, and filming for an upcoming episode of Creek to Coast.

The information comes from multiple data sources across mobility and accommodation data for the period of April 2021.

- Length of stay in April 2021 averaged 3 days (3.5 days in 2020).
- April 2021 presented a large jump of 31% in Average Daily Rate (ADR) an increase in ADR means that people are willing to pay more for accommodation.
- The most common days to visit are Friday through to Sunday at 48.2% of total visitation (in 2020 the most common days to visit were Wednesday and Thursday).
- Top visitor segments for April were 'Flourishing Professionals' and 'Urban Affluence' (53%).









Das Neumann Haus Statistics 1 - 23 May 2021

308 visitor interactions, where did they come from?

Queensland - 126

Local - 170

NSW - 5

VIC - 2 Other - 5

Laidley Pioneer Village Visitor Statistics - 1 - 23 May 2021

Seniors - 45

Children - 2



Tourism Newsletter Statistics

March 2021 - 317 views

April 2021 - 347 views

May 2021 - 303 views

Volunteer Newsletter

March 2021 - 46 views





National Volunteer Week

On 20 May, Council celebrated volunteer achievements during National Volunteer Week with an afternoon tea in the parklands of Das Neumann Haus. High tea was provided by Amazing Grace Patisserie and Das Neumann Haus provided a spectacular backdrop to acknowledge the ongoing commitment of volunteers in the Lockyer Valley Volunteering Program to the Art Gallery, events, Das Neumann Haus, Lake Apex Visitor Information Centre and the Queensland Transport Museum.

Attachment 1 14.2 **Page 237**

TOURISM 📳





team at Porters Plainland using taste sensations from world-class lockyer Valley producers. Hosted by Celebrity Chef and Lockyer Valley Food Ambassador, Alastair McLeod. Includes 2x courses, welcome drink, cash bar and a pop-up producer market at the historic Grantham Butter Factory.

Grantian Butter rectory.

Tickets are limited so grab yours before it's too late!

Sunday 16 May from 12pm

\$80pp and available for purchase through the ... See More



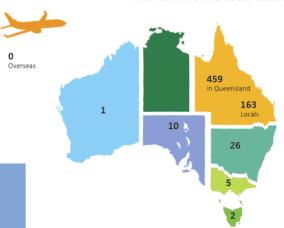
7,612 Views on the LuvyaLockyer website for the month of May

'Visit Lockyer Valley' Facebook: 4,012 likes up 66 17 posts Visit Lockyer Valley Instagram: **2,093** followers up **19 16** posts

The highest performing post:

Merry Muster - Grantham Butter Factory - reach of 3,164, with 105 reactions, comments and shares

VISITOR INFORMATION CENTRE (VIC)



736 Visitor interactions including 69 phone calls and one email for May 2021

Highest performing post:



WHAT'S ON - EVENTS



QTM Facebook and Instagram pages:



4,406 likes



Up 13 for May



16 Posts



30 for May

TOP 5 LUVYALOCKYER WEB SEARCHES FOR THE MONTH OF MAY 2021

	HOME	1,007
*	WHAT'S ON - MARKETS	347
9	WHAT'S ON - THIS MONTH	489
	WHAT'S ON - EVENTS/LOCKYER SWAP MEET	412



Luvya Lockyer Live Chat: Total Chats: 20

356

COMMUNITY ACTIVATION



COMMUNITY EVENTS

Support for the following community-led event and markets delivered in the month of May 2021

Lockyer Valley Billy Cart Derby, Lake Apex Parklands, 2 May 2021

A very successful outcome for this inaugural event with 63 participants across six categories, and no injuries occurred. There was much laughter and friendly competitiveness. A request has been submitted for the event to be held annually on the first Sunday in May at Lake Apex Parklands along with thanks to Council for support provided.

COUNCIL LED EVENTS

Clydesdale and Heavy Horse Field Days held 1 & 2 May 2021 - Gatton Showgrounds.

- 2,700 attendees
- First time attendees 70%; returning visitors 30%
- Facebook page followers up by 17%
- Advertising Facebook 30%; roadside signs and banners 30%; word of mouth 10%; Loyal attendees 30%
- The organisers sent "thank you so much" to Council for assistance in hosting and running the event
- · New plough field was a hit

Planning is underway for the following Council-led events:

- Official opening of the Gatton Shire Hall Refurbishment
- · Official opening of Fairways Park
- Council stand at Laidley and Gatton Shows, July 2021
- Laidley Spring Festival, 9 11 September 2021
- · June/July 2021 School Holiday Program
- Community Hip-Hop Dance Workshops (all ages), 28 30
 June 2021
- Livestream of Queensland Symphony Orchestra October 2021

Support was provided to the following community events and markets:

- RPK02 Foodie Night Markets, Thursday 6 May 2021, Porters Plainland Hotel Grounds.
- Autumn Orchid Show, Friday 7 and Saturday 8 May 2021, Anglican Church, Gatton.
- Music in the Park, Grantham, Saturday 8 May 2021, Grantham Community Park.
- Bike for Burns, Bicycle event, 12-18 May 2021, travelling through the Lockyer Valley on 17 May 2021.
- Lockyer Multicultural Festival, Sunday 23 May 2021, Ferrari Park, Laidley.
- Blush Fundraiser, Saturday 29 May 2021, Grantham Butter
 Factory
- Charles Coin Memorial and Mardi Bartlett Classic Road Race (cycling), Sunday 30 May 2021.
- Gatton Fun Run, Sunday 13 June 2021, Cahill Park.
- Chrome & Clutter Retro Festival, 25-27 June 2021, Laidley Showgrounds.

Community Development

Five community group capacity-building workshops have been developed and scheduled to assist local community groups, and are:

Full First Aid – Wednesday 26 May 2021 – Lockyer Valley Cultural Centre – 8am-4pm.

Full First Aid – Saturday 29 May 2021 – Lockyer Valley Cultural Centre – 8am-4pm.

Introduction to Marketing – Tuesday 1 June 2021 – Lockyer Valley Cultural Centre – 4pm–7pm.

Social Media Marketing – Saturday 5 June 2021 – Lockyer Valley Cultural Centre – 9am–12pm.

Event Marketing – Wednesday 9 June 2021 – Lockyer Valley Cultural Centre – 9am–12pm.

COVID-19 impacts

The use of Lockyer Valley Tickets website to capture attendee information is strong, giving another marketing platform for events.

COVID Safe Event Equipment was booked out to the Heavy Horse Field Days, The Merry Muster and the Lockyer Valley Billy Cart Derby.

6



Community Group Support

There were 402 incidences of support in the May 2021 reporting period including:

- 71 incidences of support across 20 different local community, sporting, and school groups.
- 94 incidences of support were provided across 16 internal business units and Councillor requests for Council projects.
- 74 incidences of support for 36 different community-led events.
- A further 163 incidences of support provided across other categories including direct resident support.
- This is additional to events and projects led by the Community Activation Team.

has two more requests to use Council's inflatable movie screen and projection equipment. These are: Valley Vibe Arts Festival (Saturday 22 May 2021)

Council delivered one outdoor community movie event and

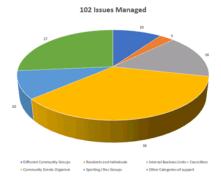
- Mt Sylvia Twilight Family Fun event (TBC)
- Stockyard Creek Hall (November 2021)

Inflatable Soccer field bookings:

- Laidley District Cricket Club for end of season breakup (Saturday 1 May 2021)
- Laidley District State School for Under 8's Day (Thursday, 20 May 2021)

School Support - Under 8's Days (20 May):

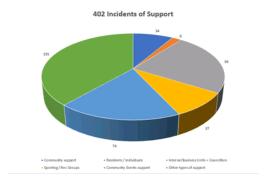
Flagstone Creek and Laidley District State Schools - Get Ready and Disaster Management resources and inflatable soccer field.



Community Engagement

Community engagement advice, communications plans and consultation support was provided on the following projects:

- Inland Rail project impacts on the community, particularly on housing and accommodation
- Capital projects 2020/21 Program
- Gatton Shire Hall Refurbishment
- Das Neumann Haus Renovations
- Food Organics Garden Organics (FOGO) Trial
- Whites Road, Laidley Recreational Reserve roadworks
- Whittle Street Drainage Project
- Connoles Bridge Deck Project
- Laidley LED Lighting Project
- Lake Apex Youth Precinct
- Lake Apex Futures Project
- Building Better Regions Fund application for Springbrook Park, Withcott
- **Gatton Equine Precinct**
- Flying Fox Management Plan Funding Application
- Sight-impaired Tactile project
- Bookable system roll-out
- Laidley Spring Festival Laidley Businesses consultations (proposed road closures for 2021)

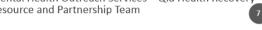


Engagements in development include:

- Planning Scheme
- Forest Hill Silo Murals in partnership with Forest Hill Community Development Association
- Local Shows Council stand and engagement

The CA Team is involved in the following local and regional community development, capacity-building and community activation projects:

- Lockyer Youth Agency Network (representatives from 12 services)
- Lockyer Service Providers Interagency meeting (representatives from 15 services)
- Strengthening Services Project (Ipswich City Council and surrounding LGAs)
- My Community Directory Initiative (in partnership with Lockyer and Laidley Community Centres)
- Domestic and Family Violence Prevention Red Bench project / LGAQ 'Not in our Backyard' campaign and domestic violence awareness month (May)
- Talkin' it Up! Regional Youth Mental Health Forum (in partnership with adjacent councils, schools and support
- NDIS Access and Inclusion Strategy (with Carer's QLD, EACH and NDIS Partners in the Community)
- Mental Health Outreach Services Qld Health Recovery Resource and Partnership Team



CHILDCARE

Our centre continues to enjoy the full complement of meeting new friends on a weekly basis.

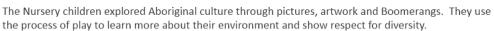
The occupancy rate at the Centre is increasing with three children on the waiting list and families increasing the number of days children will be in attendance.

Kindergarten 89% Junior Kindy 81% Toddlers 76% Nursery 92%

Over the next two weeks, we are looking at transitioning older children in the Nursery to the Toddlers' room. This will allow us to enrol new friends into our Nursery room. Families with siblings are given first priority before extending the vacancy to the general community on our waiting list.

Celebration/Events in the Centre

The Junior Kindy children are learning about the Gurindji people's struggle for land rights. They have been singing and dancing to Paul Kelly and Kev Carmody's classic song - From Little Things Big Things Grow





This is a global movement to make time outdoors a part of every child's day. We celebrated by having a BBQ in the park, as well as doing our own intentional planned experiences in each room.

The Nursery room explored with a variety of natural materials, painting on bark and exploring hard and soft materials as we felt banksia tree pods. We also chased bubbles around the playground.

In the Toddler room the children explored with shells, stones and sand, as well as building with the large boxes, kicking balls and building with lego.

Junior Kindy spent their time exploring the parklands, looking for koalas in the trees. They climbed some low trees as well as danced with scarves in the cool breeze. They then went for a big walk to the Lights on the Hill Memorial where staff spoke to us about the purpose of the memorial.

The Kindy children explored the surrounding parkland before heading to the playground at Lake Apex for a play. They had their own BBQ picnic while at Lake Apex.

National Family week

Tim (Sasha's Dad) who is a paramedic visited the centre on 17 May. Tim demonstrated to all the children what Paramedics do by showing them how to use some of the equipment in the ambulance. The children had a turn on the stretcher as well as exploring the inside of the ambulance.

We value our community and parent participation in children's daily program. According to quality area 6.1.1 Engagement with the service - families are supported from enrolment to be involved in the service and contribute to service decisions.

In May, we have enjoyed exploring our physical environment and learning about different cultures/ events in our community. The children have responded to a sense of belonging as they explore various indoor/outdoor experiences within their community. We also learn about risk management and safety for ourselves and peers around us.

General News

Generally, the health of the Centre has been good over the last month. Some children were away due to illness, but overall the children's attendance has been great. Some staff members are stepping up with their responsibilities and I have been impressed to see various acts of kindness from some of the team.

Hand washing is a major aspect of children's health and safety in all children services. Over the past few days, we have observed staff being a positive role model to children and embedding action and songs to encourage hand washing into their daily room routines.

Our garden is yielding more yummy herbs/fruits which the Kindy children have been learning to harvest and helping staff choose the right spice using their five senses.









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LIBRARIES AND GALLERIES

 The family fun day for the StoryPath at both Lake Apex and Narda Lagoon was held. Both events were well attended.
 We partnered with several local groups including Gatton Girl Guides, Laidley Lions Club, FOLA, Laidley Community Centre, Lockyer Community Centre and the Gatton Lapidary Club.
 Gatton had 110 attendees and Laidley had 93 attendees.

Some online feedback recieved is below.



 This month saw the end of the Tech Savvy Seniors Funded tech program (State Library of Queensland). These training sessions were lowly attended this year despite promotions and a variety of topics. We were partnering with a provider "Stay In Touch" for these sessions to ensure we offered a little bit more than basic computers. We are hoping that the State Library of Queensland offers this funding again in 2021/22.

EVENTS	62 PROGRAMS AND EVENTS	490 EVENT ATTENDEE	FACEBOOK	923 POST GAGEMENT	· F/	1,143 TOTAL ACEBOOK LIKES	NEW FACEBOOK PAGE LIKES
	PLATFORM		APRIL 2021		MAY 2021		ns by type
CES	eAudiobooks (Borrowbox)		1,011		948		of loans are
eRES OURCE!	eBooks (Borrowbox)	ij	872		861	. ,	loans (from the library)
e _R	,		75		148	201270	of loans are nic (eBooks,
	Kanopy (Movies)	55.	19		19	eMagazir	es, eMovies,
	eMagazines (RB Digital)		220		148	Availab	iobooks) le without
	Beamafilm (new product)	<u>er.</u>	71		33		to visit the orary.
	116,324			6,079		PHYSICA ISSUED	LITEMS
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	PHYSICAL ELOANS	<u>&</u>		85.1%		ITEMS IS: SELF-SER	SUED VIA VICE







ART GALLERY

The exhibition, 'Lockyer Lives' by Christine Brassington, closed on Sunday 30 May 2021.

The gallery will be closed from 31 May 2021 until 4 June 2021 while the exhibition is changed over.

The next exhibition is 'Artistic Endeavour: Contemporary botanical artists response to the legacy of Banks, Solander and Parkinson' and will open on 4 June 2021 and will be on display until 11 July 2021.

REGIONAL ARTS DEVELOPMENT FUND (RADF)

Round one of the 2020/21 RADF funding has been distributed.

Four Lockyer Valley residents attended various sessions of the Arts on Top 2021: Regional Arts Forum which was held at the Bunya Mountains on 13-15 May 2021. These participants were funded through the RADF program.

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PLANNING, POLICY AND COMMUNITY WELLBEING

GROWTH AND POLICY (18)



Floodplain Management Australia

Council's Senior Project Engineer recently presented at the national Floodplain Management Australia conference. The presentation detailed the history of floods in the region, the severity and characteristics of the flooding comparable to todays events and historical data sources. This conference is an excellent opportunity for experts in the field to share information and gather learning from other local government areas that may inform future work in the Lockyer.

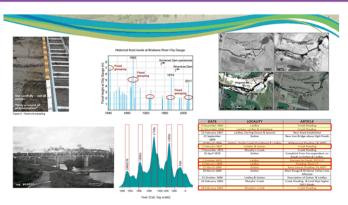
Cultural Burn Workshops

The Firesticks crew will be undertaking the demonstration burn in June 2021 as part of the second stage of the cultural burning workshop.

Flying fox Management Plan

Council has applied for external funding through the State Government to have a consultant write a Flying Fox Management Plan for Council. The purpose of a Flying-fox management plan is to provide a strategy or document which sets out the overarching management intent for flying-fox roosts within the Local Government Area and is consistent with principles set out in the current Department of Environment and Science Flying-Fox Roost Management Guideline.





Economic Development - Gross Regional Product - Regional Forecast

Compared to pre COVID-19 forecasts, Lockyer Valley's economy will be \$-25million or 1.5% smaller in 2021. This impact is relatively low and is below the regional Queensland impact of -1.9%. The figure illustrates the cumulative impact of COVID-19 is estimated at \$-26 million over the next two years.

There will be around 200 fewer jobs, local jobs are not forecast to reach pre COVID-19 levels before June Quarter 2022. The most impacted sectors are: Accommodation and Food Services (-11.5%) and Agriculture, Forestry & Fishing (-2.5%).



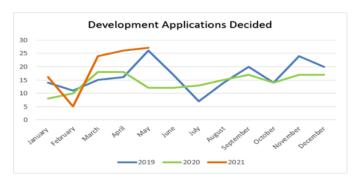
DEVELOPMENT ASSESSMENT



ACTIVITY	CURRENT MONTH	2021 YTD	2020 SAME YTD PERIOD			
DEVELOPMENT APPLICATIONS						
RECEIVED	15	115	85			
DECIDED	27	104	70			
EXEMPTION CERTIFICATES						
RECEIVED	7	28	44			
DECIDED	6	25	41			
BUILDING, PLUMBING, PLANNING INFORMATION AND FORM 19s						
RECEIVED	37	210	127			
COMPLETED	41	206	113			
PRELODGEMENT MEETINGS HELD	7	37	19			









LAND DEVELOPMENT PIPELINE



INFRASTRUCTURE CHARGES PAID YTD = \$69,970.10 INFRASTRUCTURE CHARGES OUTSTANDING YTD = \$15,208.97

BUILDING AND PLUMBING 🔝

BUILDING

90 Building Approvals were issued in the month of May (by private and LVRC Certifiers) in comparison to 65 for the same period last year.

90 APPROVALS DURING MAY

BUILDING

18 Building Approvals were issued by LVRC in the month of May in comparison to 20 for the same period last year.

8.6 business days was the average assessment time for Building Approvals for the month of May.

PLUMBING

35 Plumbing Approvals were issued in the month of May in comparison to 19 for the same period last year.

4.7 business days was the average assessment time for Plumbing Approvals for the month of May.



INSPECTIONS

203 Building and Plumbing inspections were completed for the month of May.

62 Building and 141 Plumbing.

Building and Plumbing Revenues

Plumbing revenue is up 7.19% for Council lodgements

Building regulatory revenue is up 9.79% from Private Certifier lodgements

Building services revenue is up 3.79% for Council Certifier lodgements

COMMUNITY WELLBEING

LVRC PROPERTY MANAGEMENT

- Workshop at 7 Mile Lagoon to develop an environmental management plan for the property, with an advisory group of members from the local community, Lockyer catchment groups, specialist bird watching groups and SEQ NRM group.
- Completed weed control at Alice Creek Nature Reserve (works undertaken by specialist contractor) targeting lantana.
- Received a fire permit from Murphy's Creek Rural Fire Service (RFS) to conduct a cultural burn at Alice Creek Nature Reserve.
- The team attended the Bushfire Subcommittee meeting to discuss the upcoming burn program on Council land in the Lockyer National Park.

RESILIENT RIVERS INITIATIVE (RRI)

- Revegetation works by the contractor commenced on Blackfellow Creek at Mount Sylvia School site 300 native tubes installed.
- Revegetation works commenced on Lockyer Creek Phase 3 William Kemp Park site installed 250 native tubes.
- Inspected Cahill Park and Beavan Street revegetation sites with the contractor and developed a plan for completion of required works for this reporting period.
- Pre start meeting held with appointed contractor undertaking hydrogeological assessment, prioritisation and engineering design on Blackfellow Creek Tenthill Resilience project.

COMMUNITY ENGAGEMENT - ENVIRONMENT

- Efforts regarding public awareness and containment measures for Parthenium weed in the Junction View, Black Duck
 Creek and East Haldon areas continue in collaboration with property owners and occupiers in Council's current and future
 approach to dealing with identified biosecurity matter issues and active compliance approaches and directions in risk
 mitigation.
- Attended Workshop on Regenerative Agriculture being run by UQ to discuss research and progress in this field.
 Meeting with LUCI to attend a webinar on bushfire recovery research and discuss future involvement in Great Eastern Range Initiative.

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COMMUNITY WELLBEING 🐞



RESTRICTED WEED MANAGEMENT

WEED SURVEYS ON LOCAL ROADS & RESERVES =

52.69ha

WEED TREATMENT ON LOCAL ROADS & RESERVES =

0.29ha

FOCUS OF RESTRICTED WEEDS TREATED = Mother of Millions, Harrisia Cactus, Giant Rat's Tail Grass, Groundsel Bush

WEED SURVEYS ON STATE ROADS =

168.91 ha

WEED TREATMENT ON STATE ROADS =

0.141 ha

FOCUS OF RESTRICTED WEEDS TREATED = Giant Rat's Tail Grass.

Parthenium, MOther of Millions, Annual Ragweek

Private Property Pest Management Plans have been completed with landholders comprising a total area of 9ha.

Community Spray Equipment Hires

ENVIRONMENTAL COLLABORATION

Collaboration with UQ Gatton - meeting with Dr Annabel Smith to discuss student involvement in research projects on Council land.

Assist Planning team and assist with three Compliance Vegetation Clearing inspections.

Attended Fire Workshop at Qld Trust for Nature property at Aroona Nature Refuge, cultural burning assessment

All day visit in office by Land for Wildlife (LFW) Coordinator to sort through database and site visit

Little Liverpool Range Initiative Stakeholder Zoom Meeting

Inspected a dam on private property over concerns of environmental impact from nutrient rich run-off water

Attended workshop on Environmental Health Monitoring Program (EHMP) development and upgrade as part of the environmental report card issued annually

STEWARDSHIP OF NATURAL ASSETS

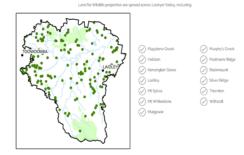


Land for Wildlife (LFW) is a voluntary program that encourages and assists landholders to manage wildlife habitat on their properties. Through Land for Wildlife you can learn about native plants, animals and ecosystems on your property, and get advice on managing threats such as weeds and pest animals.

5 New Land for Wildlife enquiries have been received for the month of May

72 properties are awaiting inspection totalling a potential 11,870ha

LOCKYER VALLEY LAND FOR WILDLIFE PROPERTIES



PEST ANIMAL MANAGEMENT

Rabbit infestation reported.



Wild Dog request for assistance.

3 Fox requests for assistance.



O Dog Scalp Bounties received.





PEST ANIMAL MANAGEMENT

Pest Officers met with the Darling Downs Moreton Rabbit Board with regards to the conclusion to their 2020/21 Rabbit Surveillance Program and the final results to their findings. Strategic focus was concentrated in the Lockyer Valley in the eastern corridor along the Somerset boundaries in Hatton Vale, Kensington Grove, Brightview and Regency Downs.

The objective of these programs, with the assistance from Council Pest officers, are to survey private and public properties to locate the absence or presence of rabbits, collect and collate data and follow through in educating the public with appropriate eradication measures with identified

This meeting was to review the boards final report to the program and results obtained.

The team are very proud to announce the report card was at a high level with 986 properties surveyed and an overall of .013% (per property) of rabbits identified overall. There was an original anticipation of a higher percentage of rabbits due to localised breeding sites (not in our region) close to the vicinity.

Council officers will continue to monitor this area moving forward and will supply any additional data to the Rabbit Board which may be relevant in future surveys and compliance directives.

COMMUNITY WELLBEING



2,621 NUMBER OF CUSTOMER **REQUESTS RECEIVED**

2,455

FINANCIAL YTD

NUMBER OF CUSTOMER **REQUESTS RESOLVED** FINANCIAL YTD

> **INFRINGEMENT NOTICES** ISSUED YTD



NUMBER OF DOGS REGISTERED CURRENT RENEWAL PERIOD

IN COMPARISON TO



NUMBER OF DOGS REGISTERED IN THE 2019/2020 PERIOD

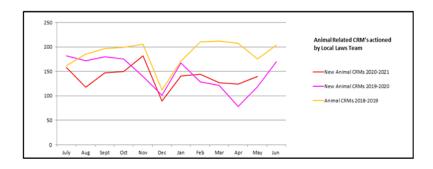


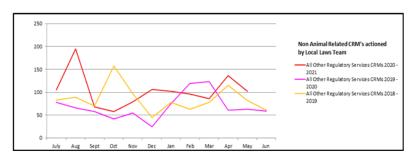
NUMBER OF DOGS IMPOUNDED YTD

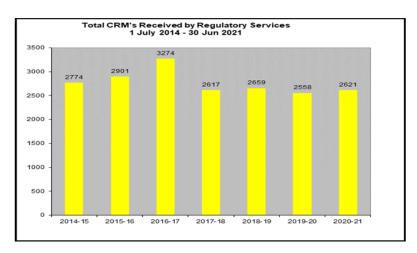
36 KENNEL LICENCE RENEWALS ISSUED FOR THE MONTH

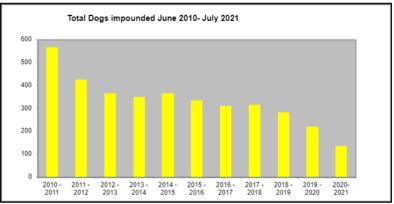


EXCESS ANIMAL PERMIT RENEWALS FOR THE MONTH









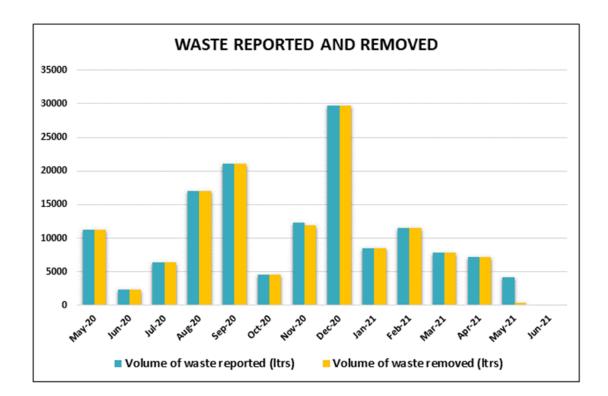
COMMUNITY WELLBEING

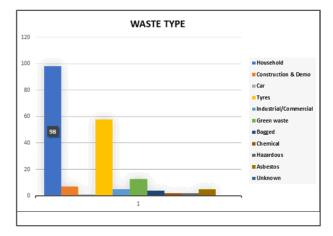


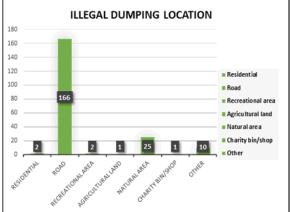
Local Government Illegal Dumping Partnership Program (LGIDPP) Update

Illegal Dumping Statistics have been collated by the Compliance Officer Illegal Dumping based on review of all Illegal Dumping CRM's received and actioned by Council's Compliance Officers May 2020 – May 2021.

- 208 Illegal Dumping incidents reported to Council.
- Volume of Illegal Waste Dumping identified = 143,660 litres (approximately 599 wheelie bins of illegally dumped waste)
- Volume of Illegal Waste Removed by Council = 139,512 litres (approximately 581 wheelie bins of illegally dumped waste)
- Number of Infringements issued for May was 15.







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PLANNING, POLICY & COMMUNITY WELLBEING - BUSINESS SUPPORT



Form 19's - Building, Plumbing and Planning Information

37 Form 19's were lodged in the month of May in comparison with 28 for the same period last year.

41 Form 19's were issued in the month of May in comparison with **23** for the same period last year.

There has been an increase in requests for Building, Plumbing and Planning Information. This has been attributed to the government monetary incentives for new builds and renovations across the region.



Plan Sealing

- $\bf 3$ Plan Sealing applications were lodged in the month of May in comparison with $\bf 0$ for the same period last year.
- $\mathbf{0}$ Survey Plans were sealed in the month of May in comparison with $\mathbf{1}$ for the same period last year.
- **O** Lots were created in the month of May in comparison with **1** for the same period last year.





A total of 158 Building, Plumbing, Planning and Environmental Health applications were lodged for the month of May in comparison with 115 for the same time last year.



80 Building and Plumbing Permits and Planning Decision Notices were issued during the month of May in comparison with 51 in for the same period last year.

Business Support Continuous Improvement Update



All Business Support Officers can now take Community Wellbeing animal registration checks on behalf of Local Laws Officers when not in the office.

The hire of Council's cat trap process has been reviewed and streamlined. The storage room is being cleaned out and will have hooks installed to hang the cages. Customer Service will call Community Wellbeing Officers to provide demonstrations to customers. A new fact sheet containing pictures demonstrating how to set up the trap, explanation of hire terms, what the process is once a cat is caught and other useful information will be provided to each hirer when picking up the trap.

Previously a Business Support Officer contacted each hirer when the pound was full and then when empty which can be several times a week. Informing the customer to contact Council for updates at hire commencement will significantly reduce Business Support time ringing around trying to contact hirer's several times a week.

A review of Animal Management Kennels and Catteries manual spreadsheet was undertaken with a new application type and workflow implemented by TechnologyOne.

Kennel dog invoices were automatically generated from TechnologyOne for the first time. Previously manual debtor invoice requests were typed up and then sent to Finance to produce the invoices. This improvement automates the invoices and captures the number of dogs in each kennel within Council's Corporate system and significantly reduces business support and finance officers time.

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14.3 Acting Group Manager Infrastructure Monthly Report - May 2021

Author: Dan McPherson, Acting Group Manager Infrastructure
Responsible Officer: Dan McPherson, Acting Group Manager Infrastructure

Purpose:

This report provides Council with a summary of key operational activities undertaken by the Infrastructure Group during May 2021.

This document is for Council's information only.

Executive Summary

This report provides Council with a summary of key operational activities undertaken by the Infrastructure Group during May 2021.

Proposal

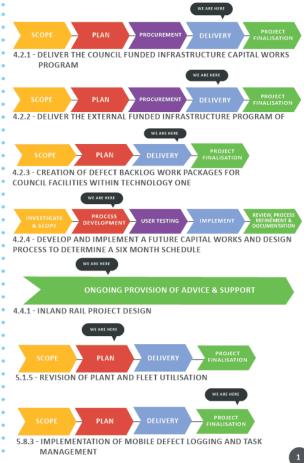
That this report be received and noted.

Attachments

1 Infrastructure Group Monthly Report - May 2021 10 Pages







CIVIL OPERATIONS PROJECTS BRANCH HIGHLIGHTS

CAPITAL WORKS

LAKE CLARENDON WAY, LAKE CLARENDON

• The project involves extending the existing culverts to cater for a widened road formation along a 1.3 kilometre stretch of Lake Clarendon Way between Main Green Swamp Road and Lester Road. APA have completed gas welding works within the proximity of the project. 90% of the project has been completed with section of shoulder widening, bitumen seal and line marking to follow. The project was affected by a rainfall event which caused damage to newly laid pavement and further delays were necessitated due to the gas utility needing to undertake urgent maintenance work to the gas pipeline that is in close proximity to the work. It is likely that the wet weather impacts will add approximately \$70k to the project costs. Works are expected to be completed by June 2021, weather pending.



POSTMAN RIDGE PAVEMENT RENEWAL

• The Postman Ridge Pavement Renewal project is jointly funded with the State Government through the Transport Infrastructure Development Scheme. The project will upgrade the pavement between Withcott Seedlings and Ashlands Drive. The project involves excavating the existing pavement and replacing with several layers of geo-composite grid to bridge out of the subgrade and road base pavement to support the traffic loading. The pavement will be protected by a two coat bitumen seal. 40% of the works have been completed. The project is expected to be completed by the end of June 2021, weather pending.





URBAN STORM WATER UPGRADES - WHITTLE/HILL STREETS, GATTON

This project will upgrade the storm water capacity in both Whittle and Hill Streets, Gatton to limit the impacts of flooding
to residents and the Jehovah's Witness Church on Lake Apex Drive. Council has scheduled a prestart meeting with the
contractor in early June, to discuss Urban Utilities requirements, design and commencement of early works. The contractor
has started to receive shutdown plans for the upcoming works.

LAIDLEY RECREATION RESERVE ENTRY UPGRADE

• The Laidley Recreation Reserve Entry Upgrade will provide sealed carparking areas to the entry of the Laidley Recreation Reserve and a designated bus bay along Whites Road. This project is funded through the Local Roads and Community Infrastructure Program. The works involve culvert extensions, shoulder widenings, pavement construction, concrete kerb, bitumen seal, asphalt and landscaping. Council are performing the works and are currently 95% completed. The project will increase the safety of users in the area by way of additional street lighting and a pedestrian crossing on Whites Road from the carpark and bus bay across Whites Road. The project is expected to be completed by late May 2021. The raised asphalt crossing is completed, the line marking over the crossing will be completed in June 2021.







FOOTPATH CONSTRUCTION WORKS - MURPHYS CREEK ROAD, MURPHYS CREEK

Funded under the Local Roads and Community Infrastructure program this footpath will provide access between the
Murphys Creek Road underpass to the level crossing. 100% of footpath construction works have been completed. In the
first week of June, Council will install road furniture such as signs, bollards and handrails. We will also install wing walls to
the culvert and shape up and stabilise the embankment. Works are expected to be completed by the 4 June.

SPA WATER ROAD, IREDALE

Funded under the Black Spot Program, the Spa Water Road project involves upgrading the road and drainage between
Gierkes Road and Herrons Road along Spa Water Road, Iredale. Works are substantially complete with only the line
marking remaining, scheduled to occur in June weather pending.

3

MAINTENANCE WORKS

Road Patching Works

- · Advance Court, Kensington Grove
- · Aniseed Grove, Kensington Grove
- Anthony Court, Summerholm
- Appleby Close, Kensington Grove
- Archer Crescent, Upper Flagstone
- Arlington Way, Kensington Grove
- Australia II Drive, Kensington Grove
- Bellfield Place, Kensington Grove
- Biggs Road, Withcott
- Blanchview Road, Withcott
- · Bond Court, Kensington Grove
- Brimblecombe Street, Forest Hill
- Burnham Street, Forest Hill
- Challenge Avenue, Kensington Grove
- Church Street, Forest Hill
- Crowley Vale Road, College View
- Denis Court, Summerholm
- Doris Court, Forest Hill
- Dyer Street, Forest Hill
- Eileen Court, Kensington Grove
- Elliott Close, Upper Flagstone
- Fielding Road, College View
- Foley Court, Kensington Grove
- Forest Hill Blenheim Road, Forest Hill
- Forest Hill-Fernvale Road, Forest Hill
- · Fowler Court, Kensington Grove
- Gehrke Hill Road, Summerholm
- Gill Street, Forest Hill
- Glendene Road, Forest Hill
- Gordon Street, Forest Hill
- Gormans Gap Road, Preston
- Greyfriars Road, Forest Hill
- Hall Road, Forest Hill
- Harch Road, Summerholm
- Harm Road, Forest Hill
- Harrington Court, Kensington Grove
- Harvey Road, Forest Hill
- · Highland Grove, Kensington Grove
- Jackson Road, Summerholm
- · Kiepes Road, Upper Flagstone
- Knack Road, Summerholm
- Lens Road, Summerholm
- Leslee Court, Summerholm
- Lexcen Court, Kensington Grove
- · Logan Road, College View
- Norfolk Road, Summerholm
- Philip Court, Summerholm
- Prufert Road, Summerholm
- QAC Connection Road, College View
- Raabe Road, College View
- Richwood Court, Kensington Grove
- Rossells Road, Upper Flagstone
- Stockyard Creek Road, Flagstone
- Stokes Court, Summerholm
- Upper Flagstone Creek Road, Upper Flagstone
- Vale Court, Summerholm

- Waterhouse Road, Summerholm
- · Weigel Road, Summerholm
- Wells Road, Summerholm
- · Woodend Court, Kensington Grove
- · Yellowood Court, Kensington Grove

Road Pavement Repairs

- · Fords Road, Adare
- Parkridge Drive, Withcott
- · Summer Street, Laidley
- Zampechs Road, Caffey

Maintenance Grading

- Ambrose Road, Lower Tenthill
- Bonnell Road, Thornton
- · Chadwick Road, Gatton
- · Coles Road, Adare
- Dodt Road, Forest Hill
- East Egypt Road, Mount Whitestone
- · Forbe Road, Forest Hill
- Hogers Road, Ropeley
- · Jahnkes Road, Lower Tenthill
- Katts Road, Ropeley
- Kennedys Road, Stockyard
- Krugers Road, Spring Creek
- Lamberts Road, Carpendale
- Lawlers Road, Grantham
- Olm Road, Ropeley
- Otto Road, Glenore Grove
- Rockside Mountain Road, Rockside
- Sawpit Gully Road, Flagstone
- Schluter Road, Mt Berryman
- Spinach Creek Road, Fordsdale
- Steinmullers Road, Ropeley
- Sutcliffes Road, Upper Flagstone
- Thornton School Road, Thornton
- Unnamed Road 2, Upper Flagstone
- Weiers Road, RopeleyWesslings Road, Ropeley

MAINTENANCE WORKS

Traffic Signs and Line Marking Works

- Alexander Street, Laidley
- Alfred Street, Laidley
- Ash Avenue, Laidley
- Bates, Street, Laidley
- Bertels Street, Laidley
- Bremer Street, Laidley
- Bryant Place, Laidley
- Campbell Street East, Laidley
- · Campbell Street West, Laidley
- Church Street, Laidley
- Coates Street, Laidley
- Douglas McInnes Drive, Laidley
- · Hayes Street, Laidley
- Head Street, Laidley
- Hope Street, Laidley
- · James Street, Laidley

Drainage Works

- · Anthony Court, Summerholm
- · Brown Springs Road, Laidley South
- · Crescent Street, Gatton
- Franks Road, Regency Downs
- · Franks Road, Regency Downs
- Gatton-Clifton Road, Lower Tenthill
- Gormans Gap Road, Preston
- Highland Grove, Kensington Grove
- Ingoldsby Road, Upper Tenthill
- Laidley Creek West Road, Laidley Creek West
- Long Gully Road, Summerholm
- Mallee Court, Plainland
- Nandine Road, Lockyer Waters
- Plant Street, Helidon
- Sippel Road, Laidley Heights
- Summerholm Road, Hatton Vale
- Summerholm Road, Summerholm
- Walnut Drive, Brightview

RAINFALL EVENT - SOUTHERN QUEENSLAND SEVERE WEATHER EVENT - 20-24 MARCH 2021

Approximately 60% of repair, desilting and drainage works have been undertaken. Asphalt works such as the section of Old
Laidley Road that lost a considerable amount of seal will be resealed by the end of May.

RECORDED IN PROGRESS COMPLETED 178 3234

TECHNICAL SERVICES BRANCH HIGHLIGHTS

DESIGN

Designs in progress

- Brightview Road pavement rehabilitation and widening Design has commenced.
- Dennis Minson Drive footpath preliminary design complete.
- Flagstone Creek/Carpendale Road Intersection upgrade and pavement works (HVSPP) Design completed currently
 undergoing constructability review.
- Flagstone Creek/Lockyer Creek Road Intersection upgrade and pavement works (HVSPP) Design has commenced.
- Gatton Industrial Estate intersections x3 (HVSPP) Constructability review complete. 2 sites can progress to issued for construction. 3rd requires Urban Utilities approval before progressing.
- Gatton Principal Cycle Network Project Concept has been reviewed by funding agency. Documentation to be prepared to
 proceed to community engagement.
- Grantham Scrub Pavement Rehabilitation (TIDS) Geotechnical investigations and pavement design progressing.
- Grantham Winwill / Grantham Scrub Intersection upgrade (HVSPP) Geotechnical investigations and pavement design progressing.
- Kentville School drop-off zone (TIDS) Alternative design developed. Constructability and budget to be confirmed before
 proceeding.

5

Future designs being planned

- Culvert Replacement Program 21/22 5 x Culverts being sized for early procurement.
- Floodway Replacement Program 21/22 3 x Culverts being sized for early procurement.
- Gehrke Road resurfacing (TIDS) Scope developed, awaiting survey to commence design.
- Lefthand Branch Road rehabilitation initial site inspection for scoping undertaken.
- · Railway Street, Helidon Drainage upgrade review of scope underway prior to progressing to detailed design.
- Springbrook Park Entry Road and Car parking scoped developed, ready to commence design.

Designs completed

Nill.

ASSET MANAGEMENT

- Capital completion processing continues for the 2020/2021 capital program.
- Development of Missing Links footpath projects for grant funding allocation.
- Prepare draft RFQ for stormwater CCTV survey for the 2021-22 financial year.
- Condition assessment of privately owned grids on Council's road network.
- Asset Condition inspections of 176 assets bringing the total to 711 for the financial year.
- Attendance of two Council asset management officers at the IPWEAQ Asset Management Symposium.



WORKS ON ROADS PERMITS & APPLICATIONS - MAY 2021



40.62% decrease from April 2021 to May 2021

LAND ACCESS & ACTIVITY NOTICE (LAAN)

7 DRIVEWAY

6 û
RURAL
ADDRESSING
APPLICATIONS

11 Shapplications (NHVR)

5 TRAFFIC CONTROL

4 ()
OTHER ROAD
ACTIVITY
APPROVALS

WORKS ON ROADS PERMITS & APPLICATIONS - MAY 2020

6 & LAND ACCESS & ACTIVITY NOTICE (LAAN)

RURAL
ADDRESSING
APPLICATIONS

8 ¶ TRAFFIC CONTROL

5 DRIVEWAY

19 Sheavy vehicle Applications (NHVR)

4 CONTROL OTHER ROAD ACTIVITY APPROVALS



4.34% decrease from April 2020 to May 2020



COMMUNITY FACILITIES BRANCH HIGHLIGHTS

CAPITAL WORKS

FAIRWAYS PARK, HATTON VALE

- Final play equipment and custom tower has been installed.
- Earthworks and final shaping for the pump truck are progressing.
- Turfing and planting of trees and tubestock is currently being undertaken.
- Concrete pathway connectivity 85% complete.
- Carpark works are scheduled to start week beginning 31 May 2021.





DAS NEUMANN HAUS RECTIFICATION WORKS

- The front stairs have been completed and handrails have been installed.
- · Balcony works have been completed.
- Painters have completed 90% of the exterior of the building.





7

GATTON SHIRE HALL UPGRADE WORKS

- All major works have been completed on site. Defects inspection has been undertaken with minor amendments to be made. Final cleaning in progress.
- Building Certification is expected early June 2021.
- Parks and Gardens staff have commence with landscaping in the eastern courtyard.







PARKS AND CEMETERIES MAINTENANCE WORKS

Furniture Maintenance / Landscaping

- Landscape work will begin later this month on the gardens at the Gatton Shire Hall.
- A large iron bark (near the walking track) was pollarded for safety at Lake Apex.
- New trees were planted at James Norman Hedges Park, Helidon spa which was funded by Transport and Main Roads.
- Routine maintenance throughout the region on park furniture.





Mowing

- Mowing across the region continued, although wet weather slowed things down and made it challenging.
- Our cemeteries and premier parks were the main focus for Mother's Day.
- Lake Apex was host to a number of events, as well as four School Cross Country races and Zone Cross Country.

8

Playground Maintenance

· Maintenance of defects found in last month's inspections being rectified.

Cemetery Works

- Assistance was provided for 7 funerals, which became challenging at times due to the weather.
- Ground maintenance has been ongoing, landscaping and mowing.

Event Assistance

- Event Equipment delivery for May 2021:
 - * Gatton Heavy Horse Field Day 1 May
 - * Lockyer Valley Bill Card Derby 2 May
 - * Gatton Village Markets 2 May
 - Lake Apex Story Path Fun Day 8 May
 - Valley Vibe 22 May
 - * Multicultural Festival 23 May
 - * Narda Lagoon Story Path Fun Day 29 May



FACILITIES MAINTENANCE WORKS

BUILDINGS

- Quote received for repairs to ANZAC Park, Grantham toilet block (\$7500) awaiting second quote.
- · Quarterly Hazard Inspections complete.
- · Gatton Cemetery vandalism repaired.
- Preparation works for Gatton Show commenced, minor repairs and maintenance.
- · General repairs and maintenance.

PLUMBING

- Works remain underway at the Lake Dyer Caravan and Camping Ground in preparation for handover to lessee including clearing of underground drains outside the amenities block.
- 16 sites Council owned sites identified with minor to major roof leaks after recent rain. Packaging together to source contractors to quote on repairs.
- · Forest Hill SES building toilet cistern replaced.
- Burst water pipe in Centenary Park, Thornton repaired.
- Major repairs to male bathrooms in the Gatton Administration building.
- General Repairs and maintenance.

ELECTRICAL

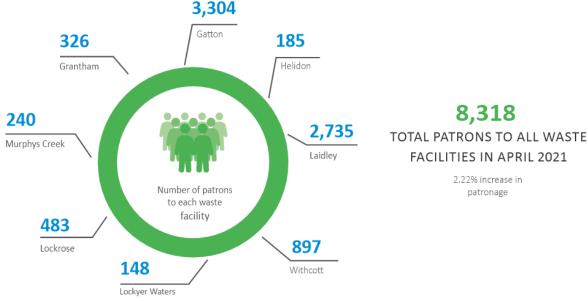
- Fault with learn to swim pool at the Lockyer Valley Sports & Aquatic Centre.
 Control modules ordered and awaiting parts from overseas. Expected opening mid to late June.
- Mechanical ventilation installed to power board at learn to swim pool at the Lockyer Valley Sports & Aquatic Centre.
- Gatton Showgrounds ring lighting switchboard upgrade completed.
- · General Maintenance and repairs as required.





WASTE MANAGEMENT

- Continued involvement in the Sub Regional Alliance to consider options to improve waste in the councils involved.
- Green waste grinding now complete at all sites with some mulch yet to be removed.









14.4 Urban Utilities Monthly Report - May 2021

Date: 01 June 2021

Author: Vickie Wieland, EA to Chief Executive Officer

Responsible Officer: Anna Hebron, Group Manager People and Business Performance

Purpose:

Council has received an update from Urban Utilities (UU) Board which provided highlights from their Board Meeting for the month of May 2021.

This document is for Council's information only.

Executive Summary

Lockyer Valley Regional Council maintains an ongoing working relationship with UU on both operational and strategic aspects of water and sewerage provision. This report is an update on matters of significance with respect to UU for Council's information.

Urban Utilities is:

- A statutory body, created on 1 July 2010 as a result of Queensland Government changes to the way water is managed in South East Queensland.
- Owned by the Brisbane and Ipswich City Councils, and Lockyer Valley, Scenic Rim and Somerset Regional Councils and governed by an independent Board.
- Tasked to deliver drinking water, recycled water and sewerage services to the cities and townships within the boundaries of these five local government areas.
- Responsible for delivering water to customers, collecting, transporting and treating sewage, as well as charging and billing for water and waste water services for customers in the Brisbane, Ipswich, Lockyer Valley, Scenic Rim and Somerset local authority areas.

Foundational Success

Capital Infrastructure Program 2021/22

Following consideration by the Strategic Asset Management Committee, the Board considered and approved the \$386 million 2021/22 capital program. The Board also noted the ten-year capital infrastructure program from 2021/22 to 2030/31.

The value of this program, which is supporting growth across all service regions, is approximately 3% higher than forecast in the 2020/21 Annual Operating Plan; however, the five-year capital infrastructure program (2021/26) is \$200 million, or 9%, lower. This has been achieved by optimising the forward program and realising significant efficiencies.

Operational Budget 2021/22

Following detailed consideration by the Finance and Pricing Committee, the Board collectively considered and approved the 2021/22 operational budget and noted the forecast operational budget from 2022/23 to 2025/26. Key internal and external factors, along with customer affordability and sustainability outcomes, were considered in the budget preparation. Ensuring the cost base continues to put downward pressure on prices remains a key priority for Urban Utilities.

Capital Structure - Participation Returns

The Board considered participation returns arising from the recently conducted Capital Structure Review. Specifically, the glide path to a sustainable level of return was resolved and the current out performance mechanism as allowed for under the Participation Return Policy was discussed. Separate correspondence has been sent to Council's in relation to this matter.

Olympic Games

Management provided an update on information regarding Brisbane's bid for the Olympic Games and those aspects of the bid that could have implications for Urban Utilities.

Urban Utilities is in early planning discussions and has identified the opportunity to leverage innovative design practices, including potential application of our integrated catchment strategy, to minimise the cost to deliver infrastructure to support growth projections from the Games. The Board requested updates over time on the progress of discussions and the leveraging of opportunities for Urban Utilities.

Water Netserv Plan

Management presented a recommendation to the Board to revise the Water Netserv Plan to accommodate a recent Board decision to adopt a new special charge for the Bromelton State Development Area. By way of background, under the *South-East Queensland Water (Distribution and Retail Restructuring) Act*, this change triggered a requirement to revise the Water Netserv Plan.

Following consideration and endorsement by the Strategic Asset Management Committee, the Board approved the revised Water Netserv Plan. This also included incorporating a map and schedule of works for Plainland.

Contract Extension - KBR

KBR was first appointed by Urban Utilities in 2017 to stand up the new PMA model under an initial three-year contract.

The Board considered and approved a further extension of this contract to allow Urban Utilities to deliver the next generation of our PMA and, importantly, support the business with the integrated catchment planning approach and ongoing independent cost and performance modelling.

<u>Program Management Approach – Fulton Hogan</u>

Senior executives from Fulton Hogan Utilities met with the Board and management. Fulton Hogan employs over 7,800 people across Australia and New Zealand and is one of Urban Utilities' major capital delivery partners under the new Program Management Approach (PMA) model. Fulton Hogan is responsible for delivering approximately \$400 million of infrastructure over five years across our metropolitan wastewater treatment plants, as well as delivering critical urban wastewater projects.

Similar models to the PMA have been adopted by Sydney Water, SAWater and across the United Kingdom. This innovative capital delivery approach has resulted in, and will continue to result in, significant commercial benefits for Urban Utilities.

As the PMA is premised on a strategic partnership between Urban Utilities and its delivery partners, the opportunity for the Fulton Hogan to meet the Board allowed for a discussion on our forward capital infrastructure program and set out how Fulton Hogan plays a critical role in the delivery of innovative solutions that meet the changing needs of our customers, communities and shareholders to ensure we achieve our purpose of enriching quality of life.

<u>Contract Extension – Telstra and Fujistu</u>

In my previous updates to you, I advised that Urban Utilities would be transitioning to a new Managed Service Provider (MSP) for our telephony, IT systems and data security services.

This transition program is advancing well; however, this month, management presented a recommendation to the Board to extend our contracts with both Telstra and Fujistu for an additional 12 months to ensure business continuity and ongoing service and security support until our new MSP provider is established.

Biosolids Procurement Strategy

The Board considered and discussed the Biosolids Procurement Strategy that is required to be in place to ensure Urban Utilities safely manages and transports biosolids from our treatment plants.

FY22 Non-Utility Charges

This month, the Board considered and approved changes to Urban Utilities' non-utility fees and charges. This includes, sundry charges, developer customer service fees, recycled water charges and scientific analytical service fees.

The Board supported the increase of non-utility charges by CPI, or 1.7%, with no other structural changes recommended by management.

Tantivy Street Sewage Pump Station

In a previous update, I advised that Urban Utilities was well advanced in its planning for the renewal and replacement of the Tantivy Street Sewage Pump Station. This critical wastewater asset, constructed in the 1940s, requires urgent works to meet the growing needs of the community, to ensure we remain environmentally responsible and to ensure the asset is safe for our employees and contractors to operate.

This month, the Board delegated authority to the Chief Executive Officer to approve the Gate 3 Business Case in recognition of the urgency of advancing these critical works.

<u>Network Integrity – Selective Inspection Program</u>

The Board approved the continuation of the Network Integrity – Selective Inspection Program. This program ensures that Urban Utilities' network is appropriately used and that illegal connections from stormwater are identified and rectified by landowners. It also identifies where there are other prohibited substances entering their network, which could increase the network treatment costs and/or result in dry or wet weather sewer overflows.

Expansions and Adjacencies Report

The Board has a strong strategic focus on the business identifying and realising commercial benefits from organic and inorganic growth.

This month, the Board received an update from management on the advancement of a number of strategic opportunities, including beyond-the-meter solutions for key commercial customers, strategic partnerships with co-digestion, circular economy opportunities and innovative reuse of biosolids.

Customer Satisfaction Performance Report

The Board discussed recent results from their customer satisfaction surveys and noted the activities being implemented to improve the customer experience. It was also noted that Urban Utilities is establishing a formal measurement of customer trust to track their relationship with key customer groups and communities.

Pleasingly, key customer measures of trust, experience and value for money are able to be tracked across all their major customer segments, namely residential, commercial and developer.

Residential customer satisfaction levels have steadily improved in 2020. Commercial customer satisfaction remains strong, with key commercial customers extremely satisfied. Opportunities have been identified to enhance the experience of their trade waste customers and to advance the customer journey for developers undertaking major works.

Developer Activity Report

The Board received a report on developer activity for the past six months.

In summary, significant growth is occurring across parts of Brisbane and Ipswich that cannot entirely be attributed to the pandemic incentives. This is balanced with the development industry remaining cautious as a result of the pandemic.

Urban Utilities continue to experience high levels of dwelling approvals, with a 7% increase over the 12-month period ending February 2021. Conversely, they have seen a 25% reduction in infrastructure charges levied and collected.

Simpler Pricing Update

The Board received an update on the Simpler Pricing Project. In summary, the project continues to progress well. They are currently communicating with their customers, including those adversely impacted by the pricing changes.

Board Committees

The Board regularly reviews the effectiveness and relevance of its four sub-committees, namely Finance and Pricing, Audit and Risk, Strategic Asset Management and People and Safety. This month, the Board supported changes to three of these committees.

This follows a recent independent governance review by Directors Australia and recognises that their Target Operating Model has required them to review their corporate governance arrangements due to recent structural changes.

The first change relates to broadening the remit of the current People and Safety Committee to include customer and community. As a result, the committee has been renamed the Experience and Safety Committee. The term 'Experience' was included to represent their relationships with and perceptions of their people, customers and communities. The term 'Safety' was maintained to reflect that health and safety remains of utmost importance.

The Board considered and approved the draft charter for the new Experience and Safety Committee.

The Board also discussed the merger of two committees, namely the Finance and Pricing Committee and the Audit and Risk Committee. The new committee, proposed to be the Audit, Finance and Risk Committee, was recommended as a number of key strategic transformation projects being overseen by the existing Finance and Pricing Committee, including Simpler Billing, Simpler Pricing and capital structure, have been delivered or substantially advanced.

The Board supported the establishment of a special working group comprising two Board members and management to oversee the formation of this new committee. It is expected the new committee will formally meet for the first time in October or November.

Attachments

14.5 Minor Community Grant Program Recipients - May 2021

Author: Eileen Holliday, Mayoral Office Executive Responsible Officer: Ian Church, Chief Executive Officer

Purpose:

The purpose of this report is to inform Council of the recipients of financial assistance under the Minor Community Grants Program for May 2021.

This document is for Council's information only.

Executive Summary

In May 2021, the four requests for assistance under the Minor Community Grants Program were received. All applications are assessed by the Minor Community Grants Committee against the program criteria. The three requests received were successful in their application.

The Minor Community Grants Program Committee meets on an as needs basis to review requests.

Proposal

The Minor Community Grants Program is for financial contributions of up to \$1,000 for organisations and individuals seeking support for projects or activities which contribute to the Lockyer Valley community.

The recipients of assistance under the Minor Community Grant Program for December 2020 are:

Applicant	Purpose	Amount
Laidley District State School	Under 8's Day	\$400
Ma Ma Creek Exhibition	Towards the cost of the Jumping Castle and another ride for the children to enjoy at the Exhibition	\$500
Gatton Show Society	Camp Draft at the 2021 Gatton Show	\$500
Laidley Bowls Club - Ladies Section	To assist with the funding of their event	\$250

Attachments

There are no attachments for this report.

14.6 2021 Audit Interim Report

Author:Jodi Marchant, Chief Financial OfficerResponsible Officer:Ian Church, Chief Executive Officer

Purpose:

The purpose of this report is to provide Council with the 2021 Interim Audit Report to the Mayor.

This document is for Council's information only.

Executive Summary

This report presents the 2021 Interim Audit Report to the Mayor, to Council, in accordance with Section 213 of the *Local Government Regulation 2012*.

Council's contract auditors, William Buck, have prepared an audit report which provides the results of the interim work performed to 31 March 2021, including their assessment of the internal control framework and a summary of significant deficiencies, control deficiencies and other matters identified to date.

There was one new significant deficiency identified in relation to purchase order amendments, and all deficiencies from prior years have been resolved. A copy of the Interim report to the Mayor is attached.

Proposal

Section 213 of the *Local Government Regulation 2012* requires that the Mayor present to Council a copy of the Auditor General's Observation Report. The observation report is a report about the audit prepared under Section 54 of the *Auditor General Act 2009* that includes observations and suggestions made by the Auditor General about anything arising out of the audit.

William Buck's Interim Audit Report provides the results of work performed included testing of internal controls for revenue, payroll and expenditure systems for the period 1 July 2020 to 31 March 2021. The Interim Report also includes the assessment of the internal control framework as previously noted. Based on the results of the testing completed to date and the resolution of prior year issues, it has been assessed that Council's internal control environment is generally effective, meaning the environment does support an audit strategy that can rely upon these controls. The report and its findings were also be provided to the Audit and Risk Management Committee on 3 June 2021.

The interim audit field work conducted by William Buck commenced on 15 March 2021 and concluded on 19 March 2021 with one significant deficiency identified as follows:

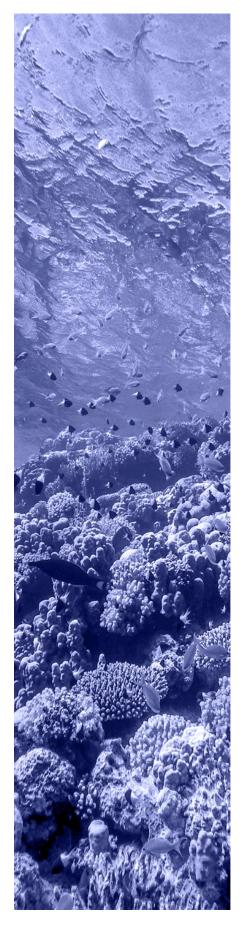
 Purchase Order Amendments – A Purchase Order can be approved in line with financial delegations of Council but then subsequently amended to increase the total of the purchase to be in excess of the employee's financial delegation. It is noted that the system only allows this to occur where a good receipt has already been processed against the purchase order.

All prior period deficiencies have been resolved as identified in the Interim Report:

All unresolved matters will be included in the Audit and Risk Management Committee's Outstanding Items Register for follow up action.

Attachments

1 2021 Interim Report to the Mayor 8 Pages



Lockyer Valley Regional Council

2021 Interim report to the Mayor

27 May 2021



Our ref: LVRCAA88

SENSITIVE

27 May 2021

Cr T Milligan Lockyer Valley Regional Council PO Box 82 GATTON QLD 4343

Dear Councillor Milligan

2021 Interim report

We present to you our interim report for Lockyer Valley Regional Council for the financial year ending 30 June 2021. This report details the results of our interim work performed to 19 March 2021. In this phase we assess the design and implementation of your internal controls, and whether they are operating effectively. To date our work has identified one new significant deficiency in your internal controls. This has been discussed in detail in this report.

Please note that under section 213 of the Local Government Regulation 2012, you must present a copy of this report at your council's next ordinary meeting.

The Auditor-General Act 2009 requires the Auditor-General to report to parliament on an issue raised during an audit if he considers it to be significant. The results of your entity's audit will be included in our report to parliament on results of Local Government.

If you have any questions or would like to discuss the audit report, please contact myself or Matthew Monaghan on (07) 3229 5100.

Yours sincerely

Junaide Latif

Engagement Director

Enc.

cc. Mr I Church CEO

Ms K Phillips, Chair, Audit & Risk Committee





1. Summary



We have completed our audit planning phase and an external audit plan was issued on 24 February 2021.

This report details our audit findings from the work performed on the key controls over revenue, expenditure and payroll that were identified during the audit planning phase.

Summary of findings - On track

A significant deficiency was identified in relation to purchase order amendments.

Details of our audit findings are explained further in this report. Refer to section on Internal control

Based on the results of our testing completed to date and the resolution of prior year issues, we have determined your internal control environment does support an audit strategy that can rely upon these controls.

Areas of audit focus - On track

In addition to the above, we have also performed work over the areas of audit focus that were identified in the external audit plan.

Our progress against the areas of audit focus is on track.

Milestones - on track

Agreed financial reporting deliverables have been met to date.

Audit fees - \$92,000





2

2. Internal control deficiencies



The following table summarises our reporting on deficiencies in internal controls. Further in this section, you will find details of these deficiencies identified during our interim audit. Refer to Section 3 for the status of prior year deficiencies.

		Number of significant deficiencies		Number of deficiencies		
	Internal control issues by COSO element	Current year issues	Prior year unresolved issues	Current year issues	Prior year unresolved issues	Rating
	Control environment Structures, policies, attitudes and values that influence daily operations	-	-	-	-	•
	Risk assessment Processes for identifying, assessing and managing risk	-	-	-	-	•
	Control activities Implementation of policies and procedures to prevent or detect errors and safeguard assets	1	-	-	-	•
िं	Information and communication Systems to capture and communicate information to achieve reliable financial reporting	-	-	-	-	•
T	Monitoring activities Oversight of internal controls for existence and effectiveness	-	-	-	-	•

Our ratings



No significant deficiencies identified

Partially effective

One significant deficiency identified

Ineffective

More than one significant deficiency identified





Internal control deficiencies (continued)



The following table details control deficiencies identified as at 19 March 2021. It includes a response from management.

Our risk ratings are as follows—refer to Our rating definitions for more detail.





21IR-1 Purchase Order Amendment Control Activities

We noted that purchase requisition PUO27331 was approved in line with the financial delegations of Council. An amendment was made to increase the order for further works required. The amendment was for a minor amount, however it increased the value of the original purchase order over the delegation of the approver. Based on our discussions with management, the system allowed the amendment as goods had already been receipted on the order.

Implication

Council staff could circumvent delegations by approving orders in line with their delegations, receipting goods and services and then amending them to increase above their approved delegations, in total. Unauthorised or fraudulent purchases could be created and processed within the system.

QAO recommendation

We recommend Council review and update the system controls to prevent purchase order amendments by the same employee that increase the total of a purchase order in excess of an employee's approved delegation. Council may also consider developing a report to monitor these instances.

Management response

Management acknowledges the purchase order amendment issue. A system review has been undertaken to verify if an automated process could be implemented in TechnologyOne CI to prevent a re-occurrence. The review identified the system operates in a way which when a purchase order is part receipted, it creates a separate purchase order as a back order and for the purposes of financial delegation, is seen as a completely separate order. Therefore, the current system as it stands cannot be changed to check against previous approvals and delegations for any amendments. However, to improve current internal controls on purchase order processing and subsequent amendments and management an education piece will be undertaken (initially with key staff) on roles and responsibilities in line with the recently approved Procurement Guideline and also financial delegations. It is also envisaged future data analytical development will be undertaken to provide improved internal controls on purchase orders.

Responsible officer: Group Manger People & Business Performance

Status: Work in progress
Action date: 30 June 2022





3. Prior year issues



The following table summarises the status of deficiencies and other matters reported in prior years.

Reference	Issue	Status
	Internal control deficiencies	
	Significant deficiencies	
19CR-1	Procurement non-compliance with LG regulations	Resolved We note that Council has undertaken several steps to improve its contracting and procurement processes, including adopting procurement guidelines on April 22, in relation to the brought forward issues, however one new significant deficiency has been identified as detailed in section 2.
	Deficiencies	
20CR-2	Lake Apex bank reconciliation	Resolved. Bank account closed.
	Financial reporting issues	
20CR-1	Asset valuations required for entire class of assets	Resolved pending audit clearance Action date: 31 March 2021 Audit will confirm when the 2021 valuation workpapers are provided in accordance with the agreed milestones.





Appendix A—Our rating definitions



Our rating definitions

	Definition	Prioritisation of remedial action
Significant deficiency	A significant deficiency is a deficiency, or combination of deficiencies, in internal control that requires immediate remedial action. Also, we increase the rating from a deficiency to a significant deficiency based on: the risk of material misstatement in the financial statements the risk to reputation the significance of non-compliance with policies and applicable laws and regulations the potential to cause financial loss including fraud, or where management has not taken appropriate timely action to resolve the deficiency.	This requires immediate management action to resolve.
Deficiency	A deficiency arises when internal controls are ineffective or missing, and are unable to prevent, or detect and correct, misstatements in the financial statements. A deficiency may also result in non-compliance with policies and applicable laws and regulations and/or inappropriate use of public resources.	We expect management action will be taken in a timely manner to resolve deficiencies.
Other matter	An other matter is expected to improve the efficiency and/or effectiveness of internal controls, but does not constitute a deficiency in internal controls. If an other matter is not resolved, we do not consider that it will result in a misstatement in the financial statements or non-compliance with legislative requirements.	Our recommendation may be implemented at management's discretion.

Financial reporting issues

	Potential effect on the financial statements	Prioritisation of remedial action
High	We assess that there is a high likelihood of this causing a material misstatement in one or more components (transactions, balances and disclosures) of the financial statements, or there is the potential for financial loss including fraud.	This requires immediate management action to resolve.
Medium	We assess that there is a medium likelihood of this causing a material misstatement in one or more components of the financial statements.	We expect management action will be taken in a timely manner.
Low	We assess that there is a low likelihood of this causing a material misstatement in one or more components of the financial statements.	We recommend management action to resolve; however, a decision on whether any action is taken is at management's discretion.





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Suggest a performance audit topic

Contribute to a performance audit in progress

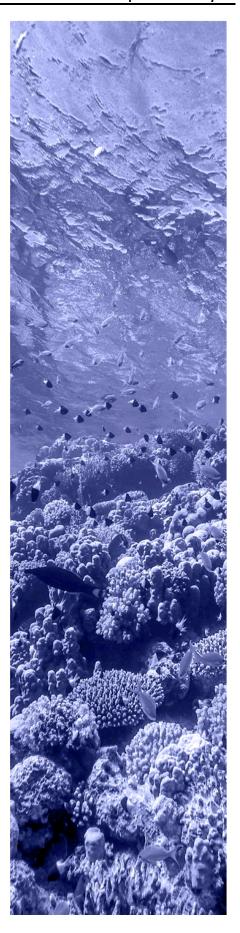
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Lvl 13 53 Albert Street, Brisbane Qld 4000
PO Box 15396, City East Qld 4002





14.7 Outcome of Minor Facilities Grant Program for Public Halls

Author: Trent Nibbs, Community Activation Officer

Responsible Officer: Amanda Pugh, Group Manager Community & Regional Prosperity

Purpose:

The purpose of this report is to inform Council of the outcome of a minor facilities grant program which was targeted at upgrading public halls that may be used as safer places during a disaster event.

This document is for Council's information only.

Executive Summary

Council was successful in obtaining grant funding of \$50,000 through the Bushfire Recovery Exceptional Assistance Immediate Support Package, an initiative of the Commonwealth Government. The funding was for 'immediate maintenance and repairs to relief and evacuation centres'.

Council created a closed funding round targeted at the 13 public halls that are listed in Council's Community Grants and Assistance Procedure under Category 7 (Public Halls Assistance).

Proposal

From the thirteen halls invited to apply for this funding, seven applications were received. The applicants were:

- Fordsdale School of Arts
- Forest Hill School of Arts
- Glenore Grove Public Hall Association
- Ingoldsby Recreation Club
- Mulgowie Public Hall Association
- Stockyard Creek Community Hall
- The Gatton and District Committee on the Ageing

The total amount applied for was \$63,800. Funds were sought for various works and items including fridges, various repairs, screen doors and windows, polishing floors, lighting, and constructing ramps and stairs.

All applications met the funding guidelines. As the amount applied for (\$63,800) exceeded that available (\$50,000), it was determined that the funds be distributed as shown in the table below.

Minor - Facilities Grant Program				
Applicant	Amount Requested	Amount Received		
Fordsdale School of Arts	\$10,000	\$7,220		
Forest Hill School of Arts	\$10,000	\$7,220		
Glenore Grove Public Hall	\$10,000	\$7,220		
Ingoldsby Recreation Club	\$3,900	\$3,900		
Mulgowie Public Hall	\$9,900	\$7,220		

Stockyard Creek Community Hall	\$10,000	\$10,000
The Gatton and District Committee on the Ageing	\$10,000	\$7,220
TOTAL	\$63,800	\$50,000

The Ingoldsby Recreation Club applied for only \$3,900 and it was considered appropriate that they be awarded this amount. It was determined that the maximum amount of \$10,000 be awarded to the Stockyard Creek Community Hall due to this organisation being less financial than the other applicants. The remaining \$36,100 was evenly distributed amongst the other 5 applicants, i.e. \$7,220 each.

Attachments

There are no attachments for this report.

15. CONFIDENTIAL ITEMS

15.1 Urban Utilities Board Appointments

Author: Vickie Wieland, EA to Chief Executive Officer

Responsible Officer: Ian Church, Chief Executive Officer

That the above item be considered in Closed Session to the exclusion of the press and public in accordance with Section 254J (3) (g) of the Local Government Regulation, 2012, as the matter involves negotiations relating to a commercial matter involving the local government for which a public discussion would be likely to prejudice the interests of the local government.

Purpose:

The purpose of this report is for Council to consider proposed Board appointments and reappointments for Urban Utilities (UU).

15.2 Acquisition of Land for Overdue Rates or Charges - PID 189470

Author: Julie Lyons, Property Officer

Responsible Officer: Craig Drew, Acting Group Manager People & Business Performance

That the above item be considered in Closed Session to the exclusion of the press and public in accordance with Section 254J (3) (e) of the Local Government Regulation, 2012, as the matter involves legal advice obtained by the local government or legal proceedings involving the local government including, for example, legal proceedings that may be taken by or against the local government.

Purpose:

The purpose of this report is for Council to resolve to acquire Property ID 189470 pursuant to Section 148(e)(ii) of the *Local Government Regulation 2012* where the total amount of the overdue rates and charges exceeds the market value of the land.

15.3 Compliance Issues at Horizons Estate

Author: Tanya O'Brien, Planning Officer

Responsible Officer: Amanda Pugh, Group Manager Community & Regional Prosperity

That the above item be considered in Closed Session to the exclusion of the press and public in accordance with Section 254J (3) (e) of the Local Government Regulation, 2012, as the matter involves legal advice obtained by the local government or legal proceedings involving the local government including, for example, legal proceedings that may be taken by or against the local government.

Purpose:

The purpose of this report is to obtain Council's direction on a proposed course of action to address the outstanding compliance matters at Horizons Estate in Withcott.

16. MEETING CLOSED